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Hope your riding is ramping up and you're having fun! Check out Lawrence's lucky ride and the interview with Terry Eccles.

C,ya on the trails!

J o m N i e m e l a

The Burluson Surprise!

By Lawrence Huntley

As sometimes happens, I left the house Sunday morning, November 8th 1998, to go riding without a partner lined up. Most mornings I head west to the Tillamook Forest, but this morning I decided to go to the Jones Creek OHV area north of Camas, WA. As I crossed the I-205 bridge the rain was bearing down hard on the windshield. It was looking miserable so I was hoping I'd find someone to ride with when I arrived. I've become comfortable with

asking to join groups I meet at the staging areas. Since I try to get out to the woods at least once a week, I've done this dozens of times. In the last year or two I have ridden with riders with a wide range of skill levels and most of the time it's been fun. Occasionally the rides have included too much road for my liking, but this morning I had the good fortune of joining a play ride sponsored by Rick Ward, Lee Holmberg and the Parts Unlimited crew. The special guest rider was none other than Dick Burluson. Others in the group included Vint Holman from Pro Caliber, local expert Steve McCall, and Dave Hilton. Bikes in the group ranged from a TM 125 to a KTM 620 dual-sport. Dick was riding a borrowed early 90's KDX 200. It was a stubborn starter but after several minutes of hacking at it, the bike finally came to life and we were on our way. The route we took followed the one-way trail. The rain had let up but it was still cool and foggy and down right dark in the trees. I was lucky enough to follow King Richard several times during the day. Of course his riding posture was a text book example of how to do it. Elbows out, on the pegs and smoothly sifting through the woods. I did my best to take it all in.

The Jones Creek Trail Riders have been doing a lot of work on the trail and it shows. Cinder blocks that were sticking up like tombstones have been receiving some long needed attention and several serious mud bogs have been drained and culverts installed. Even with all the club's good work, there are still enough root wads and rocks along the route to test the average rider's

trail skills. The bridges were as treacherous as ever as some in the group discovered. While trying to decide which way to turn at the end of one of the bridges, McCall and Burluson were almost taken out like a 7-10 split by Dave Hilton sliding down the bridge like a bowling ball. We stopped several times along the way for a head count. It was at these stops that I learned that Dick is a very down-to-earth guy and quick to laugh. When we arrived back at the staging area, Rick Ward set up a propane powered grill under the Easy-Up and within a few minutes lunch was on the way.

While waiting for the hot dogs to roast Rick began handing out hats and tee-shirts while Dick hauled a box of jerseys out of the back of the van. I couldn't believe my run of luck. After lunch, Steve McCall lead us over to a hill climb by the power line road. I

decided to watch since my bike still had the same tires that I put on last spring and I knew I'd be practicing turning my bike around on that red clay slide. Besides, I'd already spent my broken lever allowance. McCall and Burluson made several runs on the hill and they came within feet of the top a couple of times. After burying the kick-stand to the hilt a few times as the bikes slid backward down the hill in the slime, they finally concluded they needed a little more horsepower and a fresh tire to clear it. By the time we left the hill it was beginning to get late so we started working our way back to the staging area. By the time we arrived back at the

lot it was beginning to clear and as the EasyUps came down and gear got put away, we all shared a few more laughs before we said our good byes.

As I approached the I-205 bridge, the sun was beginning to come out from behind the clouds as it neared the horizon. As I reached for my sun glasses, I reflected on my good fortune and the turn of events that lead to my spending a few hours with some truly good sports, one being a rider who I have respected for more than twenty years. It will be an afternoon I'll remember for a long time.

Interview with Terry Eccles – State OHV Coordinator

[Note: I asked Terry to tell us about himself, so that everyone would better understand his views and goals for our favorite sport.]

I am a graduate of Oregon State University in Recreation Management and Forestry. I have post graduate studies in Public Relations, Ecology and Fire Science. My main emphasis and experience has been working in the field of recreation management on public lands, Forest Service, BLM, State and some private lands. With that I have been instrumental in the development of a number of land management planning programs that included travel management, development and dispersal of use, and program diversity. My over all goal has been to meet all user demands, their desired experiences and expectations. I have been very successful at managing a wide variety of programs including settings where users are in conflict (especially as we have seen the population increase and knowing there is no increase and in some cases less land available). I have worked specifically on OHV/ATV projects both winter and summer in a variety of settings and in a number of geographical areas. My philosophy centers around three parts. 1. I work for the people. 2. I manage a program with the goal that the land and its facilities manages itself. This is done through quality design,

implementation, and improvement through monitoring, and 3. If it doesn't work, we just haven't found the solution.

Enough BS, I feel that I bring to the table and the motorized recreation program over 32 years of recreation experience. Everything from wilderness management to major resort development, motorized to non-motorized. I have had the chance to develop good relationships amongst users which have resulted in some outstanding partnerships and opportunities. My goal for the OHV/ATV program in the State of Oregon is to have one of the best in the nation. We can do this, but it has to be done in partnership and with internal and external support. I do know it is going to be an uphill battle, one that the odds are not in our favor, but we are up to the challenge. With my skill in facilitation, my knowledge of the recreation program, experience in working with land management agencies, and the idea that OHV users are as much a part of the recreation spectrum as any other, I know we can have the program you want. Any other thoughts you might have to meet your expectations let me now. -----Terry
 [Terry can be contacted at: 541-388-6259 or email: terry.eccles@state.or.us]

Current Team Challenge Entries: Team 3 Katooms-Scott Grittith, Steve Peppmier, Rob Chastine/ Team House of Horsepower-Scott McNew, Kevin Wilton and Don Twombly/
Team Blurr- Joe Barrell, Lyon Payne, Jeff Zertanna/ Team North Fork- Garren Elmer, Jared Eddings, Bill Peterson/ Team Pucker-Kace Allen, Walter Schwarz, James Wilson/

If Motorcycles Were Like Computers

Submitted from Kace Allen

1. For no reason whatsoever your bike would crash twice a day.
2. Every time they put new trail markings up, you would have to buy a new bike.
3. Occasionally your bike would die on an uphill for no reason, and you would accept this, restart and ride on.
4. Occasionally, executing a maneuver such as a left turn, would cause your bike to shut down and refuse to start, in which case you have to reinstall the engine.
5. Macintosh would make a bike that was powered by the sun, reliable, five times as fast, and twice as easy to ride, but it would only run on five percent of the trails/roads.
6. On street bikes, only one person at a time could use the bike, unless you bought "Bike95" or "BikeNT". But then you would have to buy more seats.
7. The bike would say "Are you sure?" before applying the brakes.
8. Occasionally, for no reason whatsoever, your bike would refuse to run until you simultaneously grabbed the plug wire, held the rear valve stem, and used the kickstarter.
9. Yamaha would require all buyers to purchase a deluxe set of Rand McNally Topographical maps (now a Yamaha subsidiary), even though they neither needed nor wanted them. Attempting to

delete this option would immediately cause the bike's performance to diminish by 50% or more. Moreover, Yamaha would become the target of investigation by the Justice Dept.

10. Every time Yamaha would introduce a new model, buyers would have to learn to ride all over again because none of the controls would operate in the same manner as the old bike.

11. You'd press the "Start" button to shut off the engine.

12. On street bikes, the speedometer and tachometer would be replaced by an icon that comes on when the bike is running.



The 8th Annual Black Dog 2-Day Dualsport Ride, July 10~11, 1999

Come ride the Northwest's biggest and best dualsport ride! This is not a race, but an on/off road, scenic, historical motorcycle ride through the beautiful Mt. Hood National Forest. Each day's "main" course is easily traversable by larger dualsport bikes, however there are plenty of advanced trail "options" to keep even AA enduro riders entertained. Rest assured that your mother didn't lay out this course! Location is at Zig-Zag,

Oregon **\$200 cash prize to one random entry!**
Free t-shirts go to the first 50 pre-entries, so hurry!

Enduro style rollchart holder highly recommended. Bikes with loud exhausts will not be allowed to ride this event. 92db or less will continue to keep this great riding area open. Course is approximately 150 miles each day. Course will be roll chart style and is accurate to 1/100th of a mile. Pavement kept to a minimum. Your bike must be able to go at least 80 miles on a tank of gas. Plenty of trophies and prizes for most everyone!
 To receive a flier for this event, send a self-addressed, stamped envelope to: Black Dog, 1101 SE 53rd Court, Hillsboro, OR, 97123. For more information call: (503) 681-8881 or email: TawmN@aol.com There are plenty of camping facilities and local amenities. All dogs must be on a leash – even black ones.



Coast Range 100 Overview

By Joe Barrell

On 5/2/99 the Coast Range 100 started at the Jordan Creek Staging Area. Over 80+ riders showed up for a wet ride. The race went on, even with the bad weather. The course had to be changed a couple of times because of the excess rain and snow. Even with that, everything went well and there were no start crashes, although there were two injuries: one knee and one foot. The course was super fast with lots of roads and downhills. All entrants that finished received finisher plaques.

Don't Forget:

*ALL racers, specifically cross-country and grand prix, must have their rider number AND class letter on all three number plates, or they do not start the race.

* No tear-off goggle lenses are allowed in off-road events. This causes littering and is not acceptable.

* OMRA officers receive free entries at OMRA sanctioned events. Why? This is a paltry return for the amount that they do for everyone, plus, it will spur interest from others to help with the organization. We can no longer have all the work done by a very small handful of people. Now are you interested in becoming involved?

1999 OMRA CLUBS

OMRA, Inc. PO Box 6975 Portland, OR 97228 (503) 246-6230 www.teleport.com/~blaw/omra.htm	92589 Paschelke Road Marcola, OR 97454 (503)933-2026 http://www.rio.com/~lubinsjo/	Motorcycle Riders Assoc. (MRA) M/C PO Box 1471 Medford, OR 97501 (503)476-3730/(503)772-4977/(503)779-5924	(503)649-8709
Applegate M/C PO Box 13675 Salem, OR 97309 (503)378-0532	Heads Up Racing M/C Inc. 3760 NE Butler Avenue Redmond, OR 97756 (541)923-8518	Mt. Scott M/C 17641 S. Holly Lane Oregon City, OR 97045 (503)246-6230/(503)655-0419	Northwest Tour & Trail M/C Inc. 1101 SE 53 rd Court Hillsboro, OR 97123 (503)681-8881
COMAC M/C 62843 Cephus Court Bend, OR 97701 (503)382-8673	Jones Creek Trailriders M/C 12301 NE 27th St. Vancouver, WA 98684 (206)892-7314/(206)574-6434 http://www.pacifier.com/~bspotter/jctra/	Northwest Desert Riders . PO Box 760 Estacada, OR 97023 (503)630-3627	South Coast Trailriders M/C 426 Northwood Road North Bend, OR 97459 (503)888-5588
COTA M/C 19630 S. McCord Road Oregon City, OR 97045 (503)650-1163/(503)663-0698	Lobos M/C Inc. PO Box 2631 Clackamas, OR 97015 (541)393-4032 http://home1.gte.net/lobo/index.htm	NORA(NW Off-road Racers Assoc.) M/C Inc. 1978 SE 73rd Hillsboro, OR 97123	Trailsmen M/C Inc. 11576 Grouse Lane NE Aurora, OR 97002 (503)678-2779/(503)640-1496 http://www.teleport.com/~blaw/trailsmn.htm
Emerald Trail Riders Assoc. M/C			

>>>> Schedule of OMRA events for 1999 <<<<

May 16	Mt. Scott Annual ISDE	RESCHEDULED!	DS	Sep 12	Simple Simon Dual Sport	???	
May 30	Shotgun Creek ISDE	ETRA CANCELED!	X	Sep 12	Mystery Scrambles	ETRA	
GP	Jun 5	Wheeler County Team Race		Sep 19	Rock & Roll Poker Run	JCTR	
GP	Jun 6	Wheeler County Scrambles		DS	Sep 26	Dual Sport	
	Jun 6	Road Ride			Oct 3	Last Chance Poker Run	NWTTA
	Jun 12	Tee Pee Run		GP	Oct 10	Dick Jagow Grand Prix	Mt. Scott
	Jun 13	Tee Pee Run		GP	Oct 17	Starvation Ridge Hare Scrambles	OTBG
I	Jun 20	Lone Wolf ISDE			Oct 24	Ghost & Goblin Poker Run	MRA
	Jun 27	Silver Dollar Poker Run		DS	Oct 24	Fall Classic Dual Sport	Lobos
DS	Jul 10	Black Dog Dual Sport			Oct 23	Monkey Butt Poker Run	NORA
DS	Jul 11	Black Dog Dual Sport		X	Oct 24	Monkey Butt	NORA
X	Jul 17	Dual European Scrambles		GP	Oct 30	Fall Euro Grand Prix	OTBG
X	Jul 18	Dual European Scrambles		GP	Oct 31	Fall Euro Grand Prix	OTBG
	Jul 24	Mike Stewart Memorial PR			Nov 6	OMRA Calendar Meeting	OMRA
	Jul 25	Mike Stewart Memorial PR			Nov ??	Poker Run	NW Desert Riders
I	Jul 25	Lone Squirrel			Jan 1	Hangover Scrambles	JCTR
DS	Aug 1	China Hat Dual Sport					
X	Aug 7	Tillamook Team Race					
X	Aug 8	Tillamook 100					
	Aug 14	Mt. Scott Road Run					
	Aug 15	Benefit Poker Run					
GP	Aug 21	Sand Mtn. Grand Prix					
GP	Aug 22	Sand Mtn. Grand Prix					
DS	Aug 22	Wheeler County DS Ride					
	Aug 21	Kids Field Day					
	Aug 22	Kids Field Day					
	Aug 22	Road Run					
I	Aug 29	Devils Head ISDE					

X = Cross Country points I = ISDE points
GP = Grand Prix points DS = Dual Sport points

There will be one throwout event for each 5 events in a series to qualify for series trophy, riders must participate in 50% of that series events. Points will be tallied for OMRA members with a current competition card at the time of the event.

CAUTION!: These events could change, so contact the club before the event!
Monthly meetings of the OMRA are held at 7pm the first Wednesday of each month (except November) at Denny's Restaurant in Progress/Tigard, OR [(503)646-7724].
The OMRA also attempts to scan and post all event fliers onto the website.

1999 OMRA COMMERCIAL/DEALER MEMBERS:

Portland Off-Road Center
Aurora Cycle
NW Geotech
Chamberlin Tool & Die
Mobile Window Tint
Cycle Country
Honda/Suzuki of Salem

Support the businesses that support the OMRA!



Have you changed your address? Notify the Membership Director, Frank Wildgrube.

Steve Simons Window Tint biz card



Dune Haven Lakefront Retreats



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A vacation rental bordering the DUNES NAT'L RECREATION AREA - your own private access for hiking, horseback riding, ATVs, buggies and 4X4s - all allowed on the Oregon Dunes!

We offer a 3-bedroom (2 queens; 1 twin), 1-bath A-frame with deck & 2nd-floor master bedroom w/balcony lakeview. Also, a 1-bedroom (1 queen; 1 sleeper sofa), 1-bath studio cabin available soon. 5 minutes to mostly-deserted Pacific Ocean beaches by motorized vehicle. Shopping, restaurants/lounges, casino, golfing, deep-sea fishing, tennis, off-road motorcycle woods riding all close by. Contact us for a brochure!

Call: 541-759-3601

Mike & Cindy Smith
426 Northwood Road
North Bend, OR 97459

E-Mail: candm@gte.net
Website: <http://home1.gte.net/candm>



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Name _____

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Phone (____) _____ - _____

OMRA annual membership dues: (please circle choices)

Individual Non-Competition Membership \$10.00

Family Non-Competition Membership (same residence only)

Individual Competition Membership \$10.00 (per series)

Club or Business Membership (also printed on calendar listing)

*Non-Competition Event (dual-sport, poker runs, etc.) \$5.00 (per day)

*Competition Racing Points Event \$70.00 (per day)

Separate Legislative Fund (for fighting land closures, etc.): \$5, \$10, \$25, \$50, \$100, \$500

Total enclosed \$ _____

Declaration: I hereby agree to conform to and comply with the rules governing OMRA events and activities. I further agree to hold blameless the OMRA, Inc., OMRA Clubs and any owners of premises for any loss or injury to myself or my property which may result from my participation in OMRA and OMRA Club events and activities.

I have read and agree with this release.

Signed: _____ Date: _____

\$20.00

Signature of parent or guardian if rider is under 18 years of age.

Signed: _____ Date: _____

Advertising: This is an excellent way to direct mail your finished ads or fliers to over 1,000+ riding enthusiasts, dealers and clubs - four times a year! Clubs can insert their flier for only \$100. Ad rates per issue are only: \$25-business card, \$50-1/4 page, \$75-1/2 page and \$150-full page. Call Tom Niemela at: (503)681-8881 for more information.