

## SPRING 2007 NEWSLETTER

### PRESIDENT'S RAMBLE, KEN UMBARGER



YAHOO! It's riding season and good things are in the works. Our Annual General Meeting was well attended and a superb executive was elected. Last years executive had an unprecedented year on all fronts!

The addition of Adrian van Nieuwkerk was a shot of adrenaline and his fingerprints were all over many successes, none the least the Riding Clinics and this year's Calendar's and Club Riding Jerseys. Adrian will focus on the overall marketing efforts of our club this year and with the help of Lorne Scott (Social Director) will inject a big dose of FUN in all our events.

Jack Pyke stepped up to fill the role of secretary and brings us his business acumen and team spirit.

Frank Braeuer has, as always, been an inspiration and carries on the duties of treasurer. While we're on the topic of fun, Frank's ride down to Colville was unbelievable!

Last years executive have all committed to another season and we have added two dynamic new executive members to the fold. Terry Burke has passed the membership torch to Carol Boyd and we all know the energy and passion Carol has for our sport! For those of you who have had the pleasure of riding with Carol, you know she is a great role model and ambassador for getting the lady's on two wheels.

Wendy Dyck will act as Communications Director. This is an important position given the outstanding job Terry did last year in building our membership. Wendy brings a high level of talent and energy to this role. Wendy and Carol will make quite a tandem when it comes to recruiting new members. We are all very encouraged by the enthusiasm, ideas and talent added to the team.

While we are on the subject of communications, where would we be without the fantastic website Darcy Detlor created and maintained for our club?

Darcy's talent and ongoing dedication cannot be measured. Thanks Darcy!

Terry Burke will remain on the executive as the Land Resource Management representative; a role Terry has filled for over a decade. Terry has spearheaded a new Provincial Organization called the BC Off Road Motorcycle Association (BCORMA) which has been formed to speak on behalf of Off Road Motorcycle Associations throughout the Province with a strong united voice and to provide legitimate avenues for motorcycle manufacturers to funnel funding for the preservation and enhancement of off road motorcycle riding. Terry recently attended a National Off Road Vehicle workshop in Virginia and has returned with valuable resources and information as well as his sound testing certification. Unreasonable noise from after market pipes remains the sports biggest enemy and source of conflict with other stakeholders. One of our clubs key goals is to make an appreciable difference in curbing this foe by educating the off road community of damage it causes all of us and some simple solutions. Stealth is cool!

Our supporting dealers deserve a huge level of thanks for their generosity throughout the year. They deserve our loyalty and patronage! Thanks Barry, Terry, Ray, Steve, Al, Shaun and Kim for all the prizes and help with building our membership.

For those members who volunteered last year, we know you will feel a special part of the momentum our club carries into 2007. This will be a ground breaking year in our Province and for our association. We are about to receive unprecedented support from our MLA and friend the Honorable Rick Thorpe and the efforts of the Integrated Land Management Bureau. I will save the details for the press but we should be thankful for politicians and bureaucrats with the courage and vision to address our sport issues and needs. We will soon have the tools and resources to take a quantum leap! I know you are all up to the challenge. See you on the trails!

**Ken Umbarger,  
President**

**INNOVATIVE  
MOTOR SPORTS**



**KELOWNA YAMAHA**



*Valley Moto Sport*   
Kelowna, BC



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Ken Umbarger

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April 22<sup>nd</sup>

Did You Know....?

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Country, May Long Weekend

Maintenance Tip, courtesy of  
Kelowna Yamaha

Membership Message

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Kidz Korner

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Sound Testing

Riding Tip, courtesy of Mark Cahill

2007 OTRA Schedule

## **SWAP MEET & HARE SCRAMBLE**

### **April 22<sup>nd</sup> – Lower 8k Pits at Bear Creek**

The OTRA's off road equipment Swap Meet is scheduled for April 22<sup>nd</sup> at the Bear Creek Lower 8 km Pits. This event will be occurring simultaneously with the excitement of the first Hare Scramble of the season being put on by local race series promoter, ODR Racing. There will be a concession on site and the day promises to be an absolute blast. We hope to see you there!!

**Swap Meet** will run from 9:30 am to 12:30 pm and for those of you wishing to join the OTRA, or renew your membership, we will also have a Membership sign up table. We will be congregating in the far left corner of the pits. Adrian van Nieuwkerk will be on site to assist with signage and set up.

**Concession:** The concession will be run by volunteers, recruited by Jack Pyke. We would thank this group of individuals for their time and effort looking after the concession. Your support enables our club members to participate in the race and we really appreciate your help!!!

**Racing:** For racing information, please check the ODR Racing website at [www.okdirtriders.com](http://www.okdirtriders.com).

## **KELOWNA YAMAHA**

### **A big Hand For Kelowna Yamaha!!**

Not only does this shop come through with the first maintenance tip of the year, now they have purchased and donated the hamburgers, hot dogs and chips for the OTRA concession stand at the **April 22nd Swap Meet**



**and the OTRA keeps all profits from the concession!!**

**Thank you Terry and crew at  
Kelowna Yamaha!**

### **Did you know.....**

.....that in the late 1960's, the organizer of an AMA Supercross race, had to build a "chicken route" around a newly constructed ramp over a drainage ditch because the riders did not know how to "jump?" (The Europeans had been jumping for 2 decades!)

....the first "whoops" were made out of telephone poles!!! After a couple of races and wipe outs, they started covering the poles with dirt. There were people stationed at the whoops to shovel dirt during the race to keep the poles covered!!

...the first gas engine motorcycle was invented in 1885, which was an engine attached to a wooden bike.

...the word "Dream" has been used in Honda advertising since 1948 when the first Honda motorcycle, the "Dream D" was invented.

...Yamaha motorcycles were not imported into the United States until 1960!

## **OGOPOGO CROSS COUNTRY, May 20<sup>th</sup> at Bear Creek**

### **Volunteers Needed!!!**

We need volunteers to help out with this event. Please contact Frank Braeuer if you can lend a hand with sign up, course layout, concession, time keeping, etc.

**Please email Frank at [frank@okanagantrailriders.com](mailto:frank@okanagantrailriders.com). Thanks!!!**

**Monthly Maintenance Tip**  
**Okanagan Trail Riders Association**

**Courtesy of Terry Poirier**

## KELOWNA YAMAHA

**LEVERS:** When adjusting your brake and clutch levers, make sure they are not flat in line with the handlebars. They should be angled down slightly so that when you are standing on the pegs, it is a comfortable reach, without too much angle for your wrists. This will make the bike easier to control when climbing or descending a hill.

Make sure that when the clutch and brake are pulled in, that the lever tip does not extend past the end of the handlebar; and, when tightening the bolts on the lever perches, make them snug, not tight.

You should be able to grasp the lever and perch assembly and rotate it slightly by hand. In the event the bike falls over, this will enable your lever and perch assembly to rotate on the bars instead of breaking off.



**Have a great day! Terry Poirier**  
**Kelowna Yamaha**

## Future Newsletters

This is **YOUR** newsletter so, if you have any pictures, stories, news, tidbits, events, ideas or great wipe out photos, please send them to [wendy.dyck@okanagantrailriders.com](mailto:wendy.dyck@okanagantrailriders.com)

**Newsletter Swap Meet:** email me at [wendy.dyck@okanagantrailriders.com](mailto:wendy.dyck@okanagantrailriders.com) with anything you wish to sell in the May edition of the newsletter.



Would you wear a jersey with this guy on it? If so, contact Adrian to place your order!!

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**If you missed it in the previous pages, the SWAP MEET** – has been confirmed for Sunday, April 22 at the Lower 8 km Pits. Please congregate in the far left corner. Adrian van Nieuwkerk will be on site to assist with signage and set up.

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# Have You Purchased Your 2007 Membership Yet?

Just a reminder that memberships can be purchased for only \$20 - Individual Membership or \$40 – Family Membership; on line at [www.okanagantrailriders.com](http://www.okanagantrailriders.com) or at any OTRA event.

Okanagan Trail Riders Association (OTRA) memberships provide you with: club newsletters and updates, club activities, club event discounts, discounts at most dealers, and the opportunity to meet other riders and a chance to provide input on the future of off road racing. Come join us as we need your support!!

Please contact Carol Boyd at [carol.boyd@okanagantrailriders.com](mailto:carol.boyd@okanagantrailriders.com) if you have any questions.

## New Club Executive Profile: Wendy Dyck, Communications Director

Hello All: As a new member of the OTRA, I felt responsible to take on a position and contribute to and help out with all the hard work other club executive labor at tirelessly, everyday ensuring that we all have a place to ride. My function within the club is too put together this newsletter. Any news, tidbits, photos, events, items for sale, jokes, etc., can be emailed to me at [wendy.dyck@okanagantrailriders.com](mailto:wendy.dyck@okanagantrailriders.com).

Being born and raised in Kelowna, I am one of the very few people that can say when I was 10 years old, I could get on my bike in my yard, and ride into the hills, as I still can today. Actually, I bet I'm the only OTRA member that can say that!! I grew up in South Kelowna and years later, I live in Joe Riche but I know how quickly land is disappearing for our use. I feel it's no longer a right to ride, but a privilege to ride. Thankfully, we have this club, "Protecting Our Right to Ride."

My father, Barry Dyck, owned Barry's Dirt Cycle in South Kelowna. When I was 10, he took me to a moto-cross race in Kamloops. I stood at the first turn and when the bikes took off and hit the corner, I stood there watching with my Dad; the adrenaline pumping through every inch of me. As the bikes left the turn, I remember looking at him, scared out of my mind, and saying, "I want to do that!" Being as wise as he was, he said, "anyone can ride fast, but not everyone can ride" and hence, I began my trials career on a TY 80. That lasted one season and I quickly progressed to a YZ 80 which I raced in the Small Wheel School Boy class and then my RM 100 in the Big Wheel School Boy class. I also competed in trials events, enduros, raced cross country but my favorite was ice racing, even capturing the BC Championship in '79 / '80. I quit riding in 1981 when I was 16. My father passed away just last September and for some strange reason, I went out and bought a CRF 150F which has since turned into a YZ85 Big Wheel – back to my roots!! I don't dare think I can race moto-cross again or even ice race but I've been out on the trails with Carol and Brian, getting a few "refresher tips" and I'm really looking forward to the ODR series.

27 years ago, I never had the opportunity to ride with other women, there weren't any!! It's great to see so many female riders, good female riders, out there today.

Look forward to meeting you on the trails. Wendy



**Yup,  
that's  
what a  
YZ80 & a  
geeky 12  
year old  
looked  
like in  
1976!**



**If you want to be our feature Kid, please  
email me at  
[wendy.dyck@okanagantrailriders.com](mailto:wendy.dyck@okanagantrailriders.com)**



## Jenna Zacharias

<b>My bike:</b>	CRF150R
<b>My first bike:</b>	CT 70
<b>Years riding:</b>	2 <sup>nd</sup> season
<b>My School:</b>	Springvalley Middle School
<b>Age:</b>	12 years old
<b>City:</b>	Kelowna
<b>Favorite Place to ride:</b>	Upper Pits at Bear Creek
<b>Worst Wipe Out:</b>	Big Air at Gallagher's Canyon – Over the handle bars!!
<b>Future Career Plans:</b>	Dentistry (smart girl!)
<b>Favorite Food:</b>	French Fries
<b>Biggest Challenge:</b>	Not arguing with my parents!
<b>Perfect Day:</b>	Would be to spend the entire day with James Stewart. <i>(I think she would like to marry James Stewart!)</i>
<b>Proudest Moment:</b>	Getting my CRF150R.

Jenna plans to race moto-cross after a little more practice on her new CRF150R. I enjoyed meeting Jenna; she is very mature, funny and focused on her riding; but she remains very respectful of the bike that she rides and rides within her limits and capability.



**New Club Executive Profile:  
Carol Boyd, Membership Director**



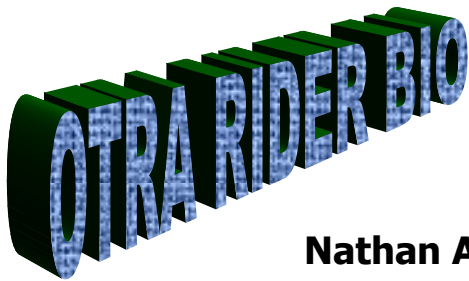
Carol joined the OTRA in the fall of 2005. She started riding at the age of 40; however, to see her ride, you would think she's been on a bike a lot longer than that. She proudly rides her CRF188 (bored out for that little bit extra!)

Carol's motto is, "I don't ride well but I can ride poorly for long distances." (She doesn't give herself enough credit!)

To her credit, Carol is the "unofficial" President of the "Okanagan Dirt Bike Galz", having put together a web site and more importantly, a friendly contact for new female riders in the area along with being the organizer and liaison of many events for both the OTRA and the "Galz", plus holding down a full time job with UBC Okanagan and wife to Brian.

Carol's #1 goal is to help develop and protect user friendly riding trails (for all levels) in our area. She appreciates the direction the OTRA has been headed in the past year with the addition of activities such as the Awareness Day, Riding Clinic and the Family Fun Days. She also thinks that we are fortunate to have some extremely good riders in the area and she would like to see that their interests are also addressed.

If you're a female rider and new to the area, please contact Carol at [carol.boyd@okanagantrailriders.com](mailto:carol.boyd@okanagantrailriders.com). I did, and after being off a motorcycle for almost 3 decades, Carol and Brian tailored a ride specifically for me and my (in)ability, just so I could get back on a bike and feel like I had never given up the sport! Thanks Carol & Brian!



**Nathan Andreucci**

- My bike:** 2005 CRF450R
- My first bike:** 1973 Yamaha LT 100 Enduro, that still runs!!
- Years riding:** Some riding when I was young – really started 1 ½ years ago
- City:** Summerland: Woot, Woot
- Why did you join OTRA:** To help keep off-road areas open
- Best thing about OTRA:** They look out for off-road motorcyclists
- Favorite Place to ride:** Anywhere
- Worst Wipe Out:** Broken Back (*not Brokeback*) mountain biking!
- Childhood Ambition:** None (*What???*)
- Favorite Food:** Chicken Burgers
- Biggest Challenge:** Keeping up with the people I ride with
- Perfect Day:** Any day out riding and not stuck indoors
- When you're not riding:** Working on my car, truck, fishing, riding, any outdoor stuff
- Married / Single:** Single, so very single....  
(*Hmmm....., Ladies?*)
- Latest Add On:** Some sweet red clutch & brake levers, Bling, Bling!
- What bugs you:** Being stuck indoors on a nice day
- Shout Outs:** Family, friends, you know who you are: Pentiction Honda / Colliers Crew



***SOUND TESTING!!!*** Bikes will be tested at OTRA and ODR events and should conform to a maximum level of 96 db. Over the 2007 season, riders will be given an opportunity to make required modifications. Should your bike be tested twice and you are still above 96 db, there will be a time penalty added to your overall time.

**There is a three – strike rule in place. Three opportunities to get your bike in the correct db range or you don't race. Please pass this important information onto your fellow racers.**

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### **Spring Riding Tip: "Rusty Rambling" by Mark Cahill** **3 Times Canadian Observed Trials Champion**

So considering the last trials championship I won was way back in 1991, I figured "rusty" is a good way to describe what's left of my trials skills! So while you may catch me riding around the odd obstacle when I'm tired (or maybe because I knackered myself on the previous attempt), I still know WHAT to do when you come upon an ugly section...I just don't practice this stuff 4 times a week anymore. As Neil Young says, rust never sleeps!

So lets look at an all-time favorite laughs generator for the early season: Logs! I'm going to describe the trials rider's standing approach to getting over logs. This works great on cross-country bikes too!

If you've been to one of the OTR riding clinics, you should remember that the key item I try to describe is that you do not want to wheelie the front wheel completely over the log...you need to run the front wheel into the log, about 1/3 the way down from the top.

The reason we do this is threefold.

- Ø Primarily, you want to transfer your weight to the front wheel to lessen the impact of the rear wheel to the base of the log.
- Ø Second, you want the bike to defect upwards, which keeps your skid plate/frame/engine from slamming into the log.
- Ø The third upside, mostly for 2-strokes, is that your flash new unobtainium super pipe doesn't slam into the log and destroy itself because the front end gets driven upwards...the pipe will clear the log!

This whole "front wheel into the log" concept effectively transfers weight off of the rear wheel, and onto the front wheel, which makes the rear of the bike want to rise and hit the log part way up, instead of at the base. I like to describe this whole concept as "pivoting over the front wheel". With less weight on the rear wheel, the suspension unloads and can better absorb the lighter impact, which helps you maintain forward momentum.

Now if the log is small, say less than a foot high, pretty much all you need to do is run the front wheel into the log and you'll bounce over and not damage your bike. The front wheel deflects upwards causing your bike to rise and the slid plate/frame/engine will clear the log, rather than slamming into it.

Now what if the log you need to get over is larger than a foot in diameter? We need to learn a few more techniques to help us "clean" the big log.

First, we need to understand "un-weighting" the bike. Un-weighting helps to clear jumps easier, and can lessen the impact the bike makes with an obstacle. When we un-weight, we're pulling the bike up in its suspension travel, making more travel available to absorb the coming impact. When I say un-weight, I mean lighten your body weight off of the bike. Remember, *lighten...* it's not jumping up off of the pegs.

Try this: Stand up straight on the ground or floor; now bend your legs slightly then straighten them very quickly. If I'm any good at describing this, the straightening motion takes your weight off of the floor for an instant. You're not jumping up, just lightening the weight in your shoes, arching up on the balls of your feet. When we un-weight the motorcycle, we're just lightening our weight on the bike for an instant. The motion is very slight, but very deliberate and your feet must remain in contact with the pegs. We can either un-weight the whole bike evenly, or just the rear of the bike. To un-weight the whole bike, we lighten our weight on the pegs, and pull up on the bars. To un-weight the rear only, just lighten at the foot pegs.

Now back to the front wheel impact, 1/3 the way down from the top of this big log. When the front wheel impacts the log, the weight starts transferring towards the front of the bike and your forks will compress. When your forks reach the compressed state, un-weight the whole bike. You'll be pulling up on the bars and leaning forward just a little bit through this process. The timing has to be perfect, and when you get it right, you'll feel the rear of the bike virtually lift to the top of the log. Your bike will not deviate a great amount off of level and there will be little chance of going over the bars. Your skid plate/frame/engine will not touch the log!

So far we have only described how to do this on a bicycle! What about the throttle? We also need to learn the double-blip technique, which simply means two successive bursts of throttle (acceleration). The first blip drives the front wheel to the impact at the 1/3 down point. Then we hesitate the throttle for just an instant to allow the forks to compress into the log then we give it a second blip of throttle to make the bike jump up and forward. When the forks are compressed, acceleration drives the bike upwards, which helps us clear the log. The two blips need to happen as fast as you say BEAR CREEK after 3 espressos! The first blip is BEAR and the second blip is CREEK. The timing is everything. Got it?

So lets pull it all together:

1. Approach the log as squarely as possible, in first gear, standing, legs slightly bent, body position centered fore and aft between your wheels, with the motor revving enough to be responsive.
2. Use a jab/burst of throttle to accelerate the front wheel to the 1/3 down impact point. You may need to use the clutch to generate the jab/burst of throttle...this is almost mandatory on the 4-strokes as they do not respond quick enough
3. At impact, hesitate the throttle (stop accelerating) for an instant to let the forks compress, then give it a second burst of acceleration as you "un-weight" the whole bike, body moving slightly forward, pulling up on the bars.
4. An instant later, when the rear wheel impacts the log, feather the clutch just a bit, just enough so the tire grips and doesn't spin on the log.
5. Let the front of bike drop away from you as the front wheel clears the log. Body position moves back to centre as the rear wheel clears the log.

The keys to success are the placement of the front wheel and the timing of the double-blip. If the front wheel hits too high, you will not get the upward deflection, the skid plate will hit the log and you'll lose all forward momentum. If you hit the log too low, you'll feel a big loss of momentum and the bike will not deflect upwards..., your friends will be laughing. The timing of the double blip gets critical with larger logs because it is the second blip that gives the bike lift to clear the log.

When you get it all just right, a huge smile will come over your face because you won't believe how easy it was!

This approach can get you over some really big logs...easily up to 3' in diameter, you just have to get the timing right. Once you get the timing dialed, you can increase the approach speed. Practice this 4 times a week for the next 6 months and I'll step aside for the fall clinic!

Respect the privilege of being able to ride your dirt bike at Bear Creek. Do your part and make sure everyone you ride with does the same. Happy Trails.

Mark

**The finished product looks just like this....., Easy eh?**



## 2007 EVENTS CALENDAR

Club	City	Event	Date
VMC	Sooke	The Good, The Bad & The Ugly X Country	Sunday, March 18 <sup>th</sup>
OTRA	Bear Creek, 8 km Lower Pit, Kelowna	Off Road Equipment Swap Meet <b>9:30 am to 12:30 pm</b>	Sunday, April 22 <sup>nd</sup>
GKMA	Kamloops	Big Kahuna III Hare Scrambles	Sunday, April 29 <sup>th</sup>
TP	Merritt	Main Jet GP Hare Scramble	Sunday, May 6 <sup>th</sup>
OTRA	Bear Creek, Kelowna	Enduro – Part I of III Series	Saturday, May 19 <sup>th</sup>
OTRA	Bear Creek, Kelowna	Ogopogo X Country	Sunday, May 20 <sup>th</sup>
OTRA	Bear Creek, Kelowna	Spring Off Road Dirt Bike Clinic	Sunday, May 27 <sup>th</sup>
Okanagan Dirt Bike Galz	Colville, Washington	Pend Oreille Ride	Thur, June 14 <sup>th</sup> to Sunday, June 17 <sup>th</sup>
GVMC	Chilliwack	58 <sup>th</sup> Annual Piston Run X Country	Sunday, June 17 <sup>th</sup>
WCDR	Lytton	22 <sup>nd</sup> Annual Monkeywrench X Country	Sunday, July 1 <sup>st</sup>
WKDAS	Castlegar	Treehugger Hare Scramble	Sunday, July 22 <sup>nd</sup>
MBMC	Bellingham	Toasted Hare Scramble	Sunday, August 5 <sup>th</sup>

## 2007 EVENTS CALENDAR

Club	City	Event	Date
VOMC	Vernon	Big Rooster X Country	Sunday, Sept 2 <sup>nd</sup>
MBMC	Bellingham	Dirty Dog Hare Scramble	Sunday, Sept 9 <sup>th</sup>
OTRA	Bear Creek, Kelowna	Fall Off Road Dirt Bike Clinic	Sunday, Sept 16 <sup>th</sup>
GKMA	Kamloops	3 Worlds X Country	Sunday, Sept 23 <sup>rd</sup>
OTRA	Bear Creek, Kelowna	Art Klassen Memorial Poker Run	Sunday, Sept 30 <sup>th</sup>
OTRA	Colville, WA	Frank's Wild 3 Day Ride	Friday 19 <sup>th</sup> to Sunday 21 <sup>st</sup> , October
OTRA	Kelowna	Christmas Party	Tuesday, Dec 11 <sup>th</sup>



**Ken Umbarger,  
 Frank Braeuer &  
 Adrian van Nieuwkerk,  
 stop for a photo op  
 during a ride in Colville,  
 WA – 2006.**