

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Owyhee Motorcycle Club

other names/site number _____

Name of Multiple Property Listing N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number 6600 N Cartwright Road

☐ not for publication

city or town Boise

☒ vicinity

state Idaho

Code ID

county Ada

code 001

zip code 83714

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national X statewide local

Applicable National Register Criteria: X A B C D


Signature of certifying official/Title: Tricia Canaday, Deputy SHPO

8-22-22
Date

Idaho State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____

Date _____

Title _____

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:) _____

Signature of the Keeper _____

Date of Action _____

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

- | | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | Private |
| <input type="checkbox"/> | public – Local |
| <input type="checkbox"/> | public – State |
| <input type="checkbox"/> | public – Federal |

Category of Property

(Check only **one** box.)

- | | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input checked="" type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3	8	buildings
9	2	site
5	9	structure
		object
17	19	Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: sports facility
SOCIAL: clubhouse

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: sports facility
SOCIAL: clubhouse

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: utilitarian

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE; WOOD

roof: ASPHALT

other: EARTH

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary

The Owyhee Motorcycle Club (OMC) is located at 6600 N. Cartwright Road on the northern outskirts of Boise in unincorporated Ada County, Idaho (2020 pop. 235,648). Formed in 1935 and incorporated in 1940, the organization is a private, member-supported and directed non-profit organization with generational family membership. The club purchased this property in 1946 as a place for its members to gather and for the club to host both social and recreational motorcycle activities. The 80-acre rectangular parcel is tucked in the foothills of the Boise Mountains overlooking the capital city. The property has evolved organically since the 1940s and has never reflected any sort of planned overall landscape design. The hilly sagebrush property features an impressive variety of riding and racing areas, ranging from the natural terrain of the upper grass track trails and Hannah's Hill to the built features at the summer and winter tracks and west valley race area. An assortment of buildings and structures complements the race areas, including member- and visitor-focused amenities and maintenance and systems structures, all built after 1960. Collectively, the natural and built features reflect the evolution of the organization, the influence of changing motorcycle technology, and the growth and development of motorcycle racing over the second half of the 20th century. The property has excellent integrity of location, setting, feeling, and association. Changes have somewhat impacted the property's integrity of design, workmanship, and materials, but they are generally mitigated by the fact that modifications resulted from the club adapting to the evolving sport of motorcycle racing.

Narrative Description

"The best riders in Idaho came here ... It's all about terrain. It was not your average track and had more terrain than the average local track. There are huge hills and the dirt was great."

-- Bob Hannah, American Motorcyclist Association (AMA) Hall of Fame racer of the 1970s and 1980s

Location and Setting

Boise is located on a broad sagebrush plain along the Boise River in southwest Idaho's Treasure Valley (figures 1 and 2). The valley ends abruptly near Boise where the Rocky Mountain foothills rise to more than 7,000 feet within 20 miles to the northeast. The foothills north of Boise are a destination for outdoor enthusiasts, with access to hiking, skiing, biking, and camping. The area also is home to the state's oldest, continuously operating club of motorcycle enthusiasts – the Owyhee Motorcycle Club.

The OMC property is approximately two miles north of the Boise city limits via N. Cartwright Road, an old transportation route that today is a scenic two-lane highway winding north into the foothills. A two-post sign along N. Cartwright Road marks the entrance to the club, which is accessed via a private roadway (photo 1). This gravel roadway extends 0.2 miles to the OMC entry gate, which restricts access to the property (photo 2). Most of this short roadway – approximately 0.17 miles – is on neighboring property, and use is granted via an easement. This is the only entrance onto and off of the property, and it has changed very little in the club's history. It continues onto the property, serving as the primary arterial roadway on the southern part of the property.

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General Characteristics of the Property

The 80-acre parcel boasts an impressive variation of terrain and soil types. The property rises more than 300 feet in elevation, from the lowest areas along the southern property line to the impressive hills in the north, west, and central parts of the property. Along the southern edge of the property is a creek bed where mountain snow runoff flows in the spring; culverts now divert the water. Nearby springs initially provided water for the club and now a well behind the clubhouse provides water. The few trees on the property are found in the southeast part of the property, and most groundcover includes grasses and sagebrush. The sandy loam soil has a good balance of silt, clay, and sand that absorbs water and provides great traction for the knobby tires of dirt bikes. The central part of the property has sandier soil with less clay, which facilitates quicker snowmelt and drainage making it more conducive to winter racing, allowing for year-round activity at the grounds. Conversely, the soil in the southeast area has less sand and drains more slowly, making it more ideal for racing in the drier summer season. As a result, the property is comprised of several sub-landscapes with structures and buildings (figures 2 through 9).

Entrance onto the property and the primary arterial roadway remains intact from the 1940s. Wood utility poles line the entrance road onto the property. Primary circulation patterns elsewhere on the property remain intact from at least the 1960s. These include the access road to and around the west race area and access to the 1963 clubhouse. Access around the summer track in the southeast part of the property changed somewhat in ca. 1970 when a pedestrian bridge was installed to facilitate safer circulation for spectators, while service vehicles use an access road that passes behind the clubhouse.

The clubhouse is in the southeast part of the property adjacent to today's summer track, one of the club's early recreational and racing areas. The area around the clubhouse developed to also include a park and concession building. Collectively, these resources serve as the heartbeat of the club where members, visitors, and racers gather (figure 8). There is little delineation on the landscape separating areas for spectators and members from racing and maintenance areas, other than chain link fences and natural features. One exception is the recently constructed low rock retaining wall that minimally separates the central starting area from the main parking lot and pit. Wood poles supporting loudspeaker and lighting systems have been a fixture on the property since the 1960s, but the number of poles has increased since the 1990s.

Riding and Racing Areas

The OMC has always specialized in off-road motorcycle riding – both in the form of manicured dirt tracks and courses with rugged natural features. Important to the sport of off-road motorcycle racing is the need to re-configure the tracks and courses depending on the types of races being run. The types of races hosted at OMC over nearly eight decades also have evolved as motorcycle technology has improved and as race preferences have changed among riders and spectators.

There are several riding and racing areas on the property ranging from natural terrain to built features. The steep hills and rugged terrain are what appealed to the early club members and riders, and they represent the earliest motorcycle history on the property. The **upper grass track trails**, for example, across the north and central parts of the property, have been used for hare scrambles and hill climbs since the 1940s. Additionally, the **steep sandhill** in the east-central part of the property is the most iconic and challenging feature for riders and has been nicknamed Hannah's Hill after American Motorcyclist Association (AMA) Hall of Fame racer Bob Hannah, who impressively mastered the sandhill when he raced at OMC in the 1980s. Today's **winter track**, located in the central part of the property, is a combination of natural and built trails that wind around and over the south-facing hills. The built features are mostly jumps that reflect the influence of motocross after 1968.

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The built racing areas in the **west valley** and in the southeast part of the property (today's **summer track**) truly reflect the progression of the club and the sport of racing. There are layers of race history in these areas that begin with the club's first two dirt tracks built in the 1950s. Those basic oval and irregular oval dirt tracks evolved with the advancing motorcycle technology (more powerful bike engines and improved tire and suspension technology) first to include embankments, turns, and jumps and then later into arenacross and motocross tracks, with earthen jumps and trails incorporated into the former track components. The buildings and structures around these tracks include both member- and visitor-focused amenities, such as concessions buildings and bleachers, as well as maintenance and systems structures.

Change Over Time and Integrity

As of this writing, there are no other motorcycle clubs, courses, or clubhouses individually listed in the National Register of Historic Places. The Owyhee Motorcycle Club property is a unique place that is best understood in the context of recreational off-road motorcycle riding and racing history (presented in Section 8 – Statement of Significance). The 80-acre property has functioned as a recreational and social gathering place since 1946, when Don and Mabel Gamble purchased the property on behalf of the club. The primary function of the property always has been recreational motorcycle riding and racing, and the vast majority of acreage is dedicated to that use. Survival of the club has depended on its ability to adapt both its programming and its grounds to remain relevant in the quickly evolving sport of motorcycle racing. This property evolved quite organically and never reflected any sort of overall landscape design. As a result, each decade since the 1940s has seen at least some change to the property, including buildings and structures added, removed, or altered, as well as modifications to the tracks.

The property retains excellent integrity of location, setting, feeling, and association, particularly as it relates to the property's hilly sagebrush backdrop, natural rugged terrain, dramatic west valley, and the massive sandhills. An assortment of buildings and structures complements the race areas. Although many were constructed after the period of significance and are non-contributing, they are quite modest, secondary in scale to the greater property, and are not all that impactful to the overall integrity of the sprawling site. Perhaps the greatest changes to the property are to the two oval dirt tracks, most of which have been replaced by motocross and arenacross courses. While the changes to the oval dirt tracks certainly impact the property's integrity of design, workmanship, and materials, the impact is mitigated by the fact that these areas were modified as a result of the influence of an especially significant era in the sport when European motocross stormed onto the American racing scene in the late 1960s. Motocross was and is wildly popular in the U.S. and at OMC, and this influenced generations of riders and the trajectory of the club. Flat-track and TT racing remained popular for many years beyond the 1960s, but motocross and off-road racing would ultimately dominate at OMC.¹

The impact of off-road motorcycle use over nearly 80 years requires diligent and regular maintenance of the grounds, particularly of the hillside trails to prevent and mitigate erosion. For example, only old established trails are used in the upper grass track trails for rider safety and to avoid erosion of the biggest hills. In other areas, retaining walls of recycled tires are used to allow for maximum safe use while controlling erosion. With motocross racing, which takes place in parts of the winter and summer tracks, and arenacross racing in the west valley, comes the need to regularly groom (e.g. grade and water) and change track obstacles, such as jumps, which is considered typical for motocross track maintenance; as a result, these areas are continually evolving.

Property Inventory

¹ The various types of motorcycle racing and the evolution of the sport will be presented in Section 8.

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The 80-acre property includes member gathering areas as well as multiple race landscapes, some with spectator accommodations and support buildings and structures. The following list names each feature and property type located within the nominated boundaries. It includes 36 total resources. The list is followed by an inventory of these features with key physical information and photographs. The inventory is generally arranged by sub-areas within the overall landscape, and each resource is keyed to the aerial images shown in figures 5 through 9. Supplementary photographs are keyed to aerial images in figures 10 through 12.

Resource No.	Resource	Association	Dates of Construction	Eligibility
1	Entrance Road	Spectators/Members/Racers	1946	C
2	Entry Gate	Spectators/Members/Racers	1983	NC
3	Ticket Booth	Spectators/Members/Racers	2005	NC
4	Main Parking Area and Pit	Spectators/Members/Racers	1946, ca. 1963	C
5	Tractor Shed	Track	2000	NC
6	Clubhouse	Racers/Members	1963	C
7	Park	Spectators/Members/Racers	ca. 1968, 1995	C
8	Concessions Building	Spectators/Members/Racers	ca. 1968; moved 1980; renovated 1990s	NC
9	Starting Area	Racers	1946; reoriented 1980s	NC
10	Starting Area Canopy	Racers	2013	NC
11	Starting Area Rock Wall	Track	2021	NC
12	Upper Grass Track Trails	Track	1946	C
13	Winter Track	Track	1946	C
14	Sandhill / Hannah's Hill	Track	1946	C
15-16	Summer Track & Oval Concrete Retaining Wall	Track	1946; ca. 1975; 1990s	C Site C Structure
17	Pedestrian Bridge	Spectators/Members	ca. 1970, steps 1983	C
18	Pedestrian Tunnel	Spectators/Members	2015	NC
19	Snack Shack	Spectators/Members	1980s	NC
20	Bleachers	Spectators/Members	1980s	NC
21	Press Box	Track	1990s	NC
22	Well house	Track	ca. 1970	C
23	Pumphouse	Track	1990s	NC
24 thru 26	Water Tanks (3)	Track	1990s	NC (3)
27	West Valley Race Area	Track	1950, ca. 1965, 1993	C
28	East Hillside Viewing Area	Spectators/Members	1946	C
29	West Hillside Viewing Area	Spectators/Members	1946	C
30	East Access Road Segment	Track	1950s-1960s	C
31	West Access Road Segment	Track	1950s-1960s	C
32	Score Tower	Track	ca. 1965	C
33	Water Tank (1)	Track	1990s	NC
34	Concessions Shack	Spectators/Members	1990s	NC
35	Press Box	Track	1990s	NC
36	Trials Area	Track	2019, 2020, 2021	NC

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Resource No. 1	Entrance Road
Association	Spectators/Members /Racers
Eligibility	Contributing
Classification	1 Structure
Approx. Date of Construction/ Alterations	1946

Description: A gravel entrance road of 0.2 miles connects N. Cartwright Road with the OMC entry gate/ticket booth. Most of the short roadway – approximately 0.17 miles – is on neighboring property that grants use via an easement. Access to the property is restricted, and this entrance road provides the only access onto and off of the property. Past the entry gate, the roadway continues to the main parking area and pit (resource no. 4) and to the clubhouse (resource no. 6) and park (resource no. 7).

From N. Cartwright Road, the path of the entrance road follows the contours of the landscape. This entrance to the property is something generations of racers recall as memorable, including 1970s-era AMA Hall of Fame racer Bob Hannah who said, “Driving in down to the tracks today is the same looking at all the hills around.”

The entrance road retains excellent historic integrity (all aspects) and maintains its historic use as the primary access onto the property. Although only the portion of the roadway that is on OMC property is included within the nominated boundary, it contributes to the significance of the motorcycle club grounds.



Photos: The top photograph shows easement property (camera facing east), while the bottom photograph shows the club-owned roadway (camera facing east).

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Resource Nos. 2 & 3	Entry Gate & Ticket Booth
Association	Spectators/Members/Racers
Eligibility	Non-contributing
Classification	1 Building & 1 Structure
Approx. Date of Construction/ Alterations	1983, 2005

Description: Since the club purchased the property in 1946, there has always been a gate on the entrance road that limits access onto the property. Multiple entry gates have served this purpose, beginning with the wooden gate that is pictured here in the 1949 photograph.

The current ticket booth was constructed in 1983. It is located in the center of the entrance road so vehicles can access the booth on either side. It has a nearly square footprint (approx. 6ft x 6ft), rests on a concrete foundation, and is constructed of concrete block, with a smooth, painted exterior finish. Each side features a vinyl slider window that is used to access the vehicles and collect entrance fees. The west-facing elevation has a slider window that is covered by a metal security grate and has an air-conditioner unit. It has a flat roof with wood fascia to which is attached security lights and cameras.

There are two metal security gates – one on each side of the ticket booth – that are mounted on poles and swing open. They are activated electronically by keycards. The ticket booth and gates were moved farther east on the entrance road to this location in 2005. A mobile shed is located behind the ticket booth and is not included in the resource count due to its temporary nature.

The entry gate and ticket booth were constructed after the period of significance and are, therefore, non-contributing. Although this resource was constructed after the period of significance, its location, design, and function are very much in keeping with earlier entry gates and ticket booths. Moreover, they are quite modest and secondary in scale to the greater property, and are not all that impactful to the overall integrity of the site.



Photos: The top photo shows the entry gate and ticket booth as one approaches the property. The camera faces east. The historic photo shows an early gate along the entry road in 1949 (OMC photograph collection).

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Resource No. 4	Main Parking Area and Pit
Association	Spectators/Members /Racers
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	1946, ca. 1963

Description: The entrance road (resource no. 1) continues through the southern part of the property, accessing the main parking area and pit, as well as the park and clubhouse farther east. The main parking area and pit is along the north side of the entrance road and occupies much of the south-central part of the property, which is the flattest. The area is finished in graded sand and is terraced with three short retaining walls made of recycled tires to allow for maximum safe use and erosion control.

This area has been used as a parking and pit area since the early club days. It appears to have expanded to its current general shape in the 1960s when the original, 1940s-era clubhouse was removed from the area in about 1963.

The main parking area and pit retains its historic integrity and maintains its historic use as the club's primary parking area and pit. Although the parking area boundaries have evolved somewhat over the years, it contributes to the significance of the motorcycle club grounds.



Photos: The top photo shows the main parking area and pit. The camera faces west. The aerial image (Google Earth), shows the parking area in 2016.

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Resource No. 5	Tractor Shed / Equipment Barn
Association	Track
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	2000
<p>Description: This four-bay tractor shed functions as an equipment storage facility. The wood-frame building has a standing-seam metal exterior and is enclosed on the east, west, and south sides. The north side has three open bays and one enclosed bay at the west end.</p> <p>The tractor shed was added to the property after the period of significance. While it reflects the evolution of the club, it does not contribute to the historic appearance and overall integrity of the property.</p>	



Photo: The photo shows the tractor shed, with the camera facing southwest.

Resource No. 6	Clubhouse
Association	Racers/Members
Eligibility	Contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	1963
<p>Description: The clubhouse is located in the southeast part of the site in close proximity to the park (resource no. 7) and the concessions building (resource no. 8). Together, these resources are the center of activity during race days and other club gatherings. The area is accessed via the entrance roadway that continues east through the main parking area.</p> <p>The clubhouse was built in 1963 by Bob Lawrence, who also served as OMC president, according to his son Thad Lawrence. It replaced OMC's first clubhouse (historic image 6). The concrete block building has a low, linear profile that is typical of Modern-era buildings. It has a rectangular plan and a very low-pitched, side-gable roof with a newly installed, rolled asphalt covering. The open eaves leave exposed the roof rafters on the north (front)</p>	



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and south (rear) elevations. The shallow gable ends are clad in vertical wood siding. There is a wide, concrete block interior chimney that pierces the roof directly behind the primary entry.

The primary north elevation (top photo) features a single-leaf door that serves as the main entrance into the clubhouse. The communal clubhouse area occupies the east half of the building. Centered on the primary elevation is a sliding-sash window that facilitates walk-up interaction with the communications room. This small central room is where a PA system and radio transmitter are housed. The west one-third of the building has served as a caretaker apartment since the 1990s, and interior walls were added to accommodate this use. This area is accessed via an inset pair of double doors.

Small, narrow openings with concrete sills and metal slider windows are found on the north (front), west (side), and south (rear) elevations.

The clubhouse was completed during the period of significance. It retains its historic integrity and maintains its original function as a central gathering place on the grounds. The building, therefore, contributes to the significance of the motorcycle club grounds.

Photos: The top photo shows the north, primary elevation of the clubhouse (2020). The second photo shows the northwest corner of the clubhouse (camera facing southeast). The third photo shows the southwest corner of the clubhouse (camera facing northeast). The bottom photo shows the clubhouse in the background of the summer track (1960s).



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Resource No. 7	Park
Association	Spectators/Members /Racers
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	ca. 1968; 1995

Description: The park is located in the southeast part of the property in close proximity to the clubhouse (resource no. 6) and the concessions building (resource no. 8). Together, these resources are the center of activity during race days and other club gatherings. The area is accessed via the entrance roadway that continues east through the main parking area.

The park is an open grassy area for gathering and picnicking, and it straddles both sides of the roadway. The general perimeter of the park is defined by a chain link fence on the west, north, and south sides. The park is comprised of a grass lawn with shade trees, portable picnic tables, an area for a caretaker's RV hookup, and three stone markers paying tribute to deceased members Larry Tesch Jr. (2003) and Brian Byrd (2007) and to the club's founders (undated).

Some of the park's features, including the concrete retaining wall and steps (bottom photo), date to 1995 when the park was named Marty Creek Memorial Park. Creek was a dedicated volunteer familiar to many racers at OMC in the 1980s. She was an advanced EMT with Ada County and volunteered as OMC's medical coordinator. She traveled with local riders to out-of-town races and was known by all the people involved in racing as "Mom Creek." OMC selected her as the club's Woman of the Year in 1984. She died at age 46 in a car accident in 1991.²

The park initially developed during the period of significance. Despite modifications in the 1990s, it retains its historic integrity and maintains its historic function as an outdoor gathering space. Although some features were added to the park after the district's period of significance, they do not negatively impact the integrity of the resource. The park, therefore, contributes to the significance of the motorcycle club grounds.



Photos: The top photo shows the park in the foreground and the main parking area in the background (camera facing west). The bottom photo shows the park and roadway with the concessions building at left (camera facing east).

² "Marty Creek (obituary)," *The Idaho Statesman*, May 19, 1991, p. 30.

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Resource No. 8	Concessions Building
Association	Spectators/Members/ Racers
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	ca. 1968; moved 1980; renovated 1990s

Description: The concessions building is located in the southeast part of the property in close proximity to the clubhouse (resource no. 6) and the park (resource no. 7). Together, these resources are the center of activity during race days and other club gatherings. The area is accessed via the entrance roadway that continues east through the main parking area.

The building was constructed in the late 1960s in a location across the road to the south, adjacent to the clubhouse. It was moved to its current location in the 1980s and renovated to reflect its current materials and appearance in the 1990s.

The wood-frame building has a low, linear profile that is typical of Modern-era buildings. It has a rectangular plan and a very low-pitched, shed roof with asphalt shingles. The roof extends beyond the building on the east and west sides forming covered outdoor porches. The building is clad in vinyl replacement siding. Access to the interior is through a single-leaf door on the north side. The only windows are vinyl replacement units on the south elevation. The interior is comprised of one open space.

The concessions building was added to the property during the period of significance and maintains its historic function. It was the first permanent building constructed on the property dedicated to serving spectators. Although the building was modest and functional in its design and construction, the alterations have impacted its integrity of materials and design, and it no longer reflects its historic appearance. Therefore, it does not contribute to the overall integrity and significance of the district.



Photos: The top photo shows the primary south elevation of the concessions building (camera facing north). The bottom photo shows southwest corner of the concessions building (camera facing northeast).

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Resource Nos. 9, 10 & 11	Starting Area, Canopy, & Rock Wall
Association	Racers
Eligibility	Non-contributing (site) Non-contributing (structures)
Classification	1 Site, 2 Structures
Approx. Date of Construction/Alterations	1946; reoriented 1980s; 2013, 2021

Description: This area in the south-central part of the property has functioned as a starting area since the club's earliest days. It serves as the starting area for both summer and winter tracks. For many years, the start area was no more than a place on the landscape with a "start gate" made of stretched surgical tubing that snapped back like a rubber band when released, according to current club members. The racers oriented their bikes at the start to face east until the orientation of the starting area changed in the 1980s. The starting area was reoriented northward in order to make more room for the 40 riders that AMA allowed for the 4-stroke national race. The former east orientation did not have enough space to accommodate that many riders.

The metal-framed canopy was built in 2013 and measures 140 ft. by 9 ft. It covers a mechanically operated drop gate from which the riders accelerate at the start of a race. When not in use, the drop gate sits flat on the ground in the sandy soil.

In 2021, a rock retaining wall was constructed at the main start gate, in part to control erosion of the sandy start area. The wall spans 90 ft.

Although the overall character of the starting area site has changed little, remaining a sandy, open, and generally flat patch of land, its reorientation in the 1980s adversely impacted its integrity and makes it non-contributing. The canopy structure added in 2013 is non-contributing due to its recent construction. The rock retaining wall also is non-contributing due to its recent construction.

Photos: The top photo shows the starting area, with the camera facing east to illustrate the original orientation. The middle photo shows rock retaining wall and canopy (camera facing north).



The bottom photo is a screen shot of video taken during the 1971 Trans-AMA races showing the riders at the starting area before the orientation was changed. Video: <https://www.youtube.com/watch?v=kC70mtOTO64>

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Resource No. 12	Upper Grass Track Trails
Association	Track
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	1946

Description: Known as the upper grass track trails, the hills across the north and central parts of the property have been used for hare scrambles and hill climbs since the 1940s. The rugged terrain provides riders challenges that other courses cannot offer, which is what has appealed to generations of riders from all over Idaho.

The highest points of the north and central parts of the property rise more than 300 ft. above the lowest areas. The hills are comprised of a sandy loam soil and groundcover that includes grasses and sagebrush. The riding areas or trails are influenced by the terrain and only existing, well-established trails are used.

These hills provide the impressive backdrop that is integral to OMC identity and reputation. The landscape retains its historic integrity and maintains its historic function as a challenging course for riders. Although some areas are rutted from use, it clearly contributes to the integrity and significance of the motorcycle club grounds.



Photos: The top photo is an aerial image of the property showing the extent of the upper grass track trails. The bottom photo is taken from the starting area (camera facing northeast).

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Resource No. 13	Winter Track
Association	Track
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	1946

Description: The winter track occupies the center portion of the property north of the main parking area. The sandier soils in this part of the property have less clay, and the south-facing hills facilitate quicker snowmelt. As a result, this area is quite conducive to racing during the winter when there is more precipitation.

The area occupies a sloping landscape that climbs in elevation from the lower parking area. The hilly terrain has sandy paths surrounded by areas of grass and sagebrush, with a few small trees. The paths tend to follow the contours of the landscape. Riders have been using this area since the club's early days, and they are an integral part of motocross activities.

The winter track landscape retains its historic integrity and maintains its historic function as a challenging course for riders. Although some areas are rutted from use and areas are maintained with grading and watering, this landscape clearly contributes to the integrity and significance of the motorcycle club grounds.

Photos: The top photo shows the winter track from the hills overlooking the park, with the starting area canopy shown in the distance (camera facing southwest). The bottom photo is taken along a hillside path on the winter course (camera facing west).



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Resource No. 14	Sandhill (nicknamed Hannah's Hill
Association	Track
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	1946

Description: The property’s steepest and most challenging feature has been dubbed Hannah’s Hill after AMA Hall of Fame racer Bob Hannah. He impressively rode and mastered the big, steep sandhill when he raced at OMC in the 1980s. This sandhill is located in the east-central part of the property, and its south slope offers a nearly straight-down path that proves quite challenging for riders. The path itself has very deep sand and is rutted with areas of grass and sagebrush surrounding.

This hill is OMC's most iconic riding feature and is referenced in many press recaps of races going back decades (see Sec. 8, Statement of Significance). It retains its historic integrity and maintains its historic use as one of the property’s most challenging features for riders. Although some areas are rutted from use, it clearly contributes to the significance of the motorcycle club grounds.

Photos: The top photograph is a view of the big sandhill from near the bottom (camera facing north). The middle photograph shows racers on Hannah’s Hill in 2020. The bottom photograph is of Californian Gary Jones on the sandhill when he won the 1972 Inter-AM motocross, becoming the first American to win overall in an international motocross event held in the U.S.



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Resource Nos. 15 & 16	Summer Track & Oval Concrete Retaining Wall
Association	Track
Eligibility	Contributing
Classification	1 Site & 1 Structure
Approx. Date of Construction/ Alterations	1946; ca. 1975; 1990s

Description: The summer track occupies the southeast portion of the property. The loam soils in this part of the property feature more clay and are most conducive to summer racing when there is less precipitation. In the 1940s and 1950s, this area was a meadow where many of the family fun days were held. The landscape is generally flat with short hills, sandy paths, and areas of grass and sagebrush surrounding. Some of the property's few trees are found throughout this part of the property.

A one-eighth-mile oval short track was installed in the 1960s at the center of today's summer track. It hosted flat-track and TT races through the early 1990s, but also has been integrated into motocross races since the late 1960s. For example, the oval racing track was an important component of the club's first motocross races and served as a key part of the 1971 Trans-AMA race for which brothers Bill and Mike Uhl designed the course. The concrete retaining wall with a chain link fence that forms the west end of the oval was installed in the mid-1970s and remains a vestige of the TT races (contributing structure). The east end of the oval was removed in the mid-1990s to accommodate motocross racing, with jumps and turns. As a result, the former oval track is now fully integrated into the motocross riding areas to the north, east, and south, areas that had previously been outside the oval track.

A pumphouse (resource no. 23) is located within the old oval track area and is part of the property's watering system that is used to service the summer track. The bleachers (resource no. 20) overlook the motocross course. A pedestrian bridge (resource no. 17) was added to the summer track in ca. 1970 and a pedestrian tunnel (resource no. 18) was added in 2015.

Although the changes to the oval track are significant and impact the property's integrity particularly as it relates to the early flat-track and



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<p>TT races, the changes must be considered in the context of the rise of motocross racing. Additionally, the oval track was only part of the greater summer track area, and this landscape retains its short hills, sandy paths and areas of grass, sagebrush, and trees.</p> <p>Photos: The top photograph is a view of the summer track and what remains of the oval track (camera facing south). The middle photograph, taken from the same spot, shows the southeast part of the summer track (camera facing southeast).</p>	<p>The bottom photograph is a screen shot of video taken during the 1971 Trans-AMA races showing the riders at the finish area at the east end of the oval track. Video: https://www.youtube.com/watch?v=kC70mtOTO64</p>
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Resource No. 17	Pedestrian Bridge
Association	Spectators/Members
Eligibility	Contributing
Classification	1 Structure
Approx. Date of Construction/ Alterations	ca. 1970; steps 1983

Description: The pedestrian bridge is a central feature of the summer track. It spans a segment of the racing course and accommodates the circulation of spectators between the clubhouse area and the bleachers. The bridge is constructed of welded I-beams that are situated on concrete retaining walls. A chain link fence encloses the bridge on each side. The I-beams were donated by Joe Turling and welded by Lew Alter Sr. Concrete steps were added to the south base of the bridge in 1983. Several members' names are inscribed in the concrete steps, including Lew Alter, Arnold Deines, Sonny McCray, Rich Reynolds, and Kelly Fulfer.

Since its construction, the bridge has appeared in many photographs. Racers know this feature well; AMA Hall of Fame racer Bob Hannah said, "You would ride under it with everyone standing around up top gawking at you. I'm pretty sure they weren't supposed to be just standing on it."

The pedestrian bridge was completed during the period of significance. It retains its historic integrity and maintains its historic use in facilitating circulation on the grounds. The structure, therefore, contributes to the significance of the motorcycle club grounds.



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Photos: The top photograph is a view of the pedestrian bridge from the summer track (camera facing east). The second photograph is a view of the bridge walkway (camera facing north).

The third photo is a view of racers passing beneath the bridge (ca. 1970-75). The bottom photo shows a crashed racer with the bridge in the background (1971).



Resource No. 18	Pedestrian Tunnel
Association	Spectators/Members
Eligibility	Non-contributing
Classification	1 Structure
Approx. Date of Construction/ Alterations	2015

Description: To accommodate safer pedestrian circulation between the clubhouse area and summer track, the OMC installed this repurposed metal container unit to function as a pedestrian tunnel. It is situated at ground level with embanked sandy soil with areas of grassy groundcover stacked around and over it. The summer track course winds over the tunnel, as shown in the bottom photograph.

The pedestrian tunnel was added to the property after the period of significance. While it reflects the evolution of the club, it does not contribute to the historic appearance and overall integrity of the



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district. Additionally, its partially sub-grade profile mitigates its impact on the integrity of the surrounding summer track and overall property.

Photos: The top photograph is a view through the pedestrian tunnel (camera facing northwest). The bottom photograph is a view of the bridge tunnel from the south end of the oval track (camera facing south).



Resource No. 19	Snack Shack
Association	Spectators/Members
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	1980s

Description: The snack shack is located adjacent to the north side of the pedestrian bridge. The utilitarian, wood-frame building has a rectangular footprint and rests on a concrete slab foundation. It is clad in pressboard panel siding. Large, hinged boards covering openings on the north and east sides function as walk-up windows to serve customers of the snack shop. The openings have narrow exterior shelves supported by brackets that serve as a countertop at the walk-up windows. The moderately pitched gable roof has asphalt shingles. A wood canopy supported by wood posts extends from the north roofline and has a rolled asphalt roof.

The snack shack was added to the property after the period of significance. While it reflects the evolution of the club and its efforts to expand spectator services, it does not contribute to the historic appearance and overall integrity of the district. Additionally, its small footprint mitigates its impact on the integrity of the surrounding summer track and overall property.



Photo: The photograph is a view of the snack shack's northeast corner (camera facing southwest).

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Resource No. 20	Bleachers
Association	Spectators/Members
Eligibility	Non-contributing
Classification	1 Structure
Approx. Date of Construction/ Alterations	1980s

Description: Originally, the grounds did not include any bleacher seating. Early-day spectators instead used the natural hillsides as gathering places to watch races. Bleacher seating was integrated into the site beginning in the 1980s. Still today, the grounds only have bleacher seating capacity for several hundred spectators and additional viewers must sit or stand on the hillsides.

One fixed-in-place bleachers structure, located at the summer track, overlooks the motocross course and faces south (top photo). This structure has metal I-beam framing, 12 rows of wood bench seats, wood foot planks, and is enclosed by outside railings and a chain-link fence backing at the top. A center aisle facilitates access to the seats.

The fixed-in-place bleachers structure was added to the site after the period of significance. While it reflects the evolution of the club and its efforts to expand spectator services, it does not contribute to the historic appearance and overall integrity of the property.

It should be noted that groups of bleachers also are located at the west valley race area (bottom photo) and summer track; however, these are portable and not included in the resource count but are noted here for context (bottom photo). These bleachers are of the narrow, five-row design and are not fixed in place. These have metal framing, wood bench seats, and wood foot planks.



Photos: The top photograph shows the fixed-in-place bleachers at the summer track (camera facing east). The bottom photo shows the portable bleachers in the west valley race area (camera facing north).

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Resource No. 21	Press Box
Association	Track
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	1990s

Description: The press box overlooks the summer track (resource no. 15) and is accessed by concrete steps leading from the pedestrian bridge. An adjacent wood pole provides power to the small building.

The wood-frame building has a rectangular footprint and sits about three feet off the ground on a wood post-and-pier foundation. It is clad in board-and-batten siding with metal slider windows on three sides. The front, south-facing side includes an inset, angled window for ideal viewing of the summer track below. The building has a shed roof with a standing-seam metal covering. A short wood staircase on the east side accesses the single-leaf, metal and glass storm door that provides entry into the building.

The press box was added to the site after the period of significance and is non-contributing. Additionally, its small footprint mitigates its impact on the integrity of the surrounding summer track and overall property.



Photo: The photograph shows the northwest corner of the press box (camera facing southeast).

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Resource No. 22	Well House
Association	Track
Eligibility	Contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	ca. 1970

Description: Nearby springs initially provided water for the club. In about 1970, this well house was constructed behind the clubhouse. In the 1990s, OMC added components of a watering system to the grounds to service the summer track and west valley area. The system, which includes a pump house, water tanks, and sprinkler lines, is supplied by this well house.

The well house is located directly behind the clubhouse in the southeast part of the property. Water is pumped from this structure and piped north to the summer track pump house (resource no. 23) and then uphill to the water storage tanks (resources nos. 24 through 26). Gravity sends water to the sprinklers at the summer track and west valley are across courses to maintain the landscapes and prep the courses.

The utilitarian structure is situated over a well and rests on a concrete foundation. It features a rectangular footprint and is clad in vertical wood siding. It has a shed roof with asphalt shingles and exposed roof rafters. Access to the interior of the well house is through the hinged opening on the south side.

The well house was added to the property during the period of significance. It retains its historic integrity and maintains its historic use in providing water to the clubhouse and grounds. The structure, therefore, contributes to the significance of the motorcycle club grounds.



Photo: The photograph shows the east corner of the well house with the clubhouse located in the background (camera facing northwest).

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Resource No. 23	Pumphouse
Association	Track
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	1990s

Description: In the 1990s, OMC added components of a watering system to the grounds to service the summer track areas. The system includes a wellhouse, pumphouse, water tanks, and sprinkler lines. The pumphouse is located within the old oval track in the southeast part of the property. Water is pumped here from the well house (resource no. 22) and then piped uphill to the water storage tanks (resources nos. 24 through 26). When needed, gravity sends water to above-ground sprinklers protected by tire stacks at the summer track to maintain the landscape and prep the course.

The utilitarian structure has a rectangular footprint and rests on a low, concrete pier foundation. It is clad in vertical wood siding and has a shed roof with a standing-seam metal covering. Access to the interior of the pumphouse is through a single-leaf door on the east side.

The pumphouse was added to the property after the period of significance and is non-contributing. While it reflects the evolution of the club, it does not contribute to the historic appearance and overall integrity of the property.



Photo: The photograph shows the north side of the pumphouse (camera facing southeast).

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Resource No. 24, 25 & 26	Water Tanks (3)
Association	Track
Eligibility	Non-contributing
Classification	3 Structures
Approx. Date of Construction/ Alterations	1990s

Description: Located in the Upper Grass Track Trails area above the summer track, these three water tanks are part of the watering system that OMC added to the site in the 1990s. Other components of the system include a wellhouse, pumphouse, and sprinkler lines that service the summer track and west valley arenacross areas. The water is used to maintain the landscapes and prep the courses.

Water is piped from pumphouse (resource no. 23) to these three cylindrical storage tanks. When the water is needed, gravity sends the stored water to the sprinklers at the summer track. The tanks are approximately 200 ft. above and 700 ft. distance from the pumphouse (Google Earth).

The water tanks were added to the property after the period of significance and are non-contributing. While they reflect the evolution of the club, they do not contribute to the historic appearance and overall integrity of the property.



Photo: This aerial image shows the tanks located on the hillside above the summer track. They are barely visible from most parts of the property.

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Resource No. 27	West Valley Race Area
Association	Track
Eligibility	Contributing
Classification	1 Site
Approx. Date of Construction/ Alterations	1950; ca. 1965; 1993

Description: The course on the west one-third of the property has hosted some of the club's biggest races. The area is very much defined by the shape of the valley, which is low and broad at the south end and rises to a triangular point at the higher north end. The steep hills on the west, north, and east sides have influenced development in the valley and the shape of the courses over time.

The earliest course from the 1950s and early 1960s was an oval dirt track. The course shape was modified to accommodate the National TT "Big Weekend" races of the 1960s through the early 1990s, which resulted in a modified oval that incorporated turns and inclines. Several key elements from 1950s to 1990 remain. These include the contours of the track noted by the red lines on the recent aerial image (top image), the **access roads** (resource nos. 30 and 31) on either side of the old course, the triangular parking area at the north end, the **score tower** (resource no. 32), and the **hillside spectator areas** (resource nos. 28 and 29) – all of which are visible in the 1970s-era historic photograph (bottom image). "D" marks the SW corner of the property.

The OMC stopped hosting the National TT weekends in 1993. This area was then modified to accommodate arenacross, which is mostly contained within the circle of the old TT track. A **trials area** (resource no. 36) was built in 2019 within the old track at the south end.




Although the changes to the track itself are significant and impact the property's integrity, particularly as it relates to the early flat-track and TT races, the changes must be considered in the context of both the rise of motocross racing and the lessening popularity of flat-track and TT racing. This transition happened over many years between 1970 and 1995. What resulted is a layered landscape that references various popular race types spanning the 1960s to the present day. The



Photos: The top photograph is an aerial view of the west valley race area and what remains of the oval track (camera facing south). The bottom photograph is a view of the valley, taken about 1970 (camera facing north).

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west valley race area contributes to the significance of the motorcycle club grounds.		
Resource Nos. 28 & 29	Hillside Spectator Areas (2)	
Association	Spectators/Members	
Eligibility	Contributing	
Classification	2 Sites	
Approx. Date of Construction/ Alterations	1946	
<p>Description: Steep hills form the east and west sides of the west valley race area, which has hosted some of the club's biggest race events. The natural contours of the land provided excellent hillside seating overlooking the course in the years before bleacher seating was added. Like other parts of the property, the hills are comprised of a sandy loam soil and groundcover that includes grasses and sagebrush.</p> <p>The OMC has many old photographs of the TT Big Weekend races where spectators are seated high on the hills above (middle and bottom photos).</p> <p>The two hills flanking the west race area are iconic to this landscape and have served as spectator seating for generations. Just one built feature has been added to either hillside – the water tank that services the west course. The hillsides retain their historic integrity, although they are no longer used for spectator seating. They clearly contribute to the recreational significance of the motorcycle club grounds.</p> <p>Photos: The top photograph is an image of the east hill behind the score tower (camera facing southeast). The middle photograph is similar view showing the east hill behind the score tower, taken at the 1976 TT race (source Ray Hale). The bottom photograph is a view of the valley, taken about 1970 (camera facing north).</p>		 

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Resource Nos. 30 & 31	Access Road Segments (2)
Association	Track
Eligibility	Contributing
Classification	2 Structures
Approx. Date of Construction/ Alterations	1950s-1960s

Description: There are two segments of the early and long-used access roads that encircled the former TT track. Additionally, the embankments of the old track are preserved in some places, as shown in the top photo. The gravel access roads were and still are important for the circulation and movement of spectators, race officials, and club members around the course. Historically – and still today – the road segments access the score tower and north overflow parking area, as shown in the bottom photo.

The two access roads were integrated into the property during the period of significance. They retain a sufficient amount of historic integrity to communicate their historic function and they maintain their original use in facilitating pedestrian and vehicular circulation within the valley and around the track. The structures, therefore, contribute to the significance of the motorcycle club grounds.

Photos: The top photograph is an image of the east access road (camera facing south). The bottom photograph is a view of the valley, taken about 1970, with arrows pointing to the access road segments (camera facing north).



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Resource No. 32	Score Tower
Association	Track
Eligibility	Contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	ca. 1965

Description: The score tower overlooks the west race area and is situated along the east access road. The tower was built in the 1960s during the early heyday of the National TT "Big Weekend" races. It is an important vestige of those days and appears in many old photographs of the races.

The two-story building rests on a concrete pad foundation. It has a painted concrete-block first story and a wood-frame second story with painted horizontal wood siding. The shed roof has a standing seam metal covering and exposed rafter ends. Entry into the building is through a single-leaf door on the west side. Other first-story openings include one aluminum window on each of the north, east, and south sides. Hinged covers that open out are found on the north, west, and south sides of the second story. The first-floor interior is unfinished. It houses electrical boxes that service the second-floor space, which is accessed via an attached wood ladder on the interior south wall.

The score tower was completed during the period of significance, retains its historic integrity, and maintains its historic use as a score tower. The building, therefore, contributes to the significance of the motorcycle club grounds.

Photos: The top photograph is an image of the northwest corner of the score tower (camera facing southeast). The middle photograph is a view of the valley, taken about 1970, with an arrow pointing to the score tower (camera facing north). The bottom photo, taken in 1979 and published in the 1980 NWTT championship booklet, shows a view of the score tower during race day.



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Resource No. 33	Water Tank (1)
Association	Track
Eligibility	Non-contributing
Classification	1 Structure
Approx. Date of Construction/ Alterations	1990s
<p>Description: Located just uphill from the access road and score tower in the west valley race area, this water storage tank was installed when OMC added a watering system to the site in the 1990s. Water is piped from wellhouse (resource no. 22) to this cylindrical storage tank.</p> <p>The tank is approximately 30 ft. above and 250 ft. distance from the pumphouse (Google Earth). Gravity feeds to a watering system at the track where there is an in-ground tank with two pumps. The water is used to maintain the landscape and prep the course.</p> <p>The water tank was added to the property after the period of significance and is non-contributing. While it reflects the evolution of the club, it does not contribute to the historic appearance and overall integrity of the property.</p>	



Photo: This image shows the tank located on the hillside above the arenacross course (camera facing south).

Resource No. 34	Concessions Shack
Association	Spectators/Members
Eligibility	Non-contributing
Classification	1 Building
Approx. Date of Construction/ Alterations	1990s
<p>Description: The concessions shack is located at the northwest corner of the west race area. It is situated on the flat terrain along the access road and hugs the hillside that rises steeply behind it.</p> <p>The building resembles the central concessions building across from the clubhouse in its form and materials. The wood-frame building is clad in horizontal vinyl siding and has a low, linear profile. It has a rectangular plan and a very low-pitched, shed roof with a standing-seam metal covering. The roof extends beyond the building on the north and south sides forming covered outdoor porches</p>	



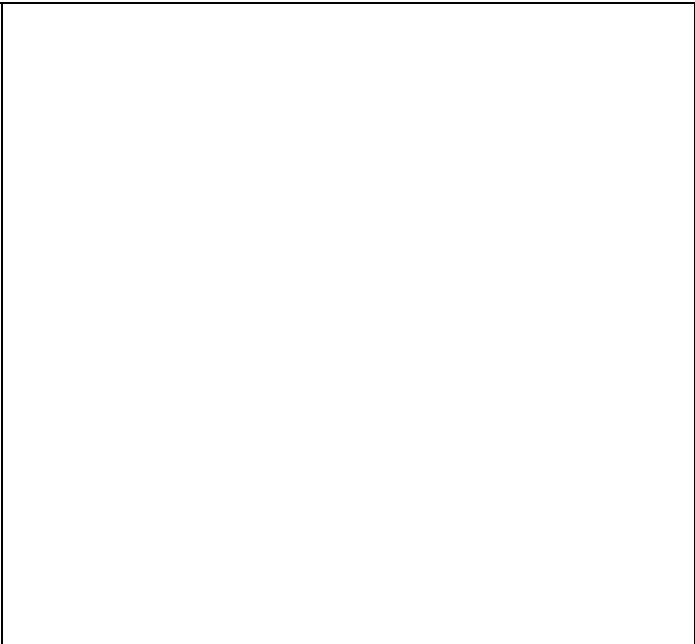
Photo: This image shows the southeast corner of the concessions shack (camera facing northwest).

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supported by square wood posts. Large, hinged boards cover slider windows on the east. Similar hinged boards cover openings on the north and south sides that function as walk-up windows to serve concessions customers. These openings have narrow exterior shelves supported by brackets that serve as a countertop at the walk-up windows. Access to the interior is through a single-leaf door on the west side.

The concessions shack was added to the property after the period of significance. While it reflects the evolution of the club and its efforts to expand spectator services, it does not contribute to the historic appearance and overall integrity of the district. Additionally, its small footprint mitigates its impact on the integrity of the surrounding summer track and overall property.



Resource No. 35	Press Box
Association	Track
Eligibility	Non-contributing
Classification	Building
Approx. Date of Construction/ Alterations	1990s

Description: The press box overlooks the west race area and is located near the concessions shack along the west access road. It is situated on the flat terrain and hugs the hillside that rises steeply behind it. In front of the press box, the narrow, five-row bleachers with wood bench seats line the race arena.

The building's form resembles that of the score tower. The two-story building rests on a concrete pad foundation. It is clad in vinyl siding. The shed roof has an asphalt shingle covering. Two single-leaf doors provide entry into the building on the north side – one each on the first and second stories. A wood staircase supported by square wood posts wraps around from the west side to access the second-story entry. (A straight-run metal staircase has been attached to the landing of the wood staircase on the north side for additional access.) A hinged cover obscures the one opening on the east side. The second story of the front, east-facing side includes a horizontal window that wraps around the sides for ideal viewing of the course below.



Photo: This image shows the north side of the press box (camera facing south).

The press box was added to the property after the period of significance. While it reflects the evolution of the club and maintains the spirit of the club's purpose, it does not contribute to the historic appearance and overall integrity of the district.

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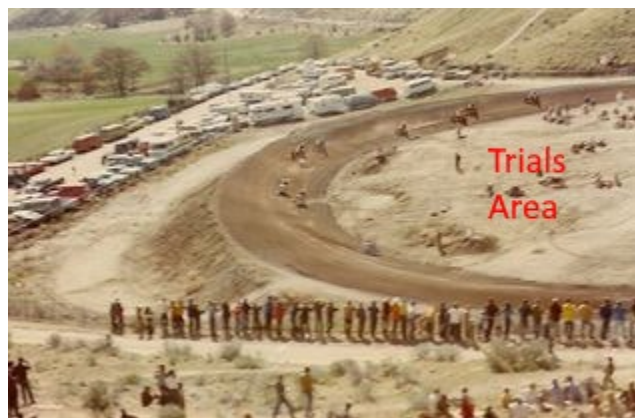
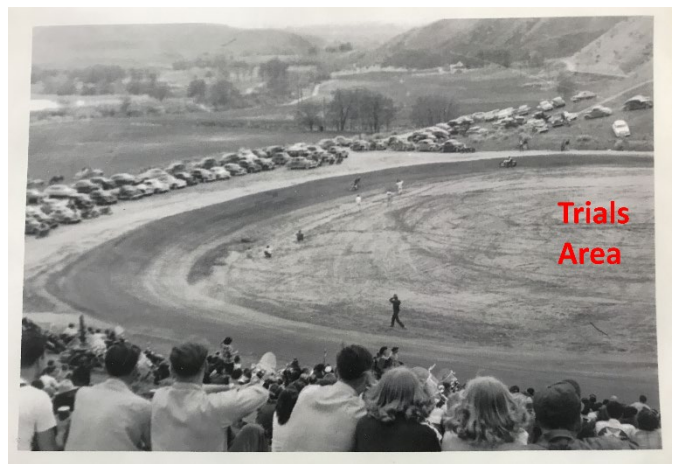
Resource No. 36	Trials Area
Association	Track
Eligibility	Non-contributing
Form	1 Site
Approx. Date of Construction/ Alterations	2019, 2020, 2021

Description: A trials area was built in 2019 and added to in 2021. It is located entirely within the old oval track at the south end of the west valley race area.

The trials area consists of an assortment of obstacles placed on the landscape to offer riders challenges to improve their off-road riding skills. The obstacles include logs, boulders, tires, utility spools, and short earthen jumps. The landscape has been minimally modified to accommodate this new trials area.

The trials area was incorporated into the property after the period of significance. While it reflects the evolution of the club and maintains the spirit of the club's purpose, it does not contribute to the historic appearance and overall integrity of the district.

Photos: The top photograph shows the trials area (camera facing east). The middle photograph shows this same area when it was part of the oval track in the early 1960s. The bottom photograph shows this same area when it was part of the TT track (ca. 1970). The bottom two photographs also show parked cars along the entrance road that connects with the parking and pit area.



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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | A Owned by a religious institution or used for religious purposes. |
| <input type="checkbox"/> | B removed from its original location. |
| <input type="checkbox"/> | C a birthplace or grave. |
| <input type="checkbox"/> | D a cemetery. |
| <input type="checkbox"/> | E a reconstructed building, object, or structure. |
| <input type="checkbox"/> | F a commemorative property. |
| <input type="checkbox"/> | G less than 50 years old or achieving significance within the past 50 years. |

Areas of Significance

(Enter categories from instructions.)

ENTERTAINMENT/ RECREATION

Period of Significance

1946-1975

Significant Dates

1946 – property purchase

1954 – First NWTT at OMC

1963 – Clubhouse built

1971 – Trans – AMA Motocross Event

1972 – Inter-AM Motocross Event

1974 – First AMA Regional TT Race Event

1975 – Diane Cox, first female AMA Expert,
races at OMC in debut season

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Architect: N/A

Builders: Club members

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Period of Significance (justification)

The period of significance begins in 1946 when Don and Mabel Gamble purchased the 80-acre property on behalf of the Owyhee Motorcycle Club for use as an off-road motorcycle riding and racing facility as well as a social gathering place. The period ends in 1975 following a series of major events in the early and mid-1970s that solidified OMC as an important place on the regional and national race circuits. These events coincided with a handful of changes to the property geared toward both rider and visitor experiences, including the construction of the pedestrian bridge and changes to the summer track, as well as the addition of a well house that gave OMC on-site access to water and would later be used in managing the courses. Importantly, the period 1946 to 1975 encompasses the various types of off-road racing that define OMC as an important place for riders and enthusiasts, including scrambles and hill climbs, flat-track and TT-track racing, and motocross.

It should be noted that the closing date of 1975 is selected because it captures these significant events and changes to the property while generally adhering to the 50-year cut-off date that is recommended by National Register guidelines for properties with continued importance where no more specific date can be defined.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

A glossary of common motorcycle riding and racing terms has been included at the end of this section.

Summary

The Owyhee Motorcycle Club property is eligible for listing in the National Register of Historic Places under Criterion A in the area of Entertainment/Recreation. Established in 1946, the property is significant at the statewide level for its role in the development of the sport of off-road motorcycle racing in Idaho and the Pacific Northwest. Formed in 1935 and incorporated in 1940, OMC was the first motorcycle club in Idaho to charter with the AMA, and it is the oldest, continuously operating club in the state. Throughout its storied history, OMC was a fixture on the circuit of most top motorcycle racers in the region and developed local talent into professional, hall-of-fame caliber racers. OMC has hosted Idaho State Championships, Northwest Tourist Trophy (NWTT) races, and early and significant motocross events, including the 1972 Inter-AM motocross when Gary Jones became the first American to win overall in an international motocross event held in America. The club's 1975 TT race weekend featured Diane Cox in her debut season as the country's first female racer to earn an AMA Expert dirt track license. Races at OMC were – and still are – regularly promoted and covered in AMA's *American Motorcycling* magazine and other widely circulated publications like *Cycle News* and *Racer X*. OMC's property is a collection of natural and built features that reflect the evolution of the organization, the influence of changing motorcycle technology, and the growth and development of motorcycle racing over the last eight decades. While the property continues in its original function as a motorcycle riding, racing, and social club, the property's period of significance spans the years 1946 to 1975 in order to encompass the various types of off-road racing as well as significant race events of the early and mid-1970s.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

“...there's a good chance that the world's first [motorcycle] race took place when the first two riders met. Who could resist the chance to find out which machine was fastest?”³
-- Philip Tooth, author, *The Art of Racing the Motorcycle*

Early Motorcycle History

Motorcycles evolved out of the bicycle craze of the late 19th century in Europe and the United States. The earliest models were developed by bicycle makers and were no more than “an asthmatic engine bolted to a bicycle.”⁴ Motorcycle technology rapidly progressed beyond bicycles around 1900 as riding evolved from a novelty and hobby to a sport and a source of transportation. Bicycle racing was important in advancing the technology of early-day motorized bicycles, which were first used as pace-setters in bicycle races, as cyclists found they could reserve more energy if riding in the slipstream created by another rider. Eventually, these so-called motor-pacers participated in their own races.⁵ Informal races popped up all over the U.S. between 1900 and 1905 and were held on roads, horse-racing tracks, and even bicycle racing velodromes. Among the earliest organized races in the U.S. was that which took place at a horse-racing track at Agriculture Park in Los

³ Phillip Tooth, *The Art of the Racing Motorcycle: 100 Years of Designing for Speed*, (New York: Universe Publishing, 2011), 6.

⁴ Tooth, 6.

⁵ SFO Museum, *Early American Motorcycles* [exhibition publication], (Feb. 11-Sept. 19, 2021), 6. Accessed Dec. 1, 2021. <https://www.sformuseum.org/exhibitions/early-american-motorcycles>

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Angeles on May 7, 1901.⁶ In Europe, France hosted the first International Motor Cycle Cup Race in 1904, and the United Kingdom hosted the first Tourist Trophy (TT) motorcycle race on Isle of Man in 1907.⁷

Endurance was another competitive force in the world of motorcycles. U.S. newspapers of the early 1900s are full of stories like that of George Wyman, who was the first person to ride across the country using a motorized vehicle in 1903. Manufacturers sponsored riders like Wyman to elevate and advance their brands. Some manufacturers, like Glenn Hammond Curtiss, who introduced the first two-cylinder motorcycle engine, raced extensively to promote their own brands. George Hendee began as a bicycle racer and debuted his Indian Motorcycle brand in 1902. The Harley-Davidson Co. emerged in 1903 when William Harley and brothers Arthur, Walter, and William Davidson built their first motorcycles. Out of approximately 100 motorcycle manufacturers in the U.S. in the early 1900s, Harley-Davidson is the only continuously operating company that remains. From the beginning, motorcycle manufacturers and distributors were involved in racing and endurance events, not only as a way to promote their brands but also to improve their machines.

Motorcycle Organizations & Clubs

Motorcycle organizations are as old as the machines themselves, with local, national, and international groups emerging around the turn of the 20th century. On the international stage, today's global sanctioning body of motorcycle racing, the Fédération Internationale de Motocyclisme (FIM), was born out of motorcycle clubs in England and France in 1904. In the United States, a similar organization in size and scope, the Federation of American Motorcyclists (FAM), formed in 1903, eventually evolving into today's AMA. These national and international groups emerged concurrently with local clubs and would serve as partner organizations, not only to organize riding activities and sanction races but also to support local groups as they promoted motorcycling and advocated for riders' rights and safety.

Most local clubs began as groups of motorcycle enthusiasts who shared common interests in riding, racing, and the camaraderie of motorcycling as a hobby and social activity. Local distributors who sold and repaired motorcycles were often among the clubs' most active members. Clubs organized rides, races, endurance activities, and social events for their members. Among the earliest and longest-tenured local organizations is the San Francisco Motorcycle Club, founded in 1904, and by 1911 it was the largest motorcycle club in the country.⁸ Clubs also formed during this period throughout the Pacific Northwest, including groups in Seattle, Tacoma, Portland, and Spokane by 1910.

Motorcycle fever reached the Treasure Valley by 1910 when the Boise Motorcycle Club formed, with 22 charter members led by J. D. Young, president, and officers William H. E. Hull, Charles W. Mack, Roy G. Thompson; Harry J. Miller, Thomas J. Madlen, and Donald Waymire.⁹ Early on, the club met at Hull's repair shop on Grove Street in Boise.¹⁰ Not only did the club organize social events and races and invite the public to participate, they also advocated for motorcycle safety and were affiliated with the Boise Automobile Club and the Good

⁶ Ibid. 43.

⁷ Peter Carrick, *Encyclopaedia of Motor-Cycle Sport, second edition*, (New York: St. Martin's Press, 1982), 77, 158. The long-distance Tourist Trophy (TT) race was originally intended for motorcycles similar to those sold to the public, called touring machines. The race was the best-known and most demanding of the European races for much of the 20th century. In the U.S., the term tourist trophy is now often used to denote a dirt-track motorcycle race in which there are both right- and left-hand turns as well as steeplechase-style jumps.

⁸ Ibid.

⁹ "Motorcycle Club Formed," *The Idaho Statesman*, Dec. 4, 1910, p. 6. "Motorcycle Club is Formed," *The Idaho Statesman*, Dec. 18, 1910, p. 6.

¹⁰ "Motorcycle Club is Formed," *The Idaho Statesman*, Dec. 18, 1910, p. 6. Hull's involvement reflects a common theme among clubs throughout history that many members owned, managed, or worked in motorcycle or auto sales and repair shops.

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Roads Association.¹¹ In 1912, the club chartered with the national FAM, which, for a period in the early 1910s, was regularly featured in the local *Idaho Daily Statesman* in an occasional ongoing feature called “Motorcycle Dust.” Their first FAM-sanctioned races took place in May 1912, including a hill climb on May 22, described as “a good, stiff climb on the Idaho City road, a few miles out of town,” and a meet “with several outside professional riders,” at the fairgrounds on May 30.¹² The activities of the Boise Motorcycle Club aren’t well recorded, and Word War I and other factors may have disrupted their activities.¹³

While Boise area interest in motorcycles never waned, organized clubs apparently came and went until another group of enthusiasts gathered in the 1930s, coinciding with the opening of small, one-man service and repair shops including those run by Don A. Gamble of Payette and Roland “Hap” Hatfield of Nampa.¹⁴ Over the next 15 years they participated in the growth of interest in motorcycling in the Treasure Valley. Gamble moved his growing Harley-Davidson business to Boise (historic images 3 and 4) and expanded it to include Hatfield’s shop in Nampa and Will Parsons’ shop in Ontario, Oregon, by the late 1940s. All three men were at the center of an active network of motorcycle enthusiasts who were not unlike those of the Boise Motorcycle Club a generation earlier.

Owyhee Motorcycle Club

Club Formation & Early History, 1935-1945

The Owyhee Motorcycle Club traces its roots to May 1935 when seven men gathered to form the Western Rambles Club. They held their first meeting in a park in Caldwell. Mike Gamble, of Payette, was the club’s first president, and the other six members were Don Gamble (Payette), Francis “Lefty” Johnson (Caldwell), Cliff Younger (Caldwell), George Dusenberry (Weiser), Charley Hughes (Nampa), and Roland “Hap” Hatfield (Nampa). By September 1936, the members had renamed the group the Owyhee Motorcycle Club.¹⁵ A second club based in Nampa – the Silver Sprocket Motorcycle Club – formed in this period, too.¹⁶

Within months of forming, the club was inviting the public to watch some of its 30 members compete in hill-climbing contests and races in and around the Boise area.¹⁷ Club members also hosted entertainment in the form of games like “caveman soccer” – in which a dozen mounted riders tried to break the balloons tied to their opponents’ caps by swatting them with rolled up newspapers – and trick riding exhibitions.¹⁸ The club hosted events during its first 11 years when it did not own property at Boise’s Riverside Park, the fairgrounds, the city’s softball field on South Eighth Street, the American Legion’s golf course at the north end of Seventh Street, and in the hills at the foot of North Eleventh Street. Daytrips and longer excursions involving both men and women riders were popular in the early years of the club (historic image 2). In 1937, for example, club

¹¹ “Motorcycle Club Formed,” *The Idaho Statesman*, Dec. 4, 1910, p. 6.

¹² “Motor Fans Plan Hill-Climbing Contest,” *The Idaho Statesman*, May 7, 1912, p. 4. “Boise Gets Place on Motorcycle Map,” *The Idaho Statesman*, Feb. 3, 1912, p. 6.

¹³ A source for additional future research might include these photographs in the Idaho State Archives, Idaho State Historical Society: P2006-20-01218, Bob Lorimer Collection; P1992-18, Virginia Baird Collection, P1970-140. Strickler Collection.

¹⁴ “Don A. Gamble Begins 15th Year as Harley-Davidson Distributor,” *The Idaho Statesman*, May 15, 1949, p. 19.

¹⁵ Motorcycle clubs often chose a name that reflected their location. Perhaps wanting to differentiate themselves from the Boise Motorcycle Club, the group chose Owyhee after the Owyhee Mountains at the southwest edge of the Treasure Valley.

¹⁶ “Celebrating 50th: 1940-1990,” TT Weekend Program (1990), 16. Owyhee Motorcycle Club Collections.

¹⁷ “Motorcycle Event Takes Place Today,” *The Idaho Statesman*, Aug. 11, 1935, p. 10. “Cyclists Hold Rally in Boise,” *The Idaho Statesman*, Sept. 7, 1936, p. 7. “Cyclists Hold Racing Events,” *The Idaho Statesman*, Sept. 21, 1936, p. 7.

¹⁸ Ibid. Don Gamble and Hap Hatfield were especially known for their stunts and trick riding.

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members joined other area motorcyclists on a tour to Yellowstone. Among the participants were Don and Mabel Gamble (and their daughter), Bob Clausen, and George Dusenberry.¹⁹

Of the original club members, Don Gamble and Charley Hughes were among the five who filed the club's incorporation papers in March 1940.²⁰ Club histories credit Ardis Breiman, the wife of member Bill Brieman, with handling all of the incorporation and charter paperwork.²¹ The stated purpose of the non-profit corporation, which has changed very little in its 82-year history, was

- (a) to promote the use of motorcycles for recreational and pleasure purposes...
- (b) to cooperate with all law enforcement officers in the enforcement of all motor vehicle and traffic laws, ordinances and regulations...
- (c) to promote the proper use of highways and to encourage the proper maintenance and construction of the state highways...
- (d) to affiliate or associate with other similar associations or organizations of a state or national kind...
- (e) to purchase, hold, convey, mortgage and encumber real and personal property...
- (f) to organize, promote and advertise safety and educational campaigns in the use of the highways of this state, especially in the use of motorcycles and similar vehicles thereon...
- (g) to carry on and promote any undertakings which are calculated directly or indirectly to promote the interests of this association.²²

The OMC was remarkably varied in its purpose, and its broad scope likely is what attracted members. The success and strength of the club, then and now, is rooted in this wide-ranging purpose that emphasizes social events among members and their families as well as connections with the greater Boise community – in addition to racing and riding. Key to their early success was chartering as the 351st organization of the AMA, a long-held designation that recently earned the club recognition as an AMA Historic Club. This charter further legitimized the organization not only by elevating the club's name among top riders and enthusiasts, but also by sanctioning and insuring races and guaranteeing minimum safety standards (historic image 7).

Wartime disruptions following the attack on Pearl Harbor in late 1941 forced the club to pause its planned activities as its membership declined to 35.²³ Just one OMC-sponsored activity was advertised to the public during World War II – a “thrill show” with rider Elmer Smith performing a “flaming loop jump [and a] board wall crash” at Boise's Riverside Park.²⁴ The disruptions easily could have spelled the end for the OMC, but the club emerged from the war years hardly missing a beat. They hosted their first post-war meet at Riverside Park on March 3, 1946 (historic image 5).

Property Purchase & Activities at OMC, 1946-1965

Principal types of racing: scramble, hill climb, flat-track, and TT track

Motorcycles had played an important role in World War II, and many returning servicemen and women brought home a newfound interest in the machine.²⁵ A heyday for motorcycles was emerging that would bring them into

¹⁹ “Payette – Motorcycle Tour,” *The Idaho Statesman*, Aug. 1, 1937, p. 10.

²⁰ “Incorporations,” *The Idaho Statesman*, Mar. 12, 1940, p. 5. Incorporators were Paul C. Wissel, C.E. Hughes, L.M. Easterly, E.R. Emerson, and Don A. Gamble.

²¹ “Celebrating 50th: 1940-1990,” TT Weekend Program (1990), 16. Owyhee Motorcycle Club Collections.

²² Articles of Incorporation, 1940. Owyhee Motorcycle Club Collection.

²³ “Owyhee Motorcycle Club on Way Up,” *The Idaho Statesman*, Mar. 31, 1946, p. 11.

²⁴ “Motorcycle Club Plans Thrill Show,” *The Idaho Statesman*, Apr. 24, 1942, p. 5.

²⁵ Harley-Davidson supplied nearly 90,000 motorcycles to the U.S. military during World War II. The vehicles were used by messengers and military police. Following the war, many police departments in the U.S. purchased motorcycles for police patrols. In Boise, Don Gamble supplied the Boise Police Department with motorcycles.

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the mainstream – among commuters, hobbyists, and racers. All of these interests were found among OMC's post-war membership, which was described in 1948 by club publicity director Bill Thompson as follows:

Basically members are men and women who have purchased machines as an economical means of transportation, or because they prefer bikes to automobiles. The majority of those who belong [to the club]...belong because of the week-end trips, the treks through mountains to areas impossible to reach by other types of motor vehicles and because of the Gypsy tours, usually held once a year, in which sometimes several hundred drivers and their families mount their chrome plated, brightly painted machines and roar off to the country's national parks, big cities and scenic areas. The Boise club is fortunate in having riders of all types, making it a diversified program as necessary as it is popular."²⁶

Following the election of new officers in January 1946, OMC resumed many of the same pre-war activities that had been halted. The club was attempting to gain back the membership it had when they were forced to discontinue activities during the war. In March 1946 OMC president Phil Lowder said, "We now have a membership of 53 and it's growing all the time."²⁷ They also started sending riders to participate and compete in races around the region. That year, they sent 25 riders to participate in the annual Yellowstone Park Run, an event that often drew between 300 and 500 riders.²⁸ Several riders represented OMC in races at Weiser, where there was a quarter-mile banked dirt track, and at the Jerome County Fairgrounds on their half-mile dirt track.²⁹ The club boasted that member Vern Waits was the proud owner of the bike that won the 1940 national 10- and 25-mile dirt speed record in southern California.³⁰ As interest in organized track racing and off-road riding grew among OMC members, the club sought a property for purchase where they could host races and social activities. Having their own property would give members a safe place to race and ride without the noise and speed of the motorcycles disturbing the public.³¹

On behalf of the club, Don and Mabel Gamble purchased an 80-acre tract just north of Boise from C.H. and Bonnie Powell in November 1946.³² It is believed that the property previously had been used as ranchland. The property appealed to the club for several reasons, including its hilly terrain, the impressive variety of areas for riding, its rural setting, and its proximity to Boise since members came from the surrounding communities of Emmett, Mountain Home, Nampa, and Payette.³³ The property, also known as Peaceful Cove, included two small buildings, one of which functioned as a residence for the ranch hand. This became OMC's first clubhouse (historic image 6).³⁴

Within months of the purchase, OMC built a quarter-mile dirt track and hosted its first advertised races at the club grounds on June 15, 1947 (historic image 8).³⁵ A crowd of 500 gathered to see riders from the Boise Valley and Washington compete in eight events. Boisean and OMC member Buzz Chaney won the 30-lap feature race.³⁶ The following month, OMC hosted a 15-event field meet that included both men's and women's relays and cross-country, obstacle, and flat races. It was reported that 85 members competed in the events.³⁷ Social events for club members included Family Fun Days potluck meals and all sorts of games on

²⁶ "Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon," *The Idaho Statesman*, July 11, 1948, Section 2, pp. 1, 4.

²⁷ "Owyhee Motorcycle Club On Way Up," *The Idaho Statesman*, Mar. 31, 1946, p. 11.

²⁸ "Owyhee Motorcycle Club on Way Up," *The Idaho Statesman*, Mar. 31, 1946, p. 11.

²⁹ "Motorcyclists Will Compete in Weiser on Sunday," *The Idaho Statesman*, May 18, 1946, p. 12. "Motorcycle Club to Begin Racing," *The Idaho Statesman*, May 16, 1947, p. 6.

³⁰ The rider was Mel Rhodes. "Owyhee Motorcycle Club on Way Up," *The Idaho Statesman*, Mar. 31, 1946, p. 11.

³¹ Sandra Forst, conversation with Sarah Martin, October 29, 2021. Notes in possession of the author.

³² Warranty Deed, Book 304, Page 52. Ada County, November 26, 1946. Copy, OMC Collections.

³³ Sandra Forst, conversation with Sarah Martin, October 29, 2021. Notes in possession of the author.

³⁴ Ibid. These buildings are not extant.

³⁵ "Quarter Mile Dirt Track Motorcycle Races [Ad]," *The Idaho Statesman*, June 7, 1949, p. 2. This track could have been in either the summer track or the west valley.

³⁶ "Motorcycle Races Draw 500 Crowd," *The Idaho Statesman*, June 16, 1947, p. 14.

³⁷ "Feminine Participants," *The Idaho Statesman*, July 22, 1947, p. 13.

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motorcycles, such as blind-folded riding with a partner who navigated, balloon popping contests, etc. (historic image 9).³⁸ These early events and activities were important in reinforcing OMC's public image as a social and sport club whose members were men, women, and families, and also in setting the tone and expectation for future events and for generations of riders. Moreover, they set a standard of family participation in activities – as riders and volunteers – that is still strong today.

During this period in the late 1940s, public perceptions of motorcycle riders were increasingly influenced by the outlaw persona promoted in movies, popular culture, and in the news media. A wave of violence among outlaw motorcycle riders in Riverside and Hollister, California, in the summer of 1948 further influenced the public nationwide as well as in Boise. OMC's publicity director Bill Thompson said in response:

We're not a menace to anyone. I want to point this out especially in view of what went on a few days ago at Riverside, Cal., where outlaw riders rioted. Our club is a member of the American Motorcycle association [sic], and we are fighting reckless drivers every way possible. Our organization is governed by strict regulations which prohibit fas [sic] driving. All our speeding is done on a race track, and we obey all traffic regulations.³⁹

To counter these perceptions among Boiseans, OMC hosted races to benefit community causes, invited the participation of women and children at the club grounds (historic image 10), and invited "menace" teens using Boise streets for racing to come hot rod out at OMC's track.⁴⁰ A women's auxiliary boasted 10 members in 1949, and early women riders included Pat Kelly, Evelyn Clay, Dolreta Flood, Bett Breser, and Mrs. Vern Waits.⁴¹ Other active women members were Ruth Fitzgerald and Anita Lee.⁴² During this period beginning in the late 1940s, the club hosted races about monthly between March and November to which the public was often invited. Despite having virtually no visitor amenities, races drew increasing numbers of spectators. One race event in June 1950 featured 29 riders and drew an estimated 1,000 spectators, including Idaho Governor C. A. Robins, who was on hand to present a trophy to Harlan Wood for winning the main event.⁴³ By 1960, race spectators at one event had reached 2,000.⁴⁴

During this period – from the mid-1940s through the mid-1960s – OMC hosted a variety of races that consisted of poker runs, turkey runs, scrambles (an early form of motocross), hill climbs, and track races.⁴⁵ Race activities took place all over the property. They hosted hill climbs on the upper grass track trails, which were a real draw for area riders. Hill climbs had been a favorite activity among riders going back to the earliest days of motorcycles in Boise and remained a cornerstone activity of OMC.⁴⁶ Around 1950, OMC began hosting state championship races, which continued for many years.⁴⁷ In 1954, OMC hosted its first Northwest Tourist Trophy (NWTT) race weekend, an event held every year through 1993 that featured the Northwest's top races (historic image 12). The club's TT Weekend grew to one of the biggest such races in the region, putting OMC on the racing map and eventually attracting professional riders who were chasing points on the national schedule. Prize money also entered the picture in the 1950s, with prizes going for as much as \$500 and \$1,000.

³⁸ Sandra Forst, conversation with Sarah Martin, October 29, 2021. Notes in possession of the author.

³⁹ "Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon," *The Idaho Statesman*, July 11, 1948, Sec. 2, pp. 1, 4.

⁴⁰ "Motorcyclists Ready for Races to Benefit Community Center," *The Idaho Statesman*, May 26, 1948, p. 11. "Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon," *The Idaho Statesman*, July 11, 1948, Section 2, pp. 1, 4. "Sports Notebook," *The Idaho Statesman*, Jan. 29, 1948, p. 15.

⁴¹ "Don A. Gamble Begins 15th Year as Harley-Davidson Distributor," *The Idaho Statesman*, May 15, 1949, p. 19. "Feminine Participants," *The Idaho Statesman*, July 22, 1947, p. 13. "Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon," *The Idaho Statesman*, July 11, 1948, p. 9.

⁴² Tom Fitzgerald, conversation with Sarah Martin, October 30, 2021. Notes in possession of the author.

⁴³ "Motorcycle Rider Hurt In Boise Track Pile-up," *The Idaho Statesman*, May 15, 1950, p. 9.

⁴⁴ "Chaney Scores Two Wins In Annual TT Cycle Action," *The Idaho Statesman*, Apr. 4, 1960, p. 18.

⁴⁵ "Celebrating 50th: 1940-1990," TT Weekend Program (1990), 16. Owyhee Motorcycle Club Collections.

⁴⁶ "Motor Fans Plan Hill-Climbing Contest," *The Idaho Statesman*, May 7, 1912, p. 4.

⁴⁷ "State Championship Races," *The Idaho Statesman*, Sept. 24, 1950, p. 13.

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Typical of other clubs with dirt tracks, OMC regularly built and rebuilt its flat tracks to accommodate new race events. Importantly, different track configurations were run depending on the type of race. In 1951, the club built a new one-third mile track in the property's west valley to allow for more flat-track races.⁴⁸ In 1958, the club "revamped its three-eighths of a mile track," which presumably was the same west valley track.⁴⁹ As the TT races grew in popularity in the 1950s and 1960s, the west valley oval track was modified to incorporate a small jump and a right turn. As interest in flat-track racing gave way to motocross in the 1980s and 1990s, this track was modified to an arenacross course.⁵⁰ All the while, the club continued using its natural steep sandhills for its hill climb races.

Beginning in the early 1960s, OMC began to develop the south-central and southeast parts of the property to accommodate member gatherings and basic spectator accommodations. In 1963, Bob Lawrence built a new clubhouse for the organization, which still stands and continues to function as a clubhouse. It replaced OMC's first clubhouse that had been located near today's starting area. A concessions building was located near the new (second) clubhouse.

Among those who raced regularly at OMC grounds from the late 1940s through the early 1960s were Grant Bushong, Buzz Chaney, Walt Culver, Joe Lopez, Dean McIndoo, Glen Nyborg, Vern Waits, Bob Watson, and Harlan Wood. Among these, Chaney, Lopez, and Wood were nationally ranked in the late 1940s and 1950s, and competed at top races in California and elsewhere. Riders from throughout Idaho, Montana, Oregon, and Washington regularly raced at OMC, as well.

Growth of TT Races and Arrival of Motocross Elevate OMC, 1965-1975

Principal types of racing: flat-track, TT track, and motocross

By the mid-1960s, OMC was a fixture on the circuit of most top motorcycle racers in the Pacific Northwest and Inland Empire. The club's races were regularly promoted in AMA's monthly magazine *American Motorcycling*, among other publications, which also elevated its status among racers and enthusiasts.⁵¹ OMC's stellar oval dirt tracks visited by so many during the annual TT Weekends not only drew top-notch riders, but also developed local race talent like Mert Lawwill into professional, hall-of-fame caliber racers (historic images 14 through 17).

Lawwill recalled the influence of seeing top riders at OMC on his career: "Eugene Theissen used to come to race in Boise once a year. He was the big pro in the northwestern part of the country and we worshipped the ground he walked on."⁵² Lawwill credits OMC regular Harlan Wood and his BSA Motorcycle shop helping him early in his racing career, before Lawwill moved to California and turned pro in 1963. He became one of the top professionals on the AMA national circuit and was the 1969 Grand National Champion. He was voted AMA's Most Popular Rider of the Year in 1969, which apparently caught the eye of actor and avid motorcycle enthusiast Steve McQueen, who featured Lawwill in his and Bruce Brown's 1971 motorcycle documentary *On Any Sunday* (historic images 16 and 17).⁵³ This era was the heyday of flat-track racing at OMC and in the U.S.

⁴⁸ "Motorcycle Aces compete Sunday for Tourist Cup," *The Idaho Statesman*, Mar. 31, 1951, p. 9.

⁴⁹ "Peaceful Cove Course Hosts Annual Event," *The Idaho Statesman*, Apr. 8, 1956, p. 16.

⁵⁰ Among the few surviving oval TT tracks are those at Peoria, Illinois, and Castle Rock, Washington.

⁵¹ *American Motorcycling* was renamed *AMA News* in July 1970. It acquired its current name *American Motorcyclist* in September 1977.

⁵² American Motorcyclist Association (AMA), "AMA Motorcycle Hall of Fame: Mert Lawwill." Accessed Nov. 3, 2021. <http://hof.motorcyclingmuseum.org/halloffame/detail.aspx?RacerID=7&lpos=0px&letter=L&txtFname=Mert&rblFname=S&txtLname=lawwill&rblLname=S&discipline=0>

⁵³ Ibid.

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Another type of race that was extremely popular in Europe was about to take the U.S. and OMC by storm. Moto-cross (with a hyphen, as the Europeans preferred) is an off-road motorcycle race on natural terrain laid out on an enclosed circuit, making it especially appealing to spectators who can see most of the course from a single location.⁵⁴ Not only was motocross “a race against the other man, but even more it’s man’s battle against the course itself.”⁵⁵ There had been plenty of off-road racing in the form of scrambles and hill-climbs throughout the U.S. and at OMC for years, but “there really was no provision for spectators and even less effort expended to ‘sell’ the races to motorcycle fans and to the general public.”⁵⁶ That changed when Edison Dye, a Husqvarna motorcycle importer and entrepreneur, partnered with Swedish motocross champion Torsten Hallman to host the first organized motocross event in the U.S. in 1966 at Pepperell, Massachusetts.⁵⁷ The following year, Edison organized the first Inter-AM series, matching Europe’s top riders like Hallman, Bengt Aberg, Roger DeCoster, and Joël Robert against those in the U.S. Considered by many to be the father of American motocross, “Edison didn’t just promote the first America-versus-Europe race series, he imported the bikes, ran the races and paid the GP riders to come to the USA to promote the sport.”⁵⁸

The Boise motorcycle community immediately took note. In 1967, classified ads began appearing regularly in the *Idaho Daily Statesman* for “moto-cross” bikes manufactured by Ducati, Honda, Husqvarna, and Maico. The first advertised “moto-cross” races held locally were hosted by the Boise Jaycees at Seaman’s Gulch on Sunday, April 27, 1969, just before OMC opened its 1969 season.⁵⁹ OMC held its first advertised “moto-cross scramble” on May 27, 1969, (historic image 18) and that year’s schedule was changed from previous years to include regular motocross events on alternating weeks.⁶⁰ TT and motocross events were also advertised together, further suggesting the popularity of the new sport was rising. Although flat-track racing and the TT Big Weekends remained a fixture at OMC for many years to come, the influence of European motocross had on OMC cannot be overstated.

The very same sandhills that first appealed to OMC founders now attracted the attention of national and international race organizers who were riding the wave of interest in motocross. OMC sat poised to host some of the sport’s biggest events as it gained a foothold in the U.S. In 1971, the AMA selected OMC to host round two of its second-annual Trans-AMA motocross, a series of pilot events to help motocross gain a foothold in the U.S. OMC was one of 12 sites selected and the only one in the Pacific Northwest. It was the second stop of the series and came with an \$8,000 purse.⁶¹ The list of riders read like “a who’s who in motorcycle riding,” including Europeans Joël Robert and Roger DeCoster from Belgium; Torlief Hansen, Bengt Aberg, Ake Jonsson, Arne Kring, Christer Hamergren, and Uno Palm from Sweden; Vlastimil Valek from Czechoslovakia; Dave Nichol and John Banks from England; and Heike Mikkola from Finland.⁶² Top American riders included Bill Clements, John DeSoto, Bill Lackey, and Gary Jones (historic images 20 through 22).

Boiseans and brothers Bill and Mike Uhl designed a 2.8-mile course for the event, using “every bump and jump available on the grounds,” including the enormous sandhill.⁶³ Indeed, the big sandhill stole the show. Swedish

⁵⁴ Robert Schleicher, *The Birth of Motocross: An Illustrated History of the Early Years of America’s #1 Dirt Sport* (Enthusiast Books, 2015), 5-7.

⁵⁵ *On Any Sunday*, directed Bruce Brown. 1971. Thousand Oaks, CA: Monterey Video: Distributed by Monterey Media, 1999. DVD.

⁵⁶ Schleicher, *The Birth of Motocross*, 16.

⁵⁷ Tom White, “The Father of American Motocross: His Reward was to be Banned from the Sport,” *Motocross Action*, Sept. 8, 2019. Accessed Dec. 29, 2021. <https://motocrossactionmag.com/the-father-of-american-motocross-his-reward-was-to-be-banned-from-the-sport/>

⁵⁸ Tom White, “The Father of American Motocross.”

⁵⁹ [Ad], *The Idaho Statesman*, Apr. 20, 1969, p. 30.

⁶⁰ “Cyclists Fail To Top Hill At Cove Event,” *The Idaho Statesman*, May 12, 1969, p. 17.

⁶¹ “Boise Plans Trans-AM Motocross,” *The Idaho Statesman*, July 11, 1971, p. 11. “Pro Cyclists To Race Here This Weekend,” *The Idaho Statesman*, Sept. 19, 1971, p. 39.

⁶² “Pro Cyclists To Race Here This Weekend,” *The Idaho Statesman*, Sept. 19, 1971, p. 39.

⁶³ “Pro Cyclists To Race Here This Weekend,” *The Idaho Statesman*, Sept. 19, 1971, p. 39.

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racer Torlief Hansen, who placed third at the event, said of the sandhill, "We don't have downhills like that. If we have one that long, it's not made of sand."⁶⁴ Under the headline "Belgium Invades Boise," *Cycle News'* David Swift described the Uhls' course at OMC like this:

Gawd, that downhill. Peaceful Valley's bombastic number was 450 feet of sand, tilted to about 90 per cent. The riders loved it; in fact they loved the whole course. Many Europeans tend to be quite pointed on the subject of American courses but for the most part, they jammed on this one...Mike Uhl and some friends worked for days without sleep to hold the event for the Owyhee MC. Good show. It had organization without regimentation...The track showed imagination and consideration for riders and spectators alike.⁶⁵ Video clips of the event illustrate the challenge riders faced in the climbs, jumps, and turns.⁶⁶ The Uhls even integrated the one-eighth-mile track and the shallow-running creek in the southeast portion of the property into the course.

The Uhls – and their father Herb Uhl, a motorcycle dealer and racer in Boise in the 1950s and 1960s – were well-known among the European racers and likely played a role in attracting the event and so many top riders to OMC. Bill was an excellent off-road rider, earning international fame when he scored gold at the 1969 International Six Days Trials (ISDT; today's International Six Days Enduro), the world's largest annual off-road motorcycle competition that traverses challenging terrain over six grueling days.⁶⁷ Bill remained a top rider at the ISDT through the 1970s and was inducted into the AMA Hall of Fame in 2007.⁶⁸ Uhl returned to OMC to compete in races during the height of his career and also designed courses and trails. In 1974, the Uhls designed and built the jump that Evel Knievel used in his failed attempt to leap the mile-wide Snake River Canyon at Twin Falls, Idaho.

The Europeans, who dominated motocross during that era, took the top six spots at the Trans-AMA race at OMC, with Belgian Sylvain Geboers finishing first. As evidence of the event's success, many of these same top European and American riders returned to Boise for the 1972 Inter-AM motocross, a series of six races held in the U.S., with the first round held at OMC.⁶⁹ The year 1972 marked the beginning of the stand-alone American motocross championship, and the six Inter-AM events that year would also count toward the AMA National Championship (historic image 23).⁷⁰

Top racers at the OMC event included Torstein Hallman, Torlief Hansen, Arne Kring, and Hakan Andersson from Sweden; Dave Bickers from England; and John DeSoto, Bob Grossi, Gary Jones, Brad Lackey, and Jim Weinert from the U.S.⁷¹ It is not known who designed or built the course for this race, although it may have been the Uhls again. As usual, the big downhill was a centerpiece of the event. Buzz Baty's account in *Cycle News* called it "a real crowd pleaser," and "one hell of a course for the riders, in particular that long, steep, sandy downhill, 450 feet long, and set at 40 to 45 degrees."⁷² An estimated 3,500 spectators were on hand to see America's top rider Californian Gary Jones become the first American to win overall in an international motocross event held in America (historic images 24 through 26).⁷³ Torsten Hallman, four-time world

⁶⁴ David Swift, "Belgium Invades Boise," *Cycle News*, Oct. 5, 1971, p. 20.

⁶⁵ David Swift, "Belgium Invades Boise," *Cycle News*, Oct. 5, 1971, p. 20.

⁶⁶ Boise ID Trans-AMA video, You Tube. Accessed Feb. 10, 2022.

<https://www.youtube.com/watch?v=kC70mtOTO64>

⁶⁷ American Motorcyclist Association (AMA), "AMA Motorcycle Hall of Fame: Billy Uhl." Accessed Nov. 3, 2021.

<http://hof.motorcyclemuseum.org/halloffame/detail.aspx?RacerID=393&lpos=0px&letter=U&txtFname=&rblFname=S&txtLname=&rblLname=S&discipline=0>

⁶⁸ Ibid.

⁶⁹ "Cycles Set Motocross This Sunday," *The Idaho Statesman*, June 21, 1972, p. 21.

⁷⁰ Davey Coombs, "24 Memorable Motos: Boise 1972," *RacerX Online*, May 18, 2017. Accessed Dec. 1, 2021.

<https://racerxonline.com/2017/05/18/24-memorable-motos-boise-1972>

⁷¹ "Cycles Set Motocross This Sunday," *The Idaho Statesman*, June 21, 1972, p. 21.

⁷² Buzz Baty, "The Year of the Americans," *Cycle News*, July 4, 1972, p. 27.

⁷³ "Gary Jones Gets First For Cycles," *The Idaho Statesman*, June 26, 1972, p. 21. Buzz Baty, "The Year of the Americans," *Cycle News*, July 4, 1972, p. 26.

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champion, came in second, and third place went to Dave Bickers. Baty reported that the Yamaha-mounted Jones “thrashed ‘em, smoked ‘em, blew ‘em in the weeds,” and that “no one could get close enough to Gary to even challenge him.”⁷⁴ Jones ultimately won four American 250 national motocross championships between 1971 and 1974, and with his victory over the Europeans at OMC in 1972, “Jones was at the leading edge of the coming American storm” in motocross racing.⁷⁵ Still today, Jones is a familiar name in the world of motocross, and the trophy for the 250 National Championship is called the Gary Jones Cup.⁷⁶

There is little doubt that OMC’s big sandhill and rugged terrain put the club on the national and international racing map, especially among motocross racers. These early and significant motocross events at OMC in 1971 and 1972 attracted the attention of great racers for years. For example, AMA Hall of Fame racer Bob Hannah first raced at OMC in November 1981 when he was on top of the sport. Event promotions described the five-time national champion as the “American King of motocross.”⁷⁷ Hannah recently recalled:

In the late 60s and 70s, when I heard that both Roger [DeCoster] and Joël Robert (6x World Champion) had been coming to the States and raced at OMC, I thought there must be something to this place. It was unheard of to have riders of that caliber race at an amateur level track. When I first raced at OMC I realized it was way better than your average local track. The drive and view into the place looks the same to me now as it had back then. The composition of the soil was fantastic, but also portions of the track that had very rugged terrain, like the big sand hill. Rugged features like that gave guys like me an advantage over even the best riders in Idaho. That hill definitely brings back memories and even earned a nickname after me, ‘Hannah’s Hill. I remember looking up and seeing that hill and thinking this was where I would pass people. I remember one race where a local Idaho rider was bragging about how he was going to beat me this time. He was leading the race for a time. I passed him on that downhill and he crashed on it pretty good! I loved that hill because I could just wait and pass everyone there. A hill like that separated the men from the boys. I also remember riding under the bridge where people were standing all around and gawking at us! I don’t even think they were supposed to be standing on the bridge. There were spectators walking around everywhere and all over the hills, just like at a GP race. What struck me as so special about the place, besides the terrain, was how nice everyone was and what real enthusiasts they had as part of the club. These were big shot guys competing in Europe, like Billy Uhl, who is also in the Hall of Fame. They knew what they were doing and it is pretty amazing they could build a track that drew in world and national level riders.⁷⁸

Hannah’s mastery of the big sandhill was legendary and unlike anything accomplished by riders before him. The towering sandhill has been nicknamed Hannah’s Hill since the 1980s. Hannah visited OMC again and again, and he helped OMC raise money by conducting motocross riding schools. His story and those of subsequent riders who he inspired are further examples of the lasting influence of those early motocross events and also the enduring draw of the rugged hills at OMC.

In addition to motocross, OMC continued to host its mainstay events, often in conjunction with motocross races. The club opened the 1973 season with another successful weekend of flat-track, TT, and motocross races. Some 3,000 were on hand to see OMC’s largest-ever-assembled field (at the time) for the motocross, with 298 entrants ranging from beginner to semi-pro in 11 divisions.⁷⁹ Later the same year, OMC hosted the

⁷⁴ Buzz Baty, “The Year of the Americans,” *Cycle News*, July 4, 1972, p. 26.

⁷⁵ American Motorcyclist Association (AMA), “AMA Motorcycle Hall of Fame: Gary Jones.” Accessed Nov. 3, 2021. <http://hof.motorcyclemuseum.org/halloffame/detail.aspx?RacerID=204&lpos=-2px&letter=J&txtFname=&rbIFname=S&txtLname=&rbLLname=S&discipline=0>

⁷⁶ Davey Coombs, “24 Memorable Motos: Boise 1972,” *RacerX Online*, May 18, 2017. Accessed Dec. 1, 2021. <https://raceronline.com/2017/05/18/24-memorable-motos-boise-1972>

⁷⁷ “Hannah to race at Owyhee Track,” *The Idaho Statesman*, November 6, 1981, p. 44. “Hannah paints path over terrain,” *The Idaho Statesman*, Nov. 9, 1981, p. 20.

⁷⁸ Bob Hannah, Written personal recollections, December 29, 2021. Electronic copy in possession of OMC.

⁷⁹ “Cyclists List Top Winners In Cove Run,” *The Idaho Statesman*, April 15, 1973, p. 17.

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Idaho State Championship races, with 125 motocross riders and 75 flat-track riders. The motocross again seemed to steal the show, according to Marty Gregory's account in *Cycle News*:

The exciting short track had to take a backseat, however, to the knobby-tired freakos who dominated Sunday's semi-pro motocross...Traction was totally outasight and wheelies up the 'club house hill' were the order of the day. Pat McCurdy and his radio boys brought their KBBK van and set up shop for the entire day to do a remote broadcast.⁸⁰

The Big TT Weekends remained a feature of the club's annual calendar but also incorporated a motocross event. The 1974 event drew more than 500 racers and upwards of 10,000 spectators over three days (historic image 27). The Friday-evening races took place on the one-eighth-mile short track. OMC's own Lew Alter Jr. "rode his heart out on his Astro to wind up fourth" in the 250 Expert class. Saturday featured the motocross races, and they had to run qualifier rounds due to the overwhelming rider turnout. Of these races, Marty Gregory reported, "The Experts were running down the infamous 'sand hill' and many casualties were inflicted on bikes, bodies, and nerves. The 'balls' factor is what gets you to gas it when you make the turn at the top and head for the bottom."⁸¹ Sunday's feature event was the 20th annual TT race, which held a new important meaning in 1974. For the very first in OMC history, Boise's biggest race had the designation of being an AMA Regional event, meaning racers could compete at a national level within their geographic region.⁸² Over 150 riders participated in the TT, with the Expert class featuring a 'who's who' of TT racing, like Dick Mann, Mert Lawwill, Sonny Burres, Gary Scott, Randy Scott, Mark Williams, and John Hatley.⁸³

With the AMA's regional designation, the TT weekends grew into an even bigger event in the 1970s and 1980s because it was held in late April and was among the first races on the schedule. As club member Rodney Reynolds, who raced in the 1980s, put it:

East of us was usually still under snow, and Oregon and Washington were still in their rainy season. So, all of the racers with cabin fever would show up in Boise to kick off the season. It also helped that we had one of the most popular tracks in the country, every racer loved the Boise TT! It was on everybody's list; our race was an event [with] 4 days of racing for one trip.

They raced the one-eighth-mile oval track on Thursday night, the TT on Friday night, motocross on Saturday, and the Big US Western Regional TT on Sunday. He continued:

Pro racers had three to four races they could win purse money at. In 1984, I was a young Pro racer who rode flat track and motocross so I was able to race all four days. I was able finish on the podium Thursday ST, Friday TT, Saturday MX (threw in a Prom Saturday night) and win the Regional TT on Sunday. It was a very nice pay weekend for a 17-year-old. I was able to fund most of my racing for the rest of the season with my winnings. Most of the racers traveling to Boise's TT weekend had this same goal, to bring home as much of the available purse as possible. We had huge rider turnouts from all over the country.⁸⁴

OMC's 1975 Big TT Weekend was worthy of the extra news coverage it received (historic image 28).⁸⁵ Among the familiar names of Mert Lawwill, Dick Mann, and Mark Williams entered in the Sunday TT race was 18-year-old Diane Cox from Salem, Oregon. The AMA had only begun allowing women to compete in AMA races in

⁸⁰ Marty Gregory, "Idaho State Motocross and Short Track Championships," *Cycle News*, Oct. 9, 1973, p. 20.

⁸¹ Marty Gregory, "The long, long TT weekend at Boise," *Cycle News*, Apr. 30, 1974, p. 24.

⁸² The Northwest region included Washington, Oregon, Idaho, Montana, Wyoming, Utah, northern Nevada, and northern California. As club member and former racer explained, "[The Regional series] created a more cost-effective option for professional racers, with its own championship and series points payout for the racer. In the 1970s and 1980s there were so many racers, each region had more than enough riders to support this format. As racing got more specialized (and more expensive) the rider counts dwindled, it was harder to support this format and the Regional series was eliminated by the AMA."

⁸³ Marty Gregory, "The long, long TT weekend at Boise," *Cycle News*, Apr. 30, 1974, p. 24.

⁸⁴ Rodney Reynolds, email communication with Sarah Martin, March 2, 2022. Notes in possession of the author.

⁸⁵ "Oregon Girl Challenges Men in Today's TT Race," *The Idaho Statesman*, April 27, 1975 p. 17. Marty Gregory, "Boise's three day bash: TT feature falls to Williams," *Cycle News*, May 6, 1975, p. 26.

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1971. Cox began the season as the first female racer to earn an AMA Expert dirt track license, and she was the country's only expert female racer when she raced at OMC a few months after her expert debut. While her performance at OMC was disappointing, she became a seasoned racer, competing into the late 1970s at the "top of the lightweight ranks throughout the Pacific Northwest's ovals and TT tracks."⁸⁶ Her success did not translate into sponsorships, but she was popular among fans and even appeared in the television show "Battle of the Sexes" in 1977 and 1978. While women had been an integral part of OMC's success for many years, Cox's participation in the 1975 Sunday TT race elevated women into the ranks of the top racers competing at OMC.

The aforementioned races of the early 1970s are key snapshots of the many high-profile and mainstay events at OMC. Behind these events was an active club membership that kept everything running and in good shape. A coalition of volunteers – often entire families – ran the club's activities. In his reporting of the 1973 Idaho State Championship races, Marty Gregory spoke of this club atmosphere: "The Owyhee Club's races are always a family-oriented program and the State Championships were certainly no exception. Take the Lees for example, Howard Lee ran the starts while wife Nita played paperwork in the clubhouse and sons Randy, Ronnie, Denny, and Dale raced."⁸⁷ Several member families participated in similar ways. Families devoted so much of their time to the club – as volunteer officers, grounds keepers, event hosts, etc. – and to recognize these contributions, OMC began presenting Lew Alter Sr. Man of the Year and Georgia Alter Woman of the Year awards to deserving club members in 1967 and 1974, respectively. Just like the Lees, Georgia and Lewis Alter became involved when their son Lew Alter Jr. began racing. Lew Sr. contributed much of the iron work that went into constructing the pedestrian bridge and the bleachers. Georgia recalled in 1990 how she had been "working around OMC for many years," including cooking for the concession stands and working the gate.⁸⁸

The buzz of high-profile activity and larger crowds at OMC in the late 1960s and 1970s resulted in improvements to the property geared at spectators. The first concessions building (resource no. 8) was constructed in the late 1960s. The club built a pedestrian bridge ca. 1970 (resource no. 17; historic image 19) to facilitate safer circulation of spectators around the summer track. Additionally, a score tower was built at the TT track in the west valley in about 1965 (historic image 30), and radio and loudspeaker broadcasts of races were now commonplace at OMC.

The Legacy of OMC

Since the late 1960s, motocross and off-road racing have dominated activity at OMC. The club rode this wave of popularity around off-road racing to evolve into the thriving and active club it is today. They never let up following those major events of the early- and mid-1970s. The club held Idaho's first supercross race on May 8, 1982, and it is the only club in Idaho to host a round of both the Inter-AM Vintage races and Old Timer's races. Today, it is the only motorcycle club in Idaho with a dedicated trials riding area, which is designed to test a rider's ability to navigate off-road obstacles.

OMC remains an all-volunteer organization with 200 active member-families. With a long history of family involvement, the club's membership is multi-generational, with some families represented by three and four generations. Among the club's elected leadership is Sandra Forst, who serves as the treasurer, was OMC's first female president in 2012, and is the great-granddaughter of co-founders Don and Mabel Gamble. The club routinely welcomes race legends – such as Mert Lawwill and Bob Hannah – to participate in activities as a way to honor and celebrate OMC's history. Recently, the greater Boise community celebrated the 50th anniversary

⁸⁶ Greg Pearson, "Riding it to the Max: First Female Expert Diane Cox," *American Motorcyclist*, April 2019. Accessed April 27, 2022. <https://magazine.americanmotorcyclist.com/7119/riding-it-to-the-max/>

⁸⁷ Marty Gregory, "Idaho State Motocross and Short Track Championships," *Cycle News*, Oct. 9, 1973, p. 20.

⁸⁸ "Celebrating 50th: 1940-1990," TT Weekend Program (1990), 24, 46. Owyhee Motorcycle Club Collections.

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of the classic motorcycle film *On Any Sunday* with an event at the Egyptian Theatre featuring Mert Lawwill.⁸⁹ The club also hosted the 50th Annual Boise Inter-AM Vintage Race at which it celebrated the 50th anniversary of Gary Jones' historic motocross victory at OMC. The annual vintage race weekend has become the club's biggest event of the year.⁹⁰

In its 1990 50th anniversary retrospective booklet, OMC claimed to have "put on approximately 1,000 races," and many more can be added to this tally.⁹¹ In recognition of its long and storied history, the AMA awarded OMC a 75-year historic club certificate in 2021.

Summary of Significance and Integrity

Since purchasing the club grounds in 1946, the Owyhee Motorcycle Club has positively influenced thousands of spectators at events, actively contributed to the greater Boise community through public service, and played a significant role in developing the sport of off-road motorcycle racing in Idaho. As the oldest, continuously operating club in the state, OMC has worked hard to maintain its history through scrapbooks of documents and photographs, and this nomination is a testament to that tradition. The club's significance is reflected in the many important race events, including the Idaho State Championships, Northwest Tourist Trophy (NWTT) races, and early and significant motocross events like the 1971 Trans-AMA and 1972 Inter-AM motocross races. The sprawling 80-acre property reflects this history in the collection of natural and built features. Collectively, they tell the story of the organization and the influence of the growth and development of motorcycle racing over the last eight decades.

OMC retains its historical features and integrity from the period of significance, conveying its association with and importance to the history of motorcycle racing in Idaho. Changes to the property, particularly involving the two early oval dirt tracks, must be viewed in the context of the subsequent influence of the rise of motocross in the late 1960s when European motocross stormed onto the American racing scene. OMC embraced motocross while maintaining a robust schedule of flat-track and TT racing for many years. The club and its property have evolved alongside the always-changing sport of off-road racing in an effort to remain relevant for members and spectators.

Glossary of Common Motorcycle Riding & Racing Terms

American Motorcyclist Association (AMA): the governing body of motorcycle racing in the U.S. since 1924.

Arenacross: a form of motocross racing, usually held in an arena with man-made tracks filled with obstacles, jumps, turns.

Enduro racing: a form of off-road motorcycle racing that primarily focuses on the endurance of the racers and their equipment.

Flat Track: groomed, flat dirt track in the shape of an oval; track distances vary.

⁸⁹ The event took place on Dec. 31, 2021.

⁹⁰ Steve Dent, "Legends come out for the vintage races at Owyhee Motorcycle Club," Idaho 6 News, April 24, 2022. Accessed April 25, 2022. <https://www.kivitv.com/news/outdoors/legends-come-out-for-the-vintage-races-at-owyhee-motorcycle-club>

⁹¹ "Celebrating 50th: 1940-1990," TT Weekend Program (1990), 27. Owyhee Motorcycle Club Collections.

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Grand Prix (GP): World Championship Motocross races were sometimes referred to as Grand Prix or GP to designate their status as races that had world significance.⁹²

Hare Scramble: also known as a cross-country race, this is an off-road competition conducted on a long, marked course over rugged natural terrain. The racers keep doing laps on the course until the leader either completes a pre-determined number of laps or has raced for a pre-determined amount of time, usually two hours. Competitive riders not only need to be fast but also physically fit enough to maintain a race pace for hours.⁹³

Hillclimb: a competition that is essentially a race up the face of a steep hill.

Inter-AM Series: a series of motocross racing events created in 1967 by Husqvarna importer Edison Dye to bring top European motocross riders to the U.S. This series introduced racers and enthusiasts to motocross. It ended in 1974 not long after the AMA started the Trans-AMA series in 1970.⁹⁴

Motocross: a popular European, off-road race that took the U.S. by storm in the late 1960s. Races that are run over natural- and man-made terrain courses with hills, jumps, and tight turns, typically with two races – or motos – in each class. Classes involve machines ranging from 50cc to more than 450cc.

Old Timers racing: motorcycle races focused on those over 40 years of age.

Supercross: a form of motocross, usually held in a larger stadium setting with man-made tracks filled with obstacles, jumps, turns.

Tourist Trophy (TT) race: in the United States this race is held on a dirt track having more than two curves, uneven elevation, and restricted lengths. Some TT tracks feature a jump to test the riders.⁹⁵

Track racing: this involves an assortment of categories, mainly speedway, grass track, long track, short track, and flat track. The same general principle applies to all these forms of racing, that is a race involves several riders [competing alongside one another] on a short, unpaved oval track.⁹⁶

Trials: MotoTrials competitions consist of “sections” that are physically defined by marker tape. These sections contain challenging features, both natural and artificial. They may include streambeds, boulders, logs, and slopes. Markers identify different skill class levels for competition; the better the competitor, the more severe the obstacles. A trail “loop” connects the sections for the event.⁹⁷

Trans-AMA Series: a series of motocross racing events established by the American Motorcyclist Association and held from 1970 to 1978. It further established the international sport of motocross in the U.S. and was in direct competition with Edison Dye’s Inter-AM series of the late 1960s and early 1970s.⁹⁸

⁹² Robert Schleicher, *The Birth of Motocross: An Illustrated History of the Early Years of America’s #1 Dirt Sport* (Enthusiast Books, 2015), 11.

⁹³ American Motorcyclist Association (AMA), “Hare Scrambles,” Accessed Nov. 3, 2021.
<https://americanmotorcyclist.com/hare-scrambles/>

⁹⁴ Schleicher, 28-31, 36-39.

⁹⁵ “Celebrating 50th: 1940-1990,” TT Weekend Program (1990), 11. Owyhee Motorcycle Club Collections.

⁹⁶ Sophie Joiris, “Flat Track Racing,” *Café Racer Blog*, May 16, 2018. Accessed Dec. 1, 2021.
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⁹⁸ Schleicher, 28-31, 36-39.

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Vintage racing: a type of race in which riders can go back in time and compete on two-wheeled machines of the past, ranging from bikes nearly a century old to machines manufactured just prior to the modern era.⁹⁹

⁹⁹ American Motorcyclist Association (AMA), "About Vintage Racing," Accessed Nov. 3, 2021.
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Interviews, Correspondence & Personal Collections

- Forst, Sandra. In-person interview by Sarah Martin, Boise, Idaho. October 29, 2021. Notes in possession of the author.
- _____. Personal Collections. [Descendant of the Gamble family, longtime OMC member, and the club's first female president]
- Hale, Ray. Personal Collections. [A desert racer and race promoter from California with extensive knowledge of racing history; first visited OMC in 1964.]
- _____. Telephone conversation with Sarah Martin. December 29, 2021. Notes in possession of the author.
- Hannah, Bob. In-person interview by Michelle Webb, Boise, Idaho. December 22, 2021. Notes in possession of the author.
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Reynolds, Rodney. E-mail correspondence with Sarah Martin and Michelle Webb. February and March 2022.
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Owyhee Motorcycle Club Members. In-person conversations between Sarah Martin and Lew Alter, Jr., Ed Barnowski, Gary Bonney, Rod Colton, Tom Fitzgerald, Thad Lawrence, Rich Reynolds, Rod Reynolds, Al Russell, and Michelle Webb. Boise, Idaho. October 29-30, 2021.

Newspapers & Periodicals

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- Swift, David. "Belgium Invades Boise." Oct. 5, 1971, p. 20-21.
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- Gregory, Marty. "Idaho State Motocross and Short Track Championships." Oct. 9, 1973, p. 20.
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- "Motorcycle Club Formed." Dec. 4, 1910, p. 6.
- "Motorcycle Club Is Formed." Dec. 18, 1910, p. 6.
- "Motor Cycle Races Here." Feb. 26, 1911, p. 6.
- "Boise Gets Place on Motorcycle Club Map" Feb. 3, 1912, p. 6.
- "Motor Fans Plan Hill-Climbing Contest." May 7, 1912, p. 4.
- "Motorcycle Event Takes Place Here Today." Aug. 11, 1935, p. 10.
- "Cyclists Hold Rally in Boise." Sept. 7, 1936, p. 7.
- "Cyclists Hold Racing Events." Sept. 21, 1936, p. 7. [first mention of Owyhee MC]
- "Midget Autos Race in Boise." Oct. 26, 1936, p. 7.
- "Cyclist Club Plans Events." Oct. 31, 1936, p. 10.
- "Payette – Motorcycle Tour." Aug. 1, 1937, p. 10.
- "Incorporations." Mar. 12, 1940, p. 5.
- "Winners." Mar. 5, 1946, p. 11. [first post-war field meet]
- "Motorcyclists Will Compete in Weiser Sun." May 18, 1946, p. 12. [first post-war race]
- "Owyhee Motorcycle Club on Way Up." Mar. 31, 1946, p. 11. [lengthy]
- "Motorcycle Races [ad]." Oct. 19, 1946, p. 7. [first ad for race at club property]
- "Motorcycle Races Draw 500 Crowd." June 16, 1947, p. 14.
- "Feminine Participants." July 22, 1947, p. 13.
- "Sports Notebook." January 29, 1948, p. 15.
- "Motorcyclists Ready for Races to Benefit Community Center." May 26, 1948, p. 11.
- "Motorcycle Club Hill Climb Planned Sunday." Oct. 1, 1948, p. 20.
- "Don A. Gamble Begins 15th Year As Harley-Davidson Distributor." May 15, 1949, p. 19.
- "Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon." July 11, 1949, Section 2, pp. 1, 4. [Great Photo montage]
- "Cyclists Fail to Top Hill at Cove Event." May 12, 1969, p. 17. [motocross to be in schedule]
- "Sawyer Wheels To Top Honors." Aug. 21, 1969, Section C, p. 1. [motocross]
- "Cycle Club Slates TT This Sunday." Sept. 4, 1970. [Uhl, motocross]
- "Boise Plans Trans-Am Motocross." July 11, 1971, p. 11. [motocross – Trans-AMA]
- "Pro Cyclists to Race Here This Weekend." Sept. 19, 1971, p. 6C. [motocross, Trans-AMA]
- "Cycles Set Motocross This Sunday." June 21, 1972, p. 21. [motocross]
- "Gary Jones Gets First For Cycles." June 26, 1972, p. 21. [motocross]
- "Cyclists List Top Winners In Cove Run." Apr. 15, 1973, p. 1-2B. [motocross]

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"Oregon Girl Challenges Men in Today's TT Race." Apr. 27, 1975 p. 17.
"Annual TT Cycle Races Set." Apr. 23, 1976, p. 34.
"Borah Gains Team Trophy In Motocross." Oct. 10, 1976, p. 57. [high school]
"Hannah paints path over terrain." Nov. 9, 1981, p. 20-21. [Hannah's first race at OMC]
"Marty Creek (obituary)." May 19, 1991, p. 30.

Film & Recorded Media

Dent, Steve. "Legends come out for the vintage races at Owyhee Motorcycle Club." Idaho 6 News, April 24, 2022. Accessed April 25, 2022. <https://www.kivity.com/news/outdoors/legends-come-out-for-the-vintage-races-at-owyhee-motorcycle-club>

On Any Sunday, directed Bruce Brown. 1971. Thousand Oaks, CA: Monterey Video: Distributed by Monterey Media, 1999. DVD.

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

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10. Geographical Data

Acreage of Property 80.01 acres

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

See Figure 4

1/A	<u>43.680450</u> Latitude	<u>-116.208140</u> Longitude	3/C	<u>43.676860</u> Latitude	<u>-116.198250</u> Longitude
2/B	<u>43.680440</u> Latitude	<u>-116.198110</u> Longitude	4/D	<u>43.676850</u> Latitude	<u>-116.208150</u> Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The Owyhee Motorcycle Club is located in Section 15, Township 3N, Range 2E in Ada County, Idaho. The property includes parcel numbers S0615438450 and S0615449250. The property description for S0615438450 is as follows, according to the Ada County Assessor, and includes 78.37 acres: PAR #8450 POR S2S2 SEC 15 4N 2E PARCEL B ROS 12750 IN TCA 207. The property description for S0615449250 is as follows, according to the Ada County Assessor, and includes 1.64 acres: PAR #9250 POR SE4SE4 SEC 15 4N 2E PARCEL B ROS 12750 IN TCA 206.

Boundary Justification (Explain why the boundaries were selected.)

The above-noted property reflects both the historic and present-day property boundary of the Owyhee Motorcycle Club.

11. Form Prepared By

name/title Sarah J. Martin, historian, with research assistance by Michelle Webb date April 2022
organization SJM Cultural Resource Services telephone _____
street & number 3901 2nd Avenue NE #202 email SarahMartinCRS@gmail.com
city or town Seattle state WA zip code 98105

Additional Documentation

Submit the following items with the completed form:

- **Figure 1: Regional Location Map**
- **Figure 2: Local Location / USGS Map**
- **Figure 3: Tax Lot / Parcel Map**
- **Figure 4: Boundary Map / Aerial Image of Site**
- **Figures 5-9: Close-In Aerial Images, Site Features and Contributing/Non-Contributing Status Noted**
- **Figures 10-12: Photo Directionals**
- **Figures 13-14: Historic Aerial Images**
- **Historic Images and Clippings**

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Owyhee Motorcycle Club
City or Vicinity: Boise
County: Ada **State:** Idaho
Photographer: Sarah J. Martin
Date Photographed: October 29-30, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo	#1	Cartwright Road and entrance to OMC, facing NW
Photo	#2	Entrance road leading to property, facing E
Photo	#3	Entrance road leading to property, showing entry gate & ticket booth, facing E
Photo	#4	Entry gate and ticket booth, facing E
Photo	#5	Main parking area & pit in foreground, with start area behind, facing NNE
Photo	#6	Main parking area & pit in foreground, facing W
Photo	#7	Main parking area & pit in foreground, with hills behind, facing NW
Photo	#8	Near entry gate, with road to the west valley at left and hills behind, facing NE
Photo	#9	Tractor shed, facing SW
Photo	#10	Park in foreground and main parking area in background, facing W
Photo	#11	Park and roadway, with concessions building at left, facing E
Photo	#12	North, primary elevation of the clubhouse, facing S
Photo	#13	Northwest corner of clubhouse, facing SE
Photo	#14	Southwest corner of clubhouse, facing NE
Photo	#15	Concessions building, facing NE
Photo	#16	Concessions building, facing N
Photo	#17	Starting area canopy, with rock retaining wall in front, facing N
Photo	#18	Starting area and canopy, facing E
Photo	#19	Winter track from hills overlooking the park, with starting area canopy shown in the distance, facing SW
Photo	#20	Winter track from hills overlooking the park, with clubhouse shown in the distance, facing S

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Photo	#21	Hillside path on the winter course, facing SW
Photo	#22	Sandhill (nicknamed Hannah's Hill), facing N
Photo	#23	Summer track from hills above, with what remains of the west end of the oval track, facing S
Photo	#24	Summer track from hills above, with bleachers in the foreground, facing SE
Photo	#25	Pedestrian bridge along summer track, facing W
Photo	#26	Pedestrian bridge walkway, facing N
Photo	#27	Pedestrian tunnel along summer track, facing W
Photo	#28	Pedestrian tunnel along summer track, facing S
Photo	#29	Northeast corner of the snack shack at the summer track, facing SW
Photo	#30	Bleachers at summer track, facing NE
Photo	#31	Northwest corner of the press box at the summer track, facing SE
Photo	#32	Well house next to access road located behind the clubhouse, facing W
Photo	#33	Pumphouse at the summer track, facing SE
Photo	#34	East access road into west valley, facing SE
Photo	#35	East hill of west valley, with the score tower at left, facing ESE
Photo	#36	Score tower at the west valley track
Photo	#37	Water tank on east hillside in the west valley, facing SE
Photo	#38	West valley race area, with arenacross track at center and overflow parking area at right, facing W
Photo	#39	Concessions shack at arenacross track, facing NW
Photo	#40	West access road, with arenacross press box at center, facing S
Photo	#41	Press box at arenacross track, facing S
Photo	#42	Portable bleachers & press box in foreground, with overflow parking beyond, facing N
Photo	#43	Trials area in foreground, with the entry gate & ticket booth beyond, facing SW

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC

Owyhee Motorcycle Club

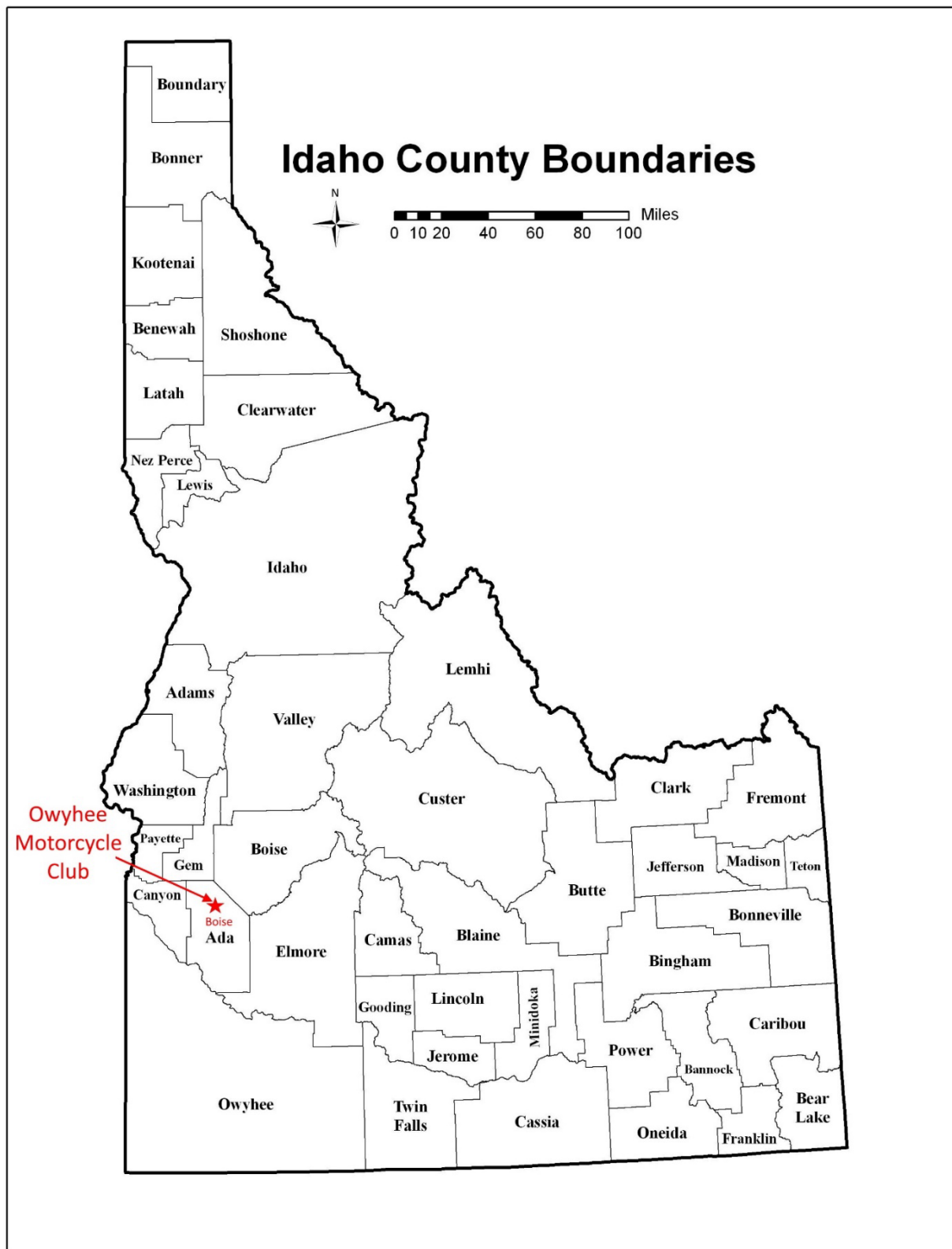
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Figure 1: Regional Location Map

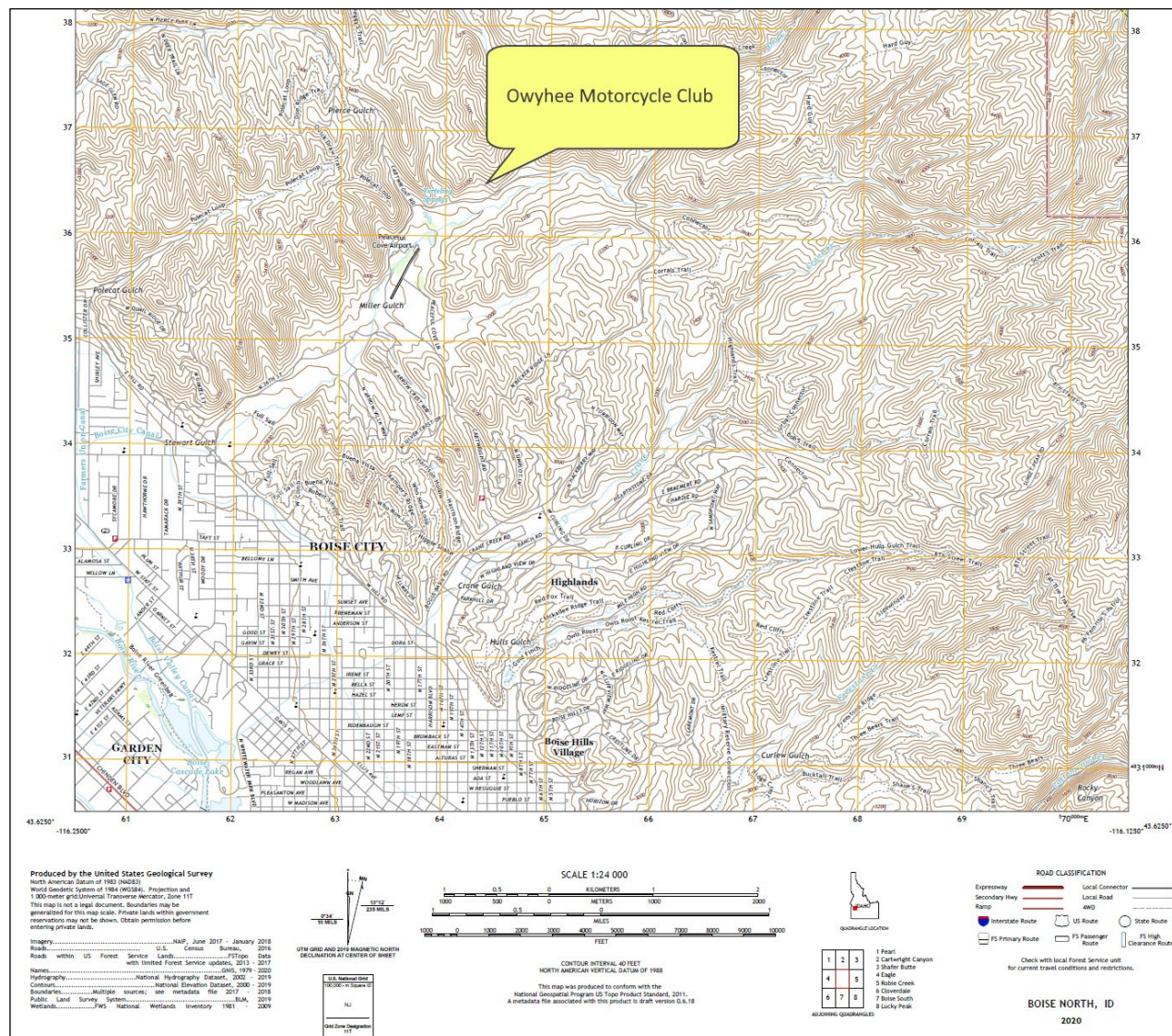
Map of State of Idaho showing counties, state capital, and the location of the **Owyhee Motorcycle Club** in Ada County.



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Figure 2: USGS Quadrangle Map (Partial Image)
Boise North, Idaho Quadrangle, 2020, 7.5-minute series, Scale: 1:24,000. T4N, R2E, Section 15 – Ada County



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Figure 4. Boundary Map. Source: Ada County Parcel Viewer (2019 image).

Latitude/Longitude coordinates:

A: 43.680450, -116.208140 / B: 43.680440, -116.198110 / C: 43.676860, -116.198250 / D: 43.676850, -116.208150

Note: The Owyhee Motorcycle Club has an easement with an adjacent property owner that allows club visitors to use the driveway that connects club property to N. Cartwright Rd.



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Figure 5. Close-Up Aerial Image. NW portion of property. Source: Ada County Parcel Viewer (2019 image).
Latitude/Longitude coordinates: A: 43.680450, -116.208140



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Figure 6. Close-Up Aerial Image. North central portion of property. Source: Ada County Parcel Viewer (2019 image).



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Figure 7. Close-Up Aerial Image. NE portion of property. Source: Ada County Parcel Viewer (2019 image).

Latitude/Longitude coordinates: B: 43.680440, -116.198110



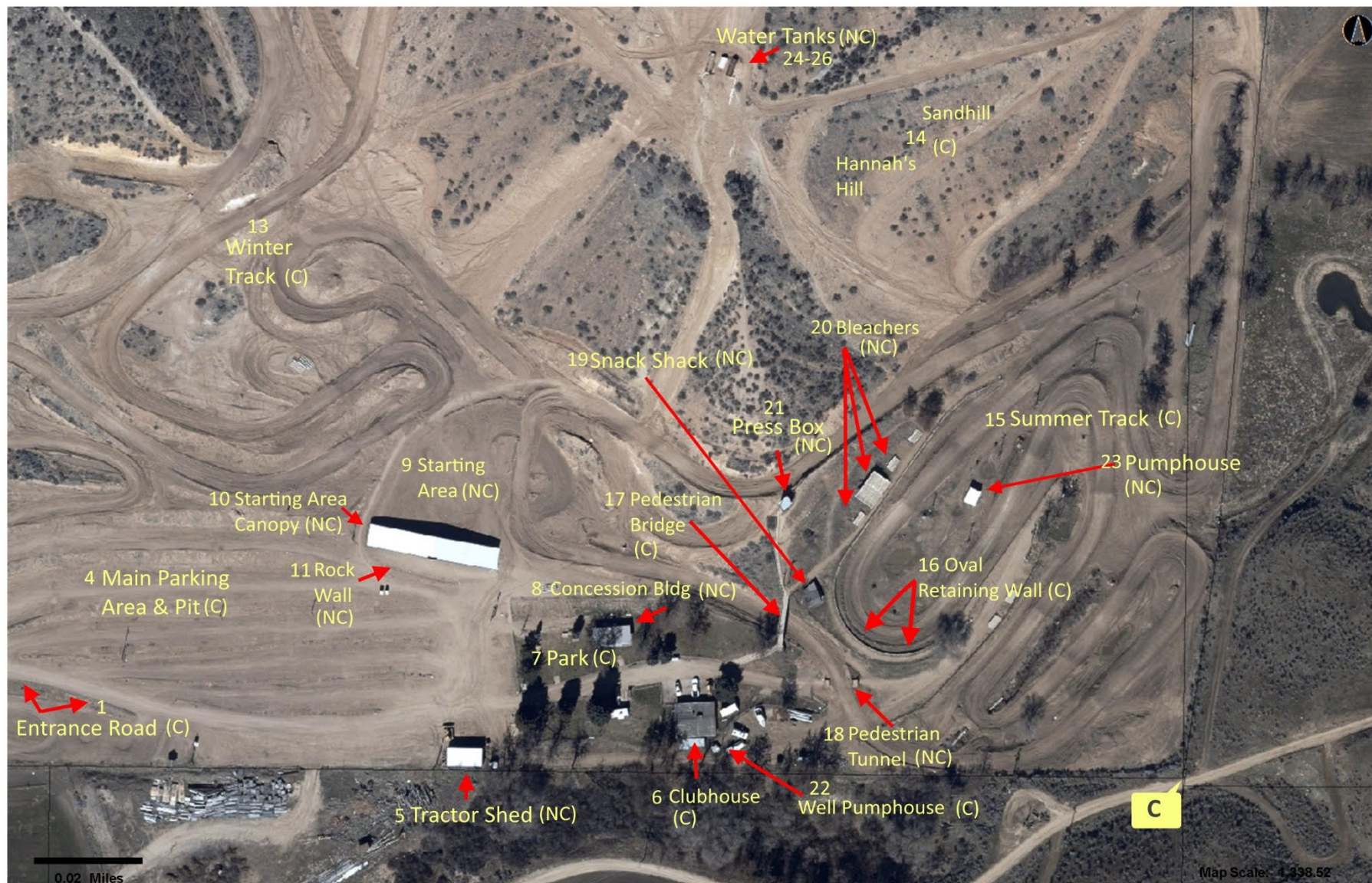
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Figure 8. Close-Up Aerial Image. SE portion of property. Source: Ada County Parcel Viewer (2019 image).
Latitude/Longitude coordinates: C: 43.676860, -116.198250



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Figure 9. Close-Up Aerial Image. SW portion of property. Source: Ada County Parcel Viewer (2019 image).

Latitude/Longitude coordinates: D: 43.676850, -116.208150



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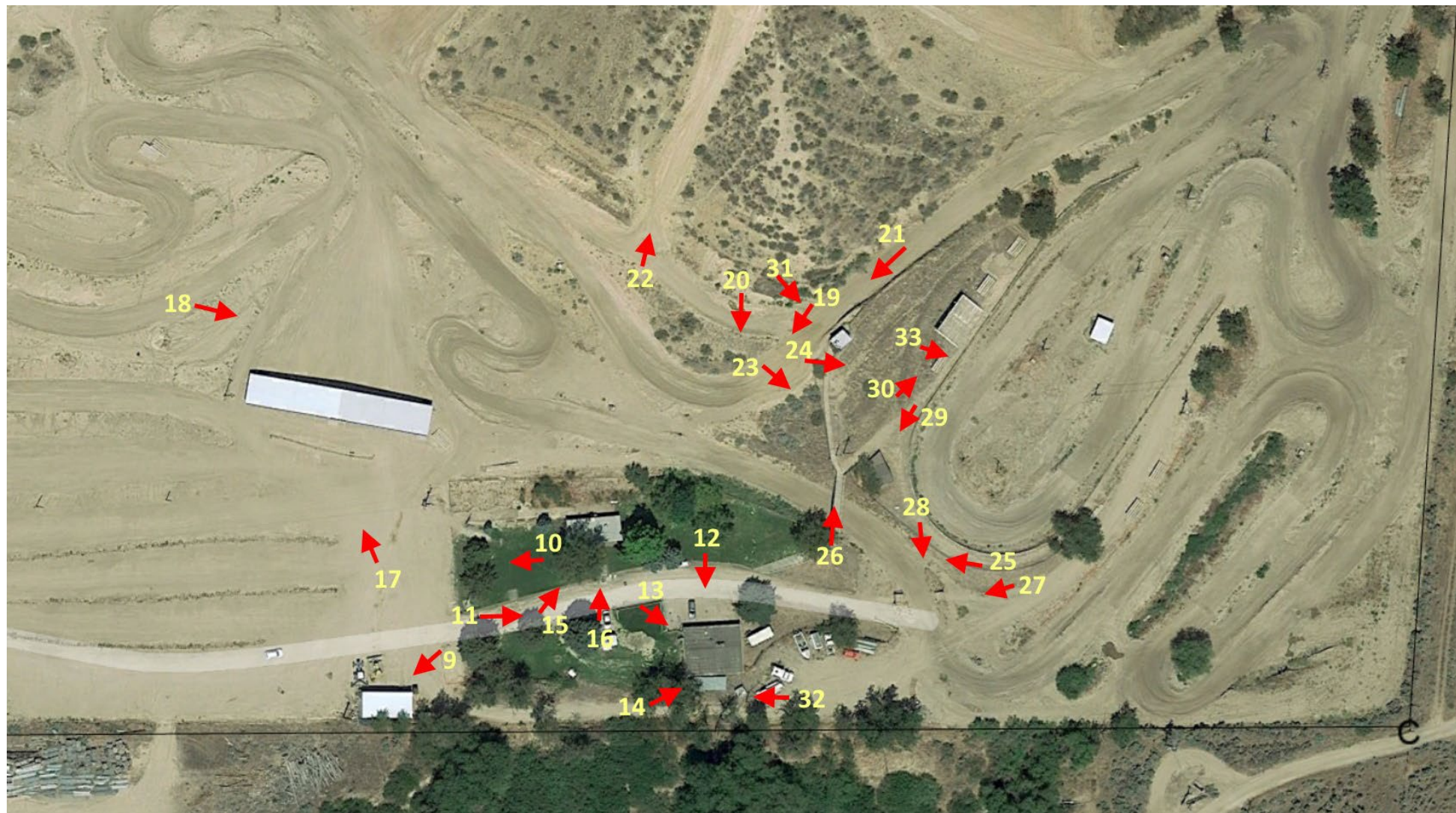
Figure 10: Photo key map 1 of 3. Directionals for photos 1 through 8. The OMC Property is outlined in orange. Source: Ada County Parcel Viewer.



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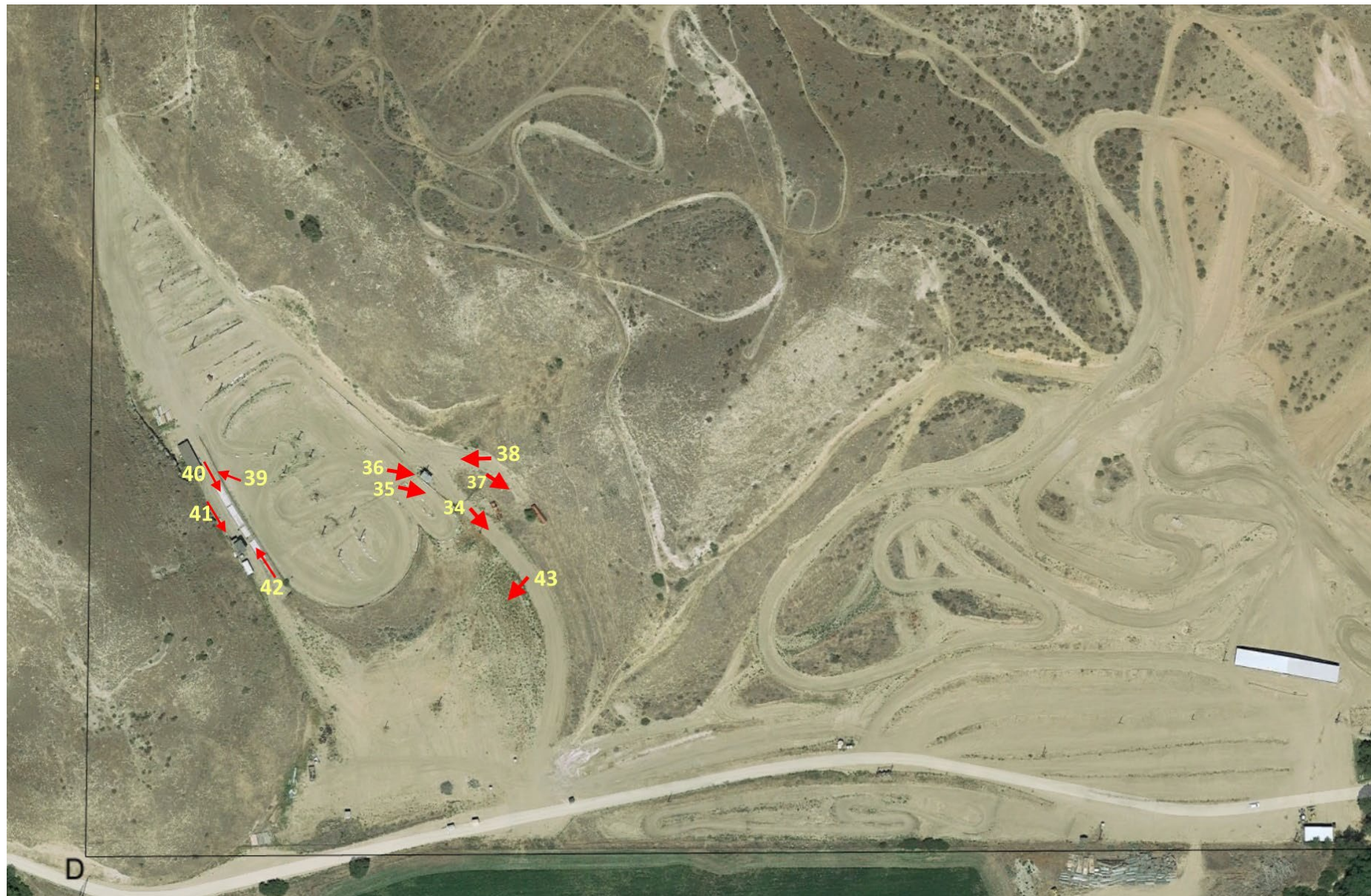
Figure 11: Photo key map 2 of 3. Directionals for photos 9 through 33. This is the southeast portion of the OMC property. Source: Google Earth.



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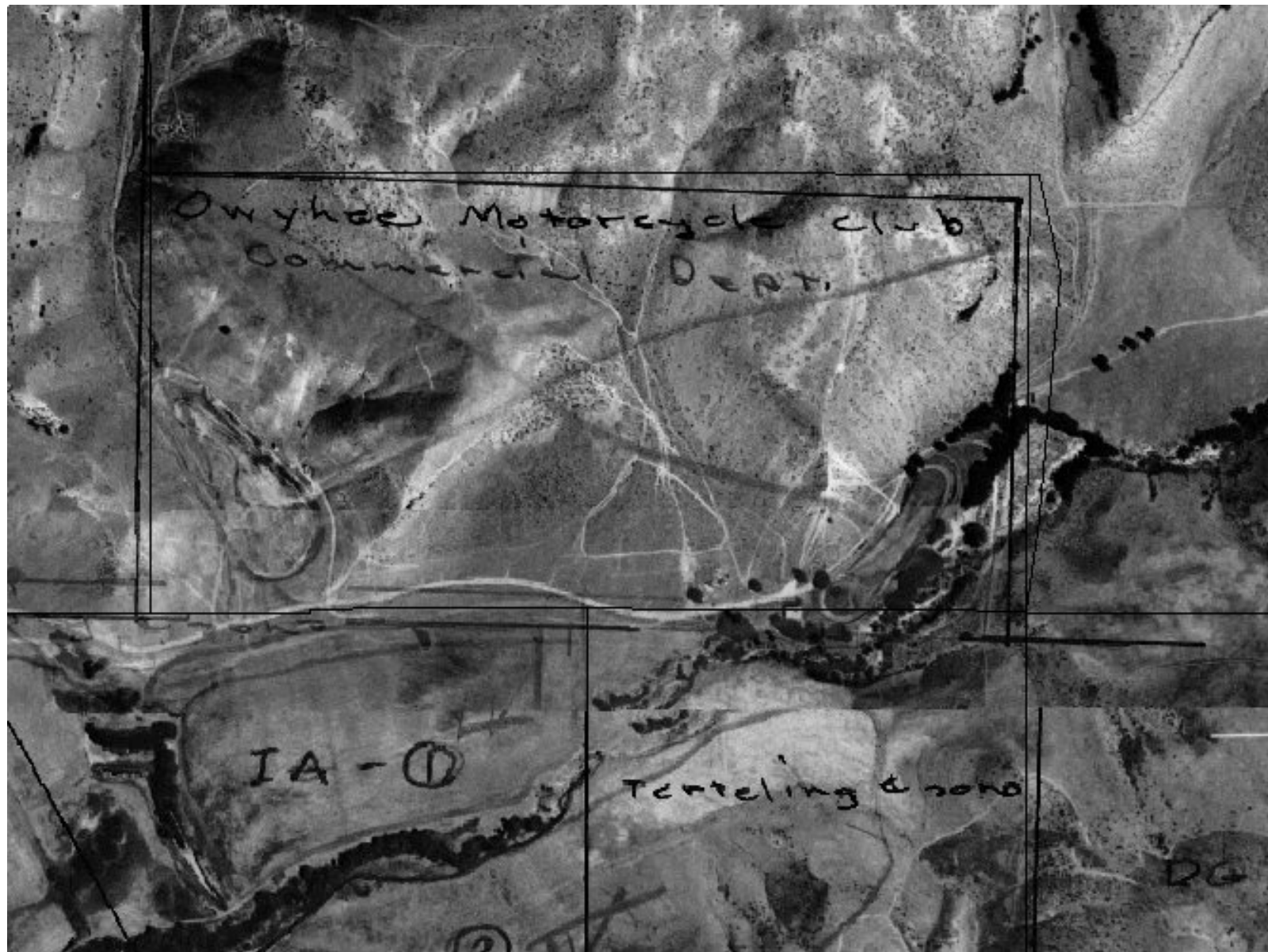
Figure 12: Photo key map 3 of 3. Directionals for photos 34 through 43. This is the west portion of the OMC property. Source: Google Earth.



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Figure 13. 1964 Aerial Image. OMC property in 1964. Source: Ada County.



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Figure 14. 1992 Aerial Image. OMC property in 1992. Source: Google Earth.



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Historic Image 2: (Left to right) Freda Gamble, Violet Grimes, and Mabel Gamble are pictured with (left to right) George Dusenberry's 1934 Harley Davidson, Don Gamble's 1932 Harley Davidson, and Mike Gamble's 1935 Harley Davidson, taken 1935. Source: Sandra Forst Personal Collection.



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Historic Image 3. Don Gamble pictured with a Harley Davidson motorcycle at his Boise motorcycle shop, 16th and Front Streets, c. 1946. Source: Idaho State Archives, P2006-20-01218.



Historic Image 4. Ads for Don Gamble's motorcycle shop. (Left) *Idaho Statesman*, May 15, 1949, p. 19. (Right) OMC Race Program, 1958. Ray Hale Collection.

**BANK
FINANCING**



**EXPERT
SERVICE**

Don A. Gamble
Harley-Davidson Dealer
1604 FRONT STREET BOISE, IDAHO
Ramble with Gamble

**\$125 DOWN AND \$25 MONTH BUYS THIS
HARLEY-DAVIDSON '125'**



**It's Fun
To Ride It**

**MOTOR
HARLEY-DAVIDSON
CYCLES**

Don A. Gamble will
give you a
**Windshield
Free!**
This Week Only!

Today's best buy
• 90 Miles to the gallon.
• Brakes on both wheels
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• Powerful illumination
• Quiet, air-cooled motor
• Lightweight, handles
easily
• Parks anywhere.
\$355. Easy Terms.

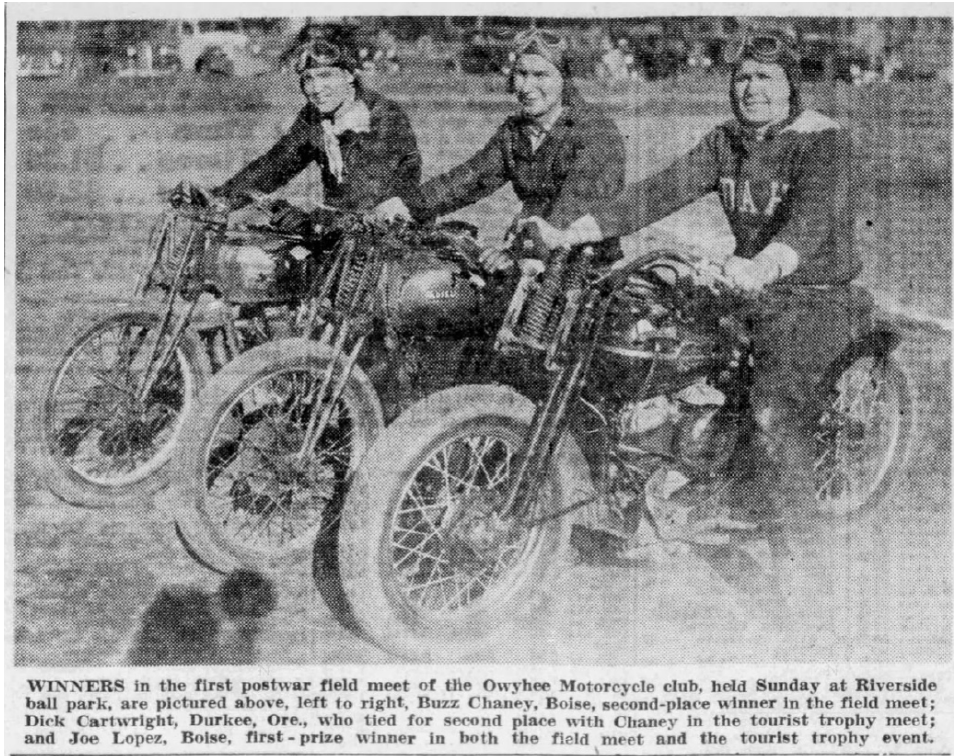
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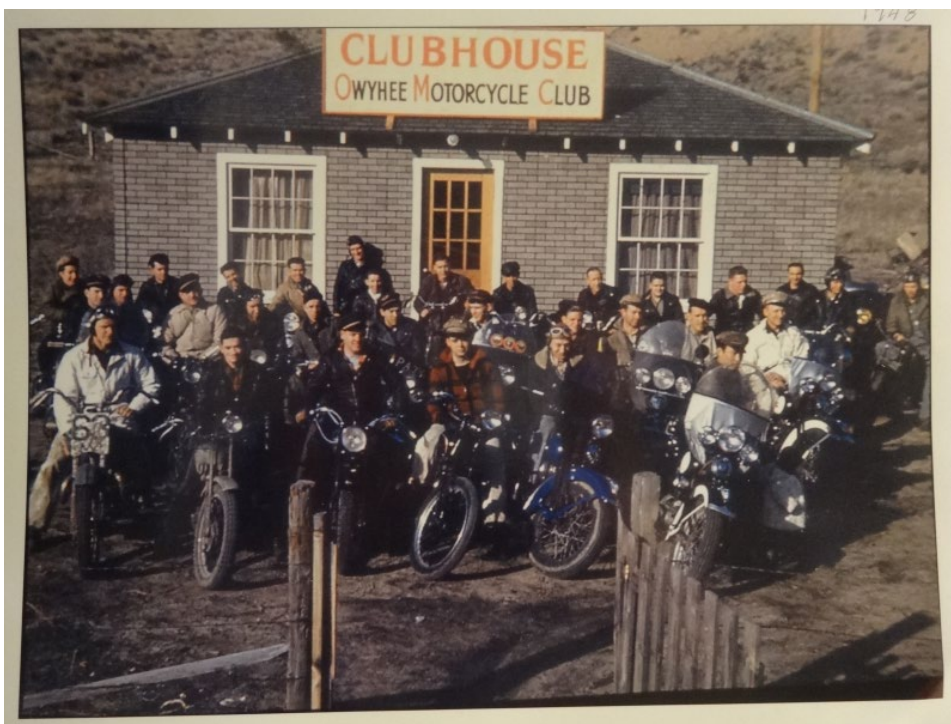
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Historic Image 5. First post-war meet hosted by OMC at Riverside Park, March 3, 1946. Source: *Idaho Statesman*, March 5, 1946, p. 11.



WINNERS in the first postwar field meet of the Owyhee Motorcycle club, held Sunday at Riverside ball park, are pictured above, left to right, Buzz Chaney, Boise, second-place winner in the field meet; Dick Cartwright, Durkee, Ore., who tied for second place with Chaney in the tourist trophy meet; and Joe Lopez, Boise, first-prize winner in both the field meet and the tourist trophy event.

Historic Image 6. Owyhee Motorcycle Club members, 1948. Source: Sandra Forst Personal Collection.



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Historic Image 7. Owyhee Motorcycle Club members receive a Safety Award from the AMA, undated. Source: Sandra Forst Personal Collection.



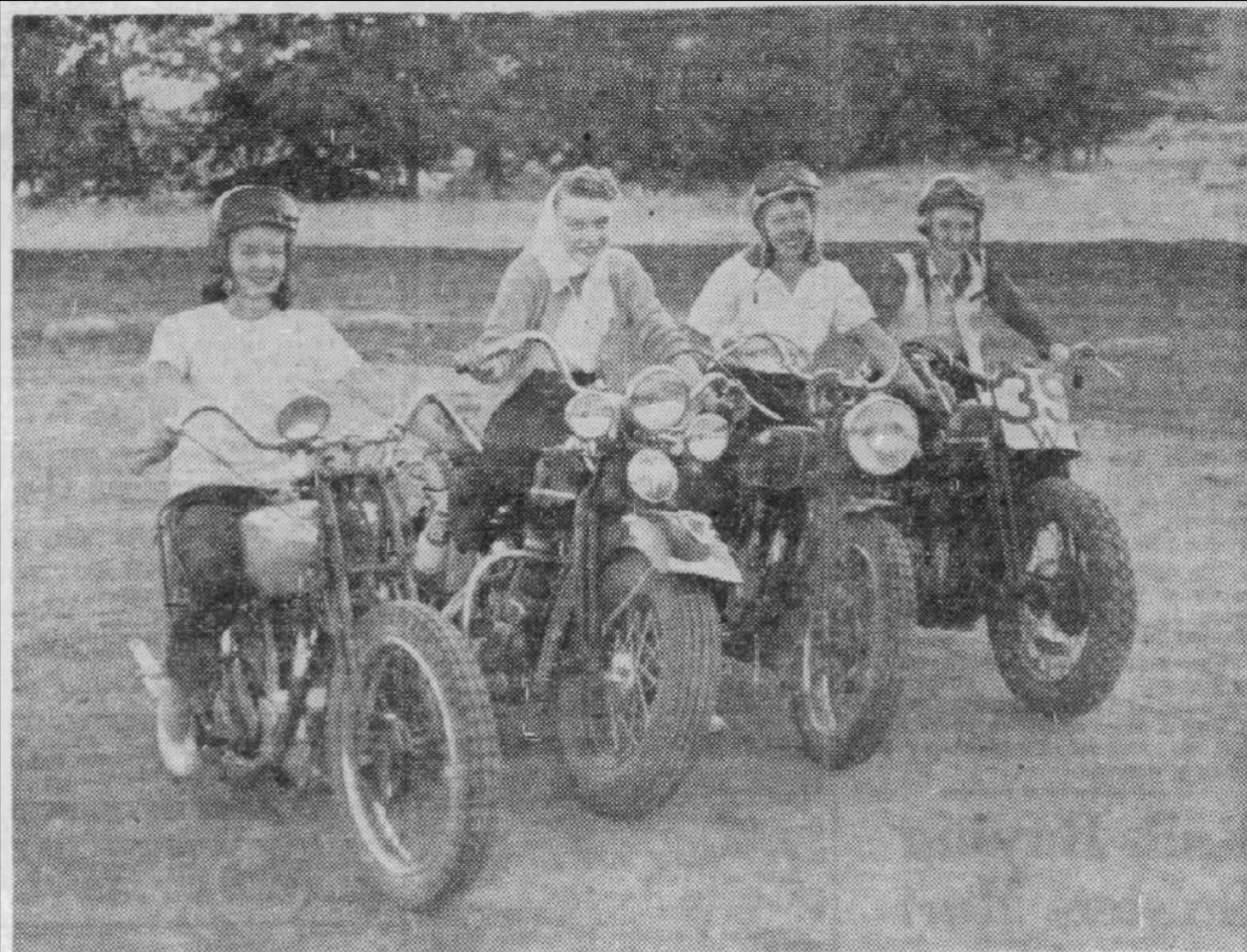
Historic Image 8. Ad for the first publicized race at OMC. Source: *Idaho Statesman*, June 7, 1947, p. 2.



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Historic Image 9. Women motorcycle riders who competed at OMC. Source: *Idaho Statesman*, July 22, 1947, p. 13.



FEMININE PARTICIPANTS in Sunday's Owyhee Motorcycle club field meet will be Pat Kelly (left center) and Evelyn Clay (right center). Among the spectators at the 15-event show, which will include men and women's relay, cross-country, obstacle and flat races, will be Dolreta Flood (extreme left) and Bett Breser (extreme right). The field meet will be held at the club's quarter mile track on the outskirts of Boise. Eighty-five members will compete, beginning at 2 p. m.

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Historic Image 10. OMC promotions include women and families. Source: *Idaho Statesman*, July 11, 1947, p. 9.

THE IDAHO SUNDAY STATESMAN

84th Year, 352nd Issue Boise, Idaho, Sunday Morning, July 11, 1948 Second Section

Billings Mustangs Take Series With 10-6 Victory Over Boise Pilots



Bill Johnston, Bud Sower In Golf Finals

IDAHO FALLS (AP)—Bud Johnston of Ogden, Utah, and Bud Sower of Caldwell advanced to the final round of the Idaho State Open golf tournament Saturday.

Johnston, who finished 18th after being pulled to a 25-hole playoff, and Sower, who finished 19th, were the only two to make the final round.

Johnston, who finished 18th after being pulled to a 25-hole playoff, and Sower, who finished 19th, were the only two to make the final round.

Owyhee Motorcycle Club Schedules Informal Race Meet This Afternoon

Members of the Owyhee Motorcycle club of Boise, probably the oldest in the state, will sponsor an informal race meet this afternoon on the Boise River.

The race meet will be held on the Boise River, and will feature a variety of races, including a 100-mile race, a 50-mile race, and a 25-mile race.

Golfers Plan Local Tourney

Howard Tucker, manager of the Idaho State Open, reported that qualifying rounds in the annual "Pioneer" tournament will begin today and last the remainder of the week and through next Sunday.

Russels Take Series With Hire

IDAHO FALLS (AP)—The Idaho Falls Russels, with a 10-6 victory over the Salt Lake City Redbirds Saturday night, took the series from the Redbirds.

Waddies Trip Great Falls In 9-2 Game

GREAT FALLS (AP)—The Pioneer League's Great Falls team won a 9-2 victory over the Boise Pilots Saturday night.

PIONEER LOOP

Host Club Overcomes Early Lead for Win

BILLINGS (AP)—The Billings Mustangs Saturday took a 10-6 win over the Boise Pilots in their 10th game of the Pioneer League season.

Ogden Reds Slam Redbirds 9 to 4

PACATULLO (AP)—The Ogden Reds smashed out 14 innings of the drama of Adolfo Torres Saturday night to win the rubber game of a Pioneer League series 9 to 4 from the Pacatullo Cardinals.

PACKERS GET DEERS

GREEN BAY, Wis. (UPI)—The Green Bay Packers Saturday won a 17-14 victory over the Chicago Bears in the National Football League.

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Historic Image 11. Late 1940s. No. 4Q is Walt Hale. No. 61Q is Earl Noble and No. 75Q is Harlan Wood. Location is the west valley TT track, camera facing north. Source: Ray Hale Collection.



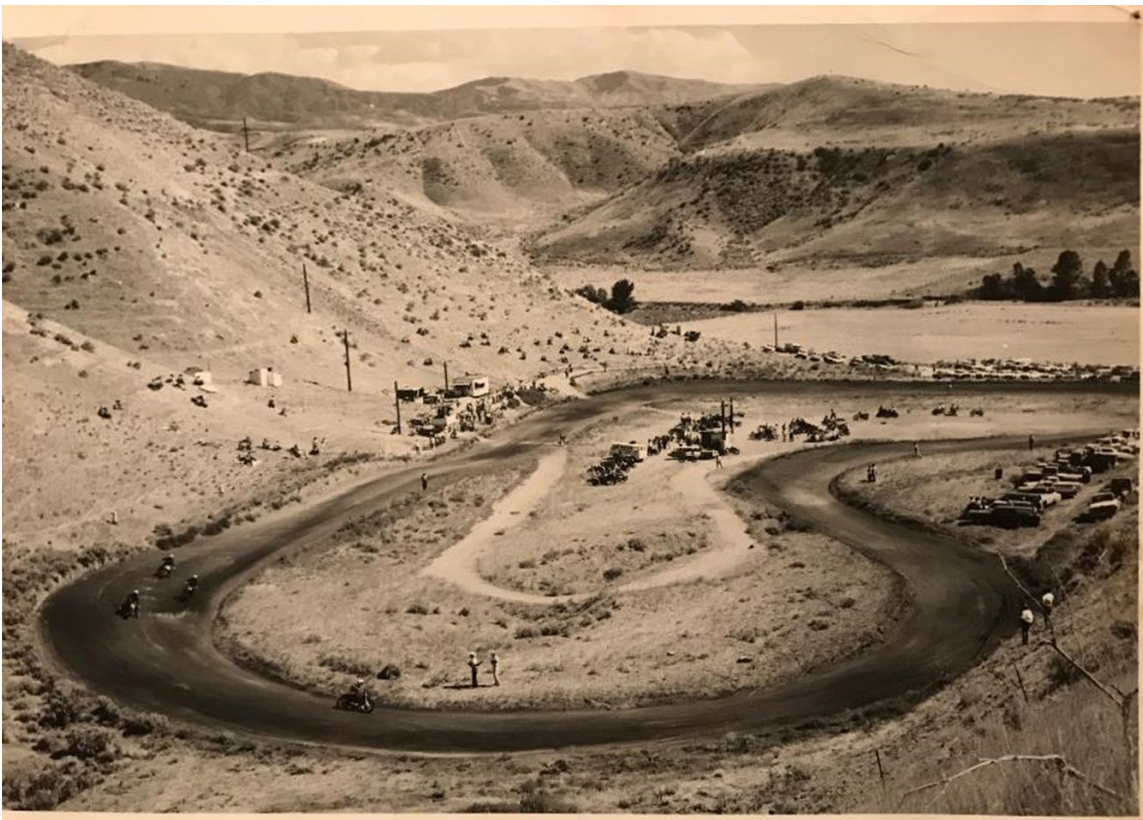
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Historic Image 12. First NWTT race weekend at OMC. Source: *Idaho Statesman*, July 25, 1954, p. 7.



Historic Image 13. Three-eighths mile TT track, west valley, early 1960s. Source: OMC Collections.



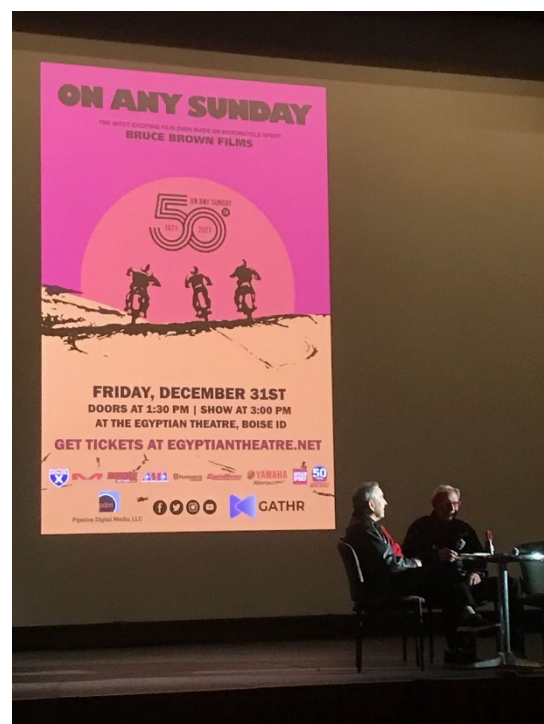
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Historic Image 14. Left top: Mert Lawwill, 1966. Source: Idaho Statesman, March 27, 1966, p. 19.
Historic Image 15. Right top: Mert Lawwill at OMC, July 1971. Source: OMC Collections.



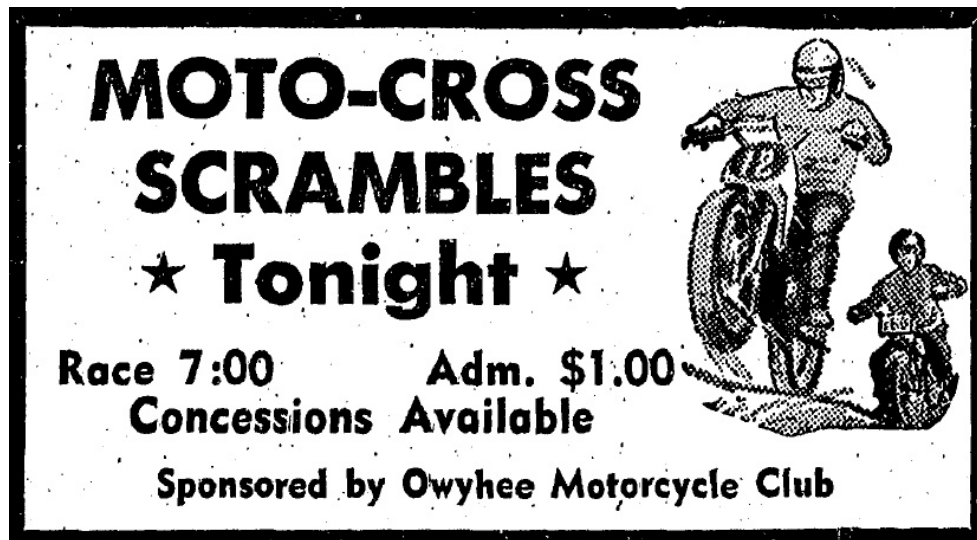
Historic Image 16. Left: Mert Lawwill, *On Any Sunday* movie promotion, 1971.
Historic Image 17. Right: Mert Lawwill, *On Any Sunday* 50th anniversary celebration, Boise, 12/31/2021



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Historic Image 18. Earliest advertised motocross event at OMC. Source: Idaho Statesman, May 27, 1969, p. 22.



Historic Image 19. Crashed rider on summer motocross track, with the new pedestrian bridge in background. Date unknown, early- to mid-1970s. Source: OMC Collections.



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Historic Image 20. Trans-AMA motocross event at OMC in Sept. 1971. Source: (left) *Idaho Statesman*, Sept. 22, 1971, p. 21; (right) *Idaho Statesman*, Sept. 19, 1971, p. 39.

		
DICK BURLESON - USA 1970 Trans-AMA National Champion HUSQVARNA	DAVE NICOLL - ENGLAND 1970 Trans-AMA International Champion BSA	AKE JONSSON - SWEDEN MAICO
		
DAVE BICKERS - ENGLAND C-Z	JOEL ROBERT - BELGIUM Four Times World Champion SUZUKI	VLASTIMIL VALEK - CZECHOSLOVAKI 1971 Inter-AMA International Champion JAWA

Boise to Host Top Riders This Weekend



Top American Entry

CALIFORNIA'S Gary Jones, on a new proto-type Yamaha bike, will be among the top Americans entered Sunday at Peaceful Cove during the Trans-Am Moto-Cross. Jones will attempt to defend his course record here and compete in the first ever International event in Idaho.

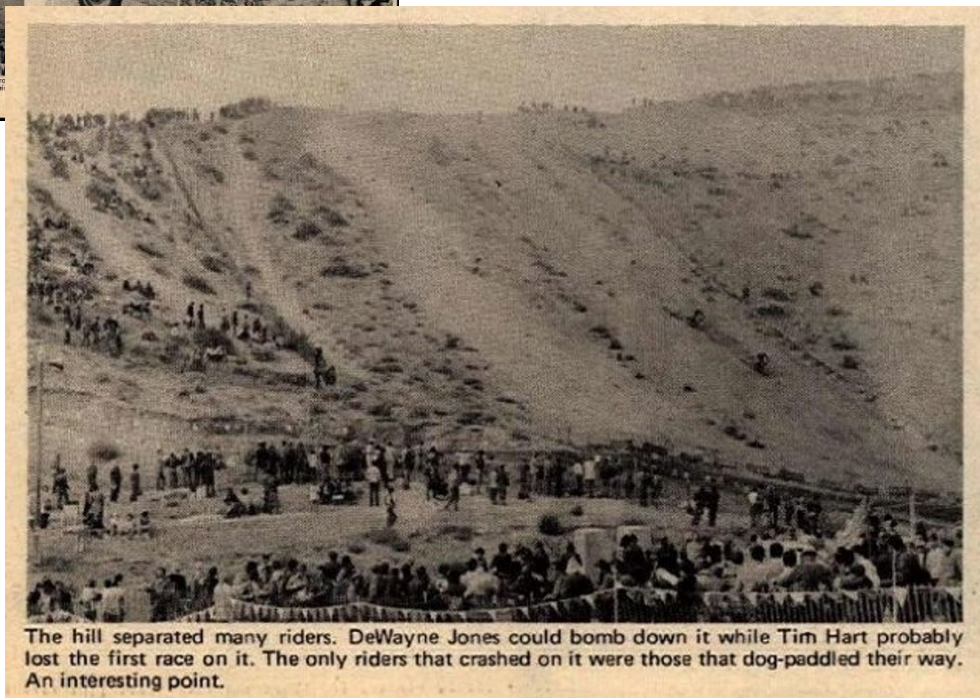
Historic Image 21. Unidentified racers at Trans-AMA motocross event at OMC in Sept. 1971. Source: Inter-AM Motocross History Facebook Page.



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Historic Image 22. Trans-AMA motocross event at OMC in Sept. 1971. (Lower image shows the sandhill.)
Source: *Cycle News*, Oct. 5, 1971, p. 20.



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Historic Image 23. Inter-AM motocross event series advertisement. Source: *Cycle World*, July 1972, p. 27.



\$50,000
1972 INTERNATIONAL CUP 250cc
MOTOCROSS CHAMPIONSHIPS
FEATURING THE WORLD'S TOP 40 RIDERS

SUNDAY JUNE 25	BOISE, IDAHO Owyhee MC Club Grounds Bogus Basin Highway P.O. Box 733 • 208/344-3041	SUNDAY JULY 16	UNADILLA VALLEY SPORTS CENTER New Berlin, New York 607/965-8784
SUNDAY JULY 2	OLYMPIA, WASHINGTON Straddle Line Raceways Rt. 15, Box 113 206/357-3804	SUNDAY JULY 23	ELKHORN, WISCONSIN Motosports Racing Circus LTD & X-Ross Inc. Hwy. 12 & 15 North • 414/877-3229
SATURDAY JULY 8	LOS ANGELES, CALIFORNIA Memorial Coliseum 8:00 P.M. For Information Call 213/747-7111	SUNDAY JULY 30	LEXINGTON, OHIO Mid Ohio Moto X Park Info: 1135 W. Cook Rd., Lexington 419/756-3992

 **SANCTIONED** 

THE MOST EXCITING MOTORSPORTS EVENTS OF THE YEAR!

JULY 1972 27

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Historic Image 24. Inter-AM motocross event at OMC in June 1972. Source: *Cycle News*, July 4, 1972, p. 26.

CYCLE NEWS July 4, 1972 Page 26

By Buzz Baty
BOISE, ID., June 25, 1972 — It was supposed to be another year away, that day when the Star Spangled Banner would be played and the Stars and Stripes waving high, proclaiming victory for an American in an international motocross event. Not only should the Star Spangled Banner have been played today, but played with much gusto, and the Stars and Stripes should have been the biggest available.

Today saw Gary Jones, Yamaha-mounted, from Hacienda Heights, Ca. become the first American to win overall in an international motocross event held in America. Win? Hell! he thrashed 'em, smoked 'em, blew 'em in the weeds. He won the first moto by more than a 40-second margin. He won the second moto; he won the third moto by more than 40. There are just not words available to describe the absolute superiority of the combination of Gary Jones and 250 Yamaha.

Every moto, from the drop of the starting gate to the last tick of the clock that signaled the end of the 30-minute

mos, there never once was any leader except Gary Jones.

No one could get close enough to Gary to even challenge him, not even four times world champion, Torsten Hallman, mounted on a similar Yamaha; not Torleif Hansen on a Husqvarna, not Arne Kring on a Husky, not Dave Bickers on a CZ, Bob Grossi couldn't get close on his Husky. Kawasaki mounted Brad Lackey and John DeSoto, handicapped by brand new and unproven machinery, didn't have the combination to catch Gary in what can only be described as an absolutely superb performance of motocross artistry.

The best that Torsten Hallman could do was in the first moto. He finished second, some 40 seconds behind Gary.

That second place finish was more or less handed to him in the wings of a mistake. Jim Weinert, Yamaha-mounted teammate of Jones, was solidly in second place ahead of Hallman, also factory mounted, when he ran out of gas on the last lap.

The first moto was also John DeSoto's best ride of the day, on the brand new Kawasaki 250 prototype. From that third place finish, it got to be a very long day for John, as he experienced many engine and handling problems. He re-injured the foot that he stove-in at Tahoe and was walking with a great deal of effort.

Brad Lackey, on an identical Kawasaki, hadn't even seen his scooter until the morning of the race and, like John, had nothing but problems.

However, Brad stayed with it, getting a third place in the second moto to finish the day's efforts with seventh overall. Brad's third in the second moto came behind Torleif Hansen in second place, Hansen's only finish for the day.

Dave Bicker's got the second place finish in the third moto on his CZ, just ahead of third place finisher, Arne Kring. Hallman and Bickers put in two of the three or four steady rides of the day. Hallman, along with his second place finish in the first moto, then picked up eighth and fifth place finishes for second overall, Bickers adding a ninth and sixth for third overall. Peter Lamppu rode steady, if not spectacularly, to finish fourth overall, earning Montesa a spot in the top five, while Maico-mounted Bill Cook from Oregon was fifth overall with eighth, ninth, and tenth place finishes.

It's somewhat difficult to write a race report when there is no contest for the Number One spot. There were dices and personal duels, certainly, but they weren't for first place. Jones had an absolute lock on that, so anything else could only have been for second place, and there's an age old saying that goes something like, "nobody remembers who finished second." Essentially, this whole report could have been written with two names, Gary Jones and Yamaha.

The most revealing and graphic testimonial to Gary's brilliance today was told to me on the plane ride back to Los Angeles by none other than the General Manager of Husqvarna West, Everett Brashear. He related that Torleif Hansen came back into the pits, totally beside himself, and said in so many words: "Last year I was lapping this kid and today I can't even get close to him."

With the appearance of the Diffbrake folks and their big Winnebago motorhome, all of the racers are finding the assistance provided by Russ Shreve and Gene Sims a tremendous help. They not only help with their welding equipment, grinders, and other tools when needed but they are making the winners feel like real winners. The winner of each moto gets that big bottle of champagne and a kiss from Dolly Diffbrake.

The third bottle Gary won today had the cork popped and didn't last long as it made the rounds of all the Jones crew. Then, of course, they have the non-contingency award of one hundred



Brown in action, on the course and with Diffbrake's champagne.



Bob Brown overcame so-so starts to sweep the open support class.

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Historic Image 27. 1974 NWTT Weekend. Source: *Idaho Statesman*, April 21, 1974, p. 14, 20.

PAGE 6-B THE IDAHO STATESMAN, Boise, Sunday, April 21, 1974

Cyclists Handle 'Bikes' Through Rugged Peaceful Cove Motocross




LEANING IN — Mark Estes, Lake Oswego, Ore., (838) leads the pack in one of the motocross events Saturday at Peaceful Cove. John Camp (175) of Boring, Ore., runs second while Mark Shepersen, Boise, (44) tries to close ground at far right. (Statesman photos by Kenneth C. Poertner)

MUD IN YOUR EYE — Scattering mud behind him, Mark Lennhardt, Billings, Mont., (644) leads an unidentified rider and Mike Hopkins (73), far right, during the motocross event at Peaceful Cove track Saturday. The action came in the 250cc class.



FLYING CYCLE — A motocross racer prepares to come in for a landing after going over a hill at Peaceful Cove Saturday in Owyhee Motorcycle Club races. The riders will compete in the 20th Annual Northwest Regional Professional TT races today at Peaceful Cove. Details and more pictures, page 6-B. (Statesman photo by Kenneth C. Poertner)

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Historic Image 28. Diane Cox, the first female to earn an AMA Expert dirt track license, raced in her expert debut season at OMC's TT Weekend in 1975. Source: *Idaho Statesman*, April 27, 1975, p. 17.

Oregon Girl Challenges Men in Today's TT Race

By RAY GIFFIN
The Idaho Statesman

Many have said there is no room in motorcycle racing for the weaker sex, but when the field gathers at Peaceful Cove track today for the 21st Annual Northwest Regional TT race, a prominent entrant will carry the female hopes for victory.

There is only one distaff expert rider in the United States today and she hails from Salem, Ore. And when it comes to guiding a 750 Triumph in competition, 18-year-old Diane Cox doesn't take a backseat to any of the so-called stronger sex.

It was on Sept. 27, 1974, at Ascot Park, Gardena, Calif., that Diane picked up her 81st. point that moved her from the junior to expert class.

In fact Miss Cox' transformation from novice to junior and into the expert class has come in a short span of two years after she started gathering points toward the top. At 16, Diane started riding novice and accumulated enough points in that one year to join the junior ranks.

The Salem youngster started at the tender age of 10 when her father, Richard Cox, purchased Honda 50's for Diane and her sisters. Diane took to racing and took to flat track and motocross events in her hometown at age 11.

Joining her father in receiving credit for her showing is her boss, Bob Strayer, owner of the Suzuki Sports Center in Salem. Diane works in Strayer's parts shop when she's not racing and it is Strayer's bike she rides on the circuit.

With a local sponsor, Strayer, Diane says the pressure is far less than if she were riding for a factory team. She hurriedly points out that she still likes to win for her boss, regardless.

Miss Cox says she has been accused of being a women's libber and that she is simply racing to prove a point, rather than being serious about the whole project.

"That's far from the truth because I race for the enjoyment and I hope I don't come off as a tomboy," the strictly feminist-looking youngster adds.

She says she has seen some girls who race, act and talk like guys and if anyone tells her she is like that "I'll



DIANE COX
... only female expert

quit racing right then and there."

She won her first event at the Sidewinders track, a half-mile oval in Clackamas, Ore., and agrees that there isn't as much pressure when performing before the local fans. She also has a warm spot for Castle Rock, another Oregon oval.

Like any good expert, she calls Ascot Park the ultimate in racing, but also quickly adds she would like to ride at the Astrodome in Houston, scene of this past

year's Nationals.

When today's TT unfolds at Peaceful Cove, Miss Cox will be going against a fellow Oregonian Mark Williams out of Springfield. Williams is the defending champion and will be out to make it two in a row. And Miss Cox has said she admires Williams' racing style among several others.

But when things start today, it will make no difference to Diane Cox which style is which, for she'll be out to win regardless.

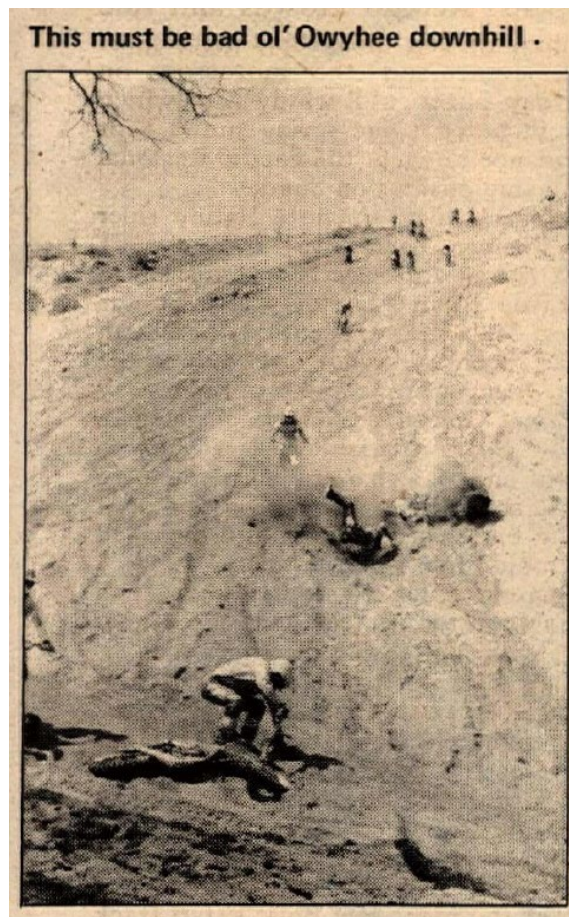
Owyhee Motorcycle Club

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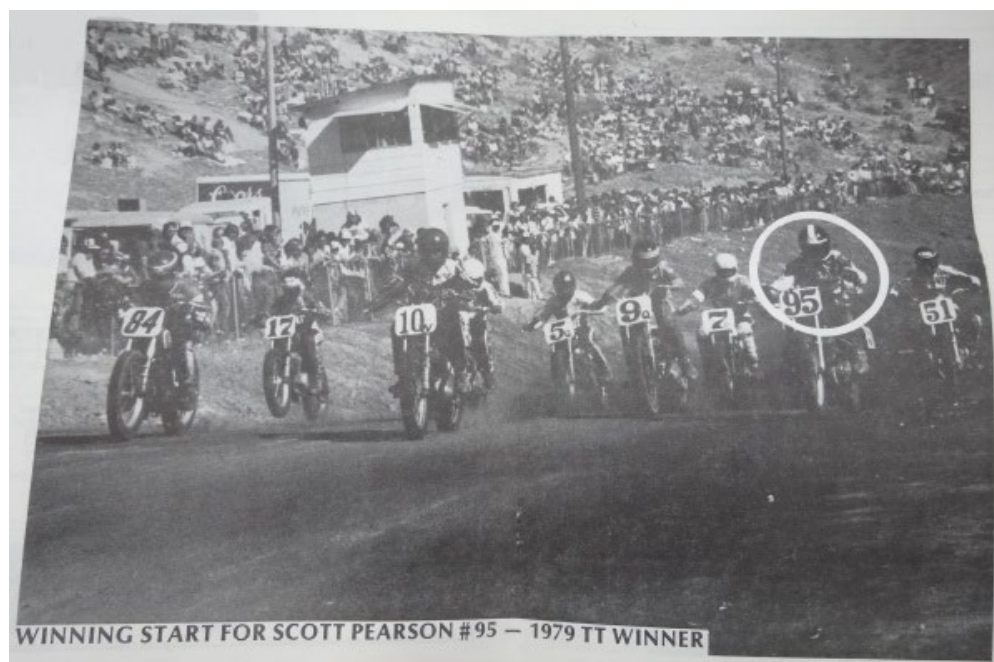
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Historic Image 29. Racers crashing down the big sandhill, TT Weekend, 1976. Source: *Cycle News*, May 11, 1976, p. 26.



Below: Historic Image 30. TT Track in the west valley, 1979. Note scoring tower at center-left. Source: TT Northwest Championship Motorcycle Races, April 18, 19, 20, 1980 [booklet]. OMC Collections.



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Photo 1. Cartwright Road and entrance to OMC, facing NW



Photo 2. Entrance road leading to property, facing E



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Photo 3. Entrance road leading to property, showing entry gate & ticket booth, facing E



Photo 4. Entry gate and ticket booth, facing E



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Photo 5. Main parking area & pit in foreground, with start area behind, facing NNE



Photo 6. Main parking area & pit in foreground, facing W



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Photo 7. Main parking area & pit in foreground, with hills behind, facing NW



Photo 8. Near entry gate, with road to the west valley at left and hills behind, facing NE



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Photo 9. Tractor shed, facing SW



Photo 10. Park in foreground and main parking area in background, facing W



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Photo 11. Park and roadway, with concessions building at left, facing E



Photo 12. North, primary elevation of the clubhouse, facing S



Owyhee Motorcycle Club

Name of Property

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Photo 13. Northwest corner of clubhouse, facing SE



Photo 14. Southwest corner of clubhouse, facing NE



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Photo 15. Concessions building, facing NE



Photo 16. Concessions building, facing N



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Photo 17. Starting area canopy, with rock retaining wall in front, facing N



Photo 18. Starting area and canopy, facing E



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Photo 19. Winter track from hills overlooking the park, with starting area canopy in the distance, facing SW



Photo 20. Winter track from hills overlooking the park, with clubhouse shown in the distance, facing S



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Photo 21. Hillside path on the winter course, facing SW



Photo 22. Sandhill (nicknamed Hannah's Hill), facing N



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Photo 23. Summer track from hills above, with what remains of the west end of the oval track, facing S



Photo 24. Summer track from hills above, with bleachers in the foreground, facing SE



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Photo 25. Pedestrian bridge along summer track, facing W



Photo 26. Pedestrian bridge walkway, facing N



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Photo 27. Pedestrian tunnel along summer track, facing W



Photo 28. Pedestrian tunnel along summer track, facing S



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Photo 29. Northeast corner of the snack shack at the summer track, facing SW



Photo 30. Bleachers at summer track, facing NE



Owyhee Motorcycle Club
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Photo 31. Northwest corner of the press box at the summer track, facing SE



Photo 32. Well house next to access road located behind the clubhouse, facing W



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Photo 33. Pumphouse at the summer track, facing SE



Photo 34. East access road into west valley, facing SE



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Photo 35. East hill of west valley, with the score tower at left, facing ESE



Photo 36. Score tower at the west valley track, facing ESE



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Photo 37. Water tank on east hillside in the west valley, facing SE



Photo 38. West valley race area, with arenacross track at center & overflow parking area at right, facing W



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Photo 39. Concessions shack at arenacross track, facing NW



Photo 40. West access road, with arenacross press box at center, facing S



Owyhee Motorcycle Club
Name of Property

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Photo 41. Press box at arenacross track, facing S



Photo 42. Portable bleachers & press box in foreground, with overflow parking beyond, facing N



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Photo 43. Trials area in foreground, with the entry gate & ticket booth beyond, facing SW

