

3 July 2013

MVTR July Meeting

The July meeting got underway with about 45 members present. First on the agenda was a review of the 2013 Classic.

As the only Trail Boss available for comment (others were 'found' as the evening went on), Chip was tasked with providing a summation of this year's **Classic**. Once again the event raised over \$100,000 for the Cystic Fibrosis Foundation, with 453 riders registered this total was raised by about 100 less riders than 'normal'. There were 27 riders entered in the 'Kid's Classic this year, it was not many years ago that they had to turn riders away due to the bus being full. Where is the next generation of riders going to come from? Certainly there were numerous bumps and bruises but no 'serious' injuries were reported. There will have to be some trail repair in Bear Brook State Park. Some raking (hand and York rake) needs to be done on Hall Mountain and Broken Boulder trails. The 'Summary of Impact' has been submitted. The repairs are supposed to be done immediately after the event but the State recognizes that 'you can't rake mud' so a work party will be announced once things dry out a bit. We were able to pay a flat fee for park use for all riders again this year rather than either the state or us counting individuals (yes, we do know how many register, but not necessarily how many make it that far).

Tuck noted that \$600 was raised after expenses through the raffle to add to the \$\$\$ for the CFF.

Boo noted that this year was noteworthy for the number of incidents that left the NHMS staff less than thrilled to have us on the grounds. There were several occasions where individuals who were not pre-registered or registered expected to be allowed to enter. Speedway Security has not been, is not and will not be set up to register individuals arriving at 'odd hours', they will admit individuals who are on the pre-registered list and those who have registered and are wearing their wristband at any hour. It does not matter how much you yell at them, the rule is not new and will not change but you sure do hurt our chances of continuing to hold the Classic on their facility in the future. Another 'new' item of concern to Speedway Security is some kind of 'Exploding Chinese Lantern' that appeared for this year's event. They are no doubt intended for harmless entertainment, but anything exploding within the facility does not give security a 'warm feeling', particularly this year after the Marathon bombing!

There is a real danger that at some point, we may no longer be considered 'worth the trouble' for the MHMS staff to deal with. There are not many facilities that could/would host the Classic should we become uninvited from the Speedway so.... IF the Classic is to continue, we all need to do everything that we can to be considered 'good neighbors' and welcome there.

A noteworthy change for 2014 will be changing the date to 14 & 15 June. Like most clubs, we hold events at the pleasure of the landowners whose properties we are using. Apparently, Laconia Bike Week is being shifted back a

week for next year. The NHMS would like to still have us as the 'opening act' of Bike Week events there, which means that we need to change dates. Berkshire Trail Riders have been hosting their Laurel City weekend on the weekend after the Classic. They have been approached about swapping weekends and hopefully, with a years' advance notice it can be worked out to the satisfaction of all clubs, landowners and riders.

On the chance that it had been passed over during the June meeting, the **Annual Election of Officers** was again subject for discussion. President Tom was not sure that he had offered up the possibility that someone else might wish to seek the 'Office of the President'. It was quickly apparent that there was no one in attendance who wished to run for the position.

Rocky Mountain Weekend is fast approaching! A meeting of the Rocky Mountain Weekend Committee was held at 18:00, prior to the regular MVTR meeting. Most everything is going along as in years past. There are a few changes for 2013 however. Foremost among them is that we will be going to electronic scoring for the PeeWee events. The fee to add this to the Hare Scramble scoring is reasonable and it will free up the 6-9 scoring volunteers for other duties. For all of the Jr. Enduro events so far this season, participation has been down. In our case this may be even more apparent, distance has always kept our entries lower than other events and in addition many of the 'usual suspects' who ride the series will be working at our event. It is likely that we will have more workers for the event than riders.

There will be work parties this weekend (and probably every weekend) to get the courses into good shape. As in the past, volunteers will be meeting at the Alton Traffic Circle McDonalds at 08:30 or at the property gate at 09:00 each morning.

Volunteers are of course still highly sought after. People to oversee parking and sweep riding are always in high demand but there are other less demanding/prestigious positions to fill as well.

The **Mountain View Trail Ride** will not be happening this year. John and Jim have been working hard with Paul to come up with a route but just haven't been able to link enough trail together for a quality ride. Hopefully next year...

MVTR's **Wednesday Night Trail Rides** have been ongoing. Dave led a small group on tonight's pre-meeting ride, which stayed pretty close to 'home'. Last week saw only one rider in the rain at Hop-Ev but the previous week was attended by a dozen.

The 1000+ miles long [Ride the Wilds](#) trail system is now (kinda sorta) open. A collection of trail that can take you across much of Coos County allows OHRVs (but not necessarily bikes, some trails yes, others no) to enjoy much of the North Country between Gorham and the Canadian Border. In order to be more recognized as good stewards of trails and off-road riding we will be

embarking on a project to construct 15 Trail Kiosks (like the ones recently added in Hop-Ev) over the next couple of years. There may be a 'pilot program' in the future to allow bikes on some of the previously closed areas but nothing is solid at this time.

Brian reported that our projects in **Hop-Ev** and **Jericho** have been approved for funding. More single-track trail is the order of business up north while moving rock to fill holes will be predominant down here.

Ron, Glenn and JD are now working on a replacement **MVTR Riding Jersey** now that the previous ones are history. Soccer and Football jerseys are being considered as a 'base product'. Tuck has suggested that these be 'pre-ordered' rather than the club purchasing 400 this time. The process is ongoing, contact any of them if you have input.

Andy, Bob, Colin and Tom recently met with NH F&G about permitting for events. The criteria for an "Event Permit" which allows all participants to ride without needing OHRV stickers will most likely be changing to require that it be a charity event (like the Classic). From 'their' point of view, they are losing out on OHRV registration money when they issue an Event Permit, while 'we' expect that very few riders will come from out of state if they have to pay an additional \$60 to participate. There are more \$\$\$ at stake than just the registration and event fees, 'tourists' spend their dollars here on food, fuel, lodging and other things, if they stay home many business' lose out. 'Club Rides' will definitely not qualify for Event Permits in the future; Competition events remain to be decided. Our new VP Glenn was no doubt excited to learn that for the sake of consistency, all of our applications for Special Use Permits will be among his newfound responsibilities.

Although it may seem early in the season to think about next year's events, the time to obtain **NETRA Sanctioning** for 2014 events will be here before too long. We were reminded that we do have to pay sanctioning and insurance fees at the start of the year for any events that we wish to hold. If the event is cancelled, the insurance \$\$\$ can be rolled over toward another event but the sanctioning fee is forfeited.

Natasha has volunteered to work with Art on 'updating' our website. I was impressed that we even had one but that is not enough these days (apparently).

I did not record a lot about recent events. Steve crashed in the first turn at **Union**. Lynne went into the woods at **Laurel City** but never came out (well, not on the right trail). Lynne has also learned first hand about the design change in 2013 KTM brake lines. They added a clear protective sleeve, which seems like a plus however it is put on before assembly and then the fitting is crimped over it as well as the hose. That weakens the connection somewhat but by itself probably would not be game ending. If one were to adjust the brake pedal a

touch too high however, fluid would not be able to return to the reservoir and when the brake got heated up the rear brake would 'seize', not that anyone has ever had rear brake issues. With the new protective sleeve this scenario can create enough pressure to blow the (less secure) crimped fitting out of the brake line. Not gonna fix that one trailside.

Glenn and family were in attendance at the final MX National to be held at Southwick. It was interesting (especially for us old timers) to hear him tell about catching up with his family who were talking with 'some guy' from the Suzuki team. Long out of touch, I might not have recognized him but I sure do remember the name.... Roger DeCoster. Not very many of us ever get to meet the heroes of our 'younger days'; I wouldn't have known what to say either!