

MVTR Monthly General Meeting Notes -Preliminary

Meeting Date: 7 May 2014, at Freedom Cycle

From: John Mesick

President Tom Levesque called the meeting to order at 7:10 pm with 40+ members present.

MVTR Election Bylaws

Tom confessed that after recently reviewing the bylaws he hasn't faithfully followed the exact procedures for elections. A show of hands indicated that the membership didn't object.

Tom's proposed slate of candidates were nominated and elected:

- Tom Levesque - President
- Glenn Harvey - Vice President
- Art Pepin - Over Secretary (membership roll maintenance)
- John Mesick - Under Secretary (meeting note taker)

Shout outs

- Tom thanked Art Pepin for all his work in maintaining membership rolls, and keeping current the NETRA/MVTR competitor list current.
- Tom commended Bob Fitz Henry for producing the MVTR promotional tri-folds for distribution.

Jay Mercer

Jay is a member who lost his house to fire last November. He asked if any MVTR members could help him repair his enclosed trailer, or sell him a used enclosed trailer. He is also looking to replace his KTM with an inexpensive older used model. Jay's phone is 742-0010.

Hop-Ev & Jericho Riding Areas

Brian Harjula (Trail Administrator) reported that 5 RTP grants have been approved:

- Filling in a swill hole on Sugar Hill Trail
- Filling in another swill hole on Hang Glider Hill Trail - partnering with Blurred Vision ATV Club
- Additional rock barriers closing off the Hop-Ev sand pits
- Two new single track trails in Jericho.

Brian will make a scouting trip to Jericho the weekend of 24-25 May. He hasn't developed a schedule for the above work parties.

There will be a Hop-Ev work party the weekend of 17-18 May to clear the BT and River Loop single track trails.

New Trail Bike Club in Northern NH

Tom is encouraging the creation of a new club to help represent the interests of all trail bike riders in the north country. He will start a discussion on NEDB, and reach out to motorcycle enthusiasts.

The Classic Charity Trail Ride

Glenn Harvey put out sign up sheets for volunteers; duties including parking direction, sweep riders, rousers for the Rider's Meetings, etc. He also reported that when he turned in the event permits to Captain Wimsat at Fish & Game, the Captain complimented MVTR for their best practices in event management, landowner and community relations, and post event trail repair. The Captain said that he holds MVTR up as an example to other event promoters as a good example.

JD Mott (Northern Loop Trail Boss) reported that the first work party is this weekend, and work parties will occur every weekend there after. He also said that each year he losses more trail due to "not being welcomed back". He appeals to riders with local knowledge of trail in the general areas of the loops that may be possible substitutions please contact him or Chip Fredette (Southern Loop Trail Boss).

Jay Leeds (Kid's Classic Trail Boss) reported that he has 21 signups to date. The registration cutoffs are 45 riders and 2 June. All riders after 2 June will be turned away without exception.

The cut-off date to pre-register for the banquet is also 2 June.

Recent Rides

- Freetown Hare Scramble JD Mott and Andy Anthony described it as very rocky and muddy - fun in a very perverse way.
- Tuxedo Ridge Hare Scramble - Chip Fredette described it as very slippery rock at a ski area - lots of switch backs and elevation changes.
- J-Day Mud Run - Art Pepin said the morning moto had 600 riders on a two mile course. It got so muddy the afternoon moto was cancelled.
- Hoot Owl Turkeys Run - Don King said it was wet, but not tank deep water like 3 years ago. The event lost trail in Rhode Island just before the start, so it was limited to a 40 mile loop that could be repeated. A good post event meal was included.

Trail Bike Registration Requirements in NH

Jim Pidgeon made a presentation comparing the requirements of the three categories of trail bike registrations as defined by New Hampshire R.S.A. 215-A:35-39: Trail bikes for trail use only, trail bikes converted for limited street registration, and dual sports with unlimited street registration. The following table summarizes the requirements:

Bike Type:	<u>Trail Only</u>	<u>Limited Street</u>	<u>Dual Sport</u>
Headlight:	no	Yes	Yes
Hi/Lo Beam:	no	No	Yes
Lights powered by battery with motor off:	no	No	Yes
Brake Light:	no	Yes	Yes
Brake light actuated by front and rear:	no	No	Yes
Mirror:	no	Yes	Yes
Horn:	no	Yes	Yes
Turn Signals:	no	If original equipment	Yes
DOT Tires:	no	No	Yes
EPA Emissions:	no	No	Yes
OHRV Sticker for trail use:	yes	Yes	Yes
Street License Plate:	no	Yes	Yes
State Inspection Sticker:	no	Yes	Yes

- Trail bikes may cross a public way only where the trail continues across the public way.
- Limited street registered bikes may ride public ways between trail heads at any time. They are restricted from interstate highways and general commuter use. The rider should have the appearance of active trail riding.

OHRV Regulation Training in Northern New Hampshire

Local law enforcement and State Police officers in the north country recently received training in OHRV regulations from Fish and Game. This is a direct result of an unfortunate incident where a horse and cart were driven off a road by a group of ATVs and injuries resulted. The victim subsequently complained to law enforcement, media, and state legislators. As a result of this incident and similar others, and OHRV activity on public ways, there is a bill pending in the State Legislature to give Fish and Game Officers authority to enforce all public way regulations.

Motorcycle Helmets

Zach from Freedom Cycles made a presentation on Arai helmets detailing their construction, and features differing from competitors. He had an unapologetic bias that Arai helmets are the best constructed and safest. Key points are:

- Their helmet shells are hand laid up with fiberglass, where all others are now injected plastic.
- Their helmets are considered obsolete 5 years after first use, or 7 years from manufacture, whichever ever is first.
- Paint, cleaning agents, and other solvents will destroy the shock absorbing liner. Only clean with water and mild soap.
- Arai helmets have safety release tabs on the cheek pads. These are to be used by Emergency Responders to remove the cheek pads, facilitating the subsequent helmet removal with minimal impact on neck injuries.

This author made a short technical comparison between the DOT and Snell helmet standards.

- The DOT standard is required by Federal Law. Snell is an optional voluntary certification required only by good corporate citizenship.
- Both standards have similar tests for repeated impact, hot/cold temperatures, water soaking, head coverage, and chin strap strength.
- Snell tests at colder temperature, -4°F versus +14°F.
- Snell impact tests at 2-3 times the energy level of DOT.
- The DOT standard has no requirement for the helmet rolling off the head, Snell does.
- Snell tests 5-7 samples of each size of a helmet for initial certification. To maintain certification Snell routinely tests samples from production every three months.
- To obtain DOT certification, a helmet manufacturer does not have to submit any helmets or test reports to DOT. They merely have to write a letter to DOT saying they comply with the standard.
- DOT rarely tests helmets. Their limited enforcement focus is on the novelty "beanie" helmets.

To conclude

- Most inexpensive DOT helmets are made in China with questionable compliance to the DOT standard.
- Snell certified helmets offer a greater degree of proven protection.
- Arai helmets, arguably the best, cost in excess of \$500; but Snell helmets from other manufacturers can be had for under \$200.

Tom adjourned the meeting at 9:20 PM