

Merrimack Valley Trail Riders
68 Colburn Road Milford, NH 03055



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Dirt, Naturally

November 2001

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MVTR NEWS

November Issue

2001

Next Meeting:

November 7th, 2001

Where:

Freedom Cycle.
Concord, NH

Time:

7:00P.M. - 9:00P.M.
Bench Racing & Pizza
6:00P.M. - 7:00P.M.
(Pizza 6:45)

Membership Dues:

MVTR dues are \$15.00
a year for an individual.

Family dues are \$25.00
(parents and children
under 18).

If your address label is
underlined in **RED**, send
us money!

The Deadline for
submitting information
for the newsletter is
the 20th of the month
prior to publication.
At this time you can
submit information to:
lcolom@mediaone.net

Classifieds will run
for one month. You
will need to resubmit
a classified if you
want it to run again.

A special thanks to
Dave Fraser for
supplying digital
photos for this issue.



Thank You!

By Lisa

Short notice, not a
problem for the members
of the MVTR.

Having the helpless
feeling that I think we all
had after the September 11
disaster, Luis Colom had

things were in motion.

John immediately
contacted AJ and the
Bergerons who graciously
let us use their beautiful
land. He then contacted
Bill Hass who went to



Scott Beranger won the air filter cleaning kit.

the idea of an October ben-
efit ride to support the NY
9-11 firefighters fund. This
being September 16 time
was short! But one phone
call to John O'Connor and

work on the insurance pa-
perwork.

The club response
was overwhelming. The
ads went out and the com-
Continued on page 2.

MVTR 2002 Event Considerations

By Tom Levesque

MVTR is a blend of
a diverse group of trail
riding enthusiasts; Recre-
ation, enduro and hare
scramble. Many overlap
their primary focus of trail
excitement by participating
in several forms of the off-
road trail riding sport.

Many of these users

support the sport by main-
taining the trails (Hop-
Evert, Rocky), others spon-
sor events (Temple H/S,
The Classic, Family Day),
while still others venture
off the trail to compete in
political events meant to
maintain trail miles (Leg-
islation) or foster good will

Hop-Ev Sign

The Hop-Ev sign needs
refurbishing.

Denis LaLiberte
has removed the sign
and is looking for help
to finish the project. He
also needs people who
have knowledge of the
proper way to finish an
exterior sign.

The scheduled
work days are Monday
November 5th, Monday
November 12th and
Monday November
19th from 6:00 P.M. to
9:00 P.M.

Call Denis for de-
tails and directions at:
(603) 529-7629.

MVTR is cover-
ing the supplies needed
for the sign, pizza and
drinks.

Have Fun!

(charity events, State youth
training).

No matter the spe-
cific interest an individual
or club sub-group has,
there is typically not suffi-
cient resources to fulfill the
requirements of a particu-
lar function, race, ride or
Continued on page 5.

Thank You! Continued

mitment was made.

Al Tucker organized all the AMA paperwork needed for sign up. Thank you Al, nothing was missing and sign up went smoothly.

Jack Hemniway, John O'Connor, Steve Tanzella, Mito Colom, Paul Boisvert, Pete Gerrior, Dave Fraser, Dave Heath, Shawn Levesque, Shawn Nordlund, Boo, Rick Claxton, Peter Anania, Jimmy Vernal and Luis worked endlessly planning the route and clearing the trails. Evidently they did everything right because there were no complaints. I can't count how many times I heard riders thanking Luis or another MVTR member for having the event because of the great trails.

In the early stages of planning the event a wise man told Luis to delegate

and people would come through. Thanks Dave, for the advice and organizing of the food. You came through on both counts and with Dave Heath taking charge of the grill everyone ate well. Great job!

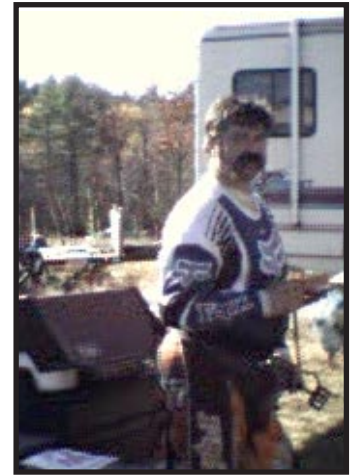


David Gucwa wins jacket

After riding hard, eating well and lots of bench riding we were able to round out the day with a raffle thanks to donations made by supporting shops. Of course Rupert and Freedom Honda were there

from the beginning with man power, the use of a truck and a bike for Luis who had broke the water pump on his. In addition the parts department contacted reps who donated a Sullivans HJC jacket that was the hot item, gloves and some Moose shirts. Nault's Windham Motorcycles and Cycle World in Londonderry each donated a \$50.00 gift certificate. Club member Steve Tanzella contacted Cycles 128 in Beverly MA who donated a foam filter cleaning kit that was very popular and many other bike maintenance items.

Again, thank you all, because of you, bench riding topics of conversation included, quality event, great trails, best ride all year, beautiful views and many thank you's. At this time I want to apologize if I've missed any names because it was the total team effort that made



Dave Heath manning the grill

the event a success.

As you can see and many of you know, events take time, careful planning and commitment. But I recommend to all of you who stay in the background and read about the events to step forward and get involved. It was hard work, only if you call riding on beautiful trails, enjoying the clean fresh air, meeting new people and getting together with friends hard work.



Dave Fraser displays the radiator ripped out of his bike at mile 0.1.

I just wanted to send a big THANK YOU to everybody that helped in organizing the fantastic Rocky Mountain Benefit event this past weekend. All five in my group that came to ride on Sunday thought that this was among the best trails we had ridden on all year!

And to think that all this was for a good cause was just the icing on the cake.

Again, thank you for a job well done, Andreas Meyer via E-mail

Event Considerations Cont.

letter writing, if manned only by a singular group of like minded members. For this reason a club's segments must overlap support and effort to make individual's pet projects successful as Club projects.

Because MVTR is a blend of interests it must understand individual sentiment for a project will not be shared by all members, however all members may be willing to share in achieving the end result. Why? Pay back for past or future help on a member's project; The event at hand is one the member participates in at other venues and wishes to or is required to work by regulation; The member recognizes a sense of belonging and personal accomplishment by partici-

pating in a club/social event. Because of individual varied interests a general call to arms for any specific volunteer cause will not muster the needed manpower for 100% recruitment.

A suggested formula of organization and manpower might be as follows: A committee made-up of key members with like goals i.e.; a scramble, a ride, etc. assigned specific tasks relevant to that event. Each of the key committeemen would recruit sufficient personal to carry out the responsibility of that assigned task. These recruits can come from club members, other club's members, family friends, anywhere, it doesn't matter. What does matter is a committee is formed and

people have committed to it, to it's needs and success. The weight and responsibility is shared allowing for better attention to assigned and accepted requirements.

The committee should be capable of carrying 80% of the total work requirement of the event; 80% of a ride, 80% of trail maintenance, 80% of letter writing. The remaining 20% should be expected from ad-hoc club members, those other members whose specific interest is on another event, ride, project, and job or family requirements.

The 80/20 ratio may float a bit but a trail boss should have some semblance of a committee or committed work group when he approaches the club with a proposal for an

event. The Club in turn should assure the requesting committee that the club can and will support the event with the remaining share of help.

Committee members and helpers can be part of several different events, the main point is having committed help before the event is sanctioned.

It is the Club's officers who must weigh the total member resources and resolve to determine what events or activities are practical without overdue burden to the club and it's members. Overworked/underriden is as detrimental to a club as it is to a rider. There is no easy answer to fulfilling the needs of a diverse group of volunteer enthusiasts of any sport or persuasion.

Rocky Mountain Benefit Sponsors

Who Is The #1 Super Senior?

There seemed to be some question as to who won the Super Senior class at the 2001 MVTR Family Day. After much debate the winner is believed to be Al "Wolfman" Tucker.

Visit the
Rocky Mountain
Benefit Sponsors
at the following
locations:

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603-225-2779
www.freedomcyclenh.com

Freedom Honda Suzuki
138 Daniel Webster
Highway
Route 3
Belmont, NH 03220
603-524-6636
Fax 603-528-5407
www.freedomhonda.com

Cycles 128
107 Brimbal Ave.
Beverly, MA 01915
800-464-2925
www.cycles128.com

NETRA
P.O. Box 469
Collinsville, CT 06022
860-693-9111
www.netra.org

Cycle World
168 Rockingham Road
Londonderry, NH 03053
603-437-0290
www.cycleworldinc.com

Super Senior
stats were:
1st. "Wolfman"
2nd. Tom Levesque
3rd. Bob Landry.

Basic Trail Riding Techniques 101

By Jack Heminway

This is the first of a series of articles on basic riding technique for juniors, beginners and novice trail bike riders. Lisa and Luis Colom, editors of the MVTR newsletter, asked me to write a series of short articles over the next several months for the Newsletter. This first article will deal with basic body positions used on different terrain.

Whether you are riding in State OHRV riding areas, power lines, RR beds, or private land (with permission from the owner), you will encounter rocks, water, mud, ruts, trees, ditches, logs, up-hills, down-hills, off-camber turns, deep sand or combinations of the above. Proper body position on the bike is very important to help you ride safely and smoothly over these kinds of rough terrain.

Ride Standing Up

While helping out with the 2001 Kids Classic ride, I noticed that many beginner riders are not comfortable with stand-up riding. On smooth trails, you can ride safely sitting down. On rough trails, I recommend stand up riding, especially if you are a beginner rider. To become at home with stand up riding, practice on

smooth terrain until you are comfortable with it. Ride slowly, practice tight turns and figure eights. Keep most of your weight on the outside foot peg while turning. You can practice this in your driveway, if your bike is quiet. Then go trail riding and you will begin to appreciate the advantages.

Rough, Level Terrain

On level ground, body position should be neutral with the weight evenly distributed on the foot pegs, knees slightly bent, and with light pressure on the handlebars, neither pulling back nor pushing forward. Avoid gripping the bars tightly. This can cause the arms to "pump up" or cramp. Ride standing up, slightly crouched with knees bent like a downhill skier. The rougher the trail, the more bent should be your knees. Let the knees flex as the bike rises towards your body on bumps. Straighten the knees as the bike falls away. Using your knees this way helps the suspension absorb bumps in the trail and can prevent bottoming the suspension.

On trails and on down hills, I like to ride with one index finger on the front brake lever and the other on the

clutch lever.

Down-hills

On a downhill, the center of gravity of the bike and rider shifts forward, putting more weight on the front wheel and less on the rear wheel. This makes your rear brake less effective so that most of the braking is done by the front brake. Use moderate finger pressure on the front brake being careful not to lock up the front wheel. On moderately steep down hills, stand on the foot pegs in a crouched position with your body shifted towards the rear of the bike. This

butt back as far as possible. This lightens the front end and keeps you from going over the bars if your front tire encounters a rock or dip. Use moderate pressure on the back brake and enough pressure on the front brake to control your speed. Do not to lock up the front wheel. Steer around rocks or holes if you can, but if you must hit a rock, release the front brake briefly as the front tire hits it. If traction is poor, pull in the clutch to avoid stalling the engine. Note in the picture how expert rider, Shawn Levesque shifts his weight



Shawn Levesque demonstrates a down hill.

transfers weight back to the rear wheel increasing its traction and braking power. Do hard braking before the downhill to get your speed under control.

For extremely steep down hills, the front wheel does nearly all of the braking. Crouch low, arms straight out and get your

back while descending a steep down hill.

Up-hills

On steep, up-hills with mud or loose gravel, roly rocks and otherwise poor traction, ride standing up with the body shifted back to shift weight to the rear wheel for traction. Pull

back on the bars to put most of the weight of you and the bike on the back body weight should be shifted forward more to avoid looping the bike.



Shawn Levesque demonstrates on an up hill.

wheel. Try to apply smooth, steady throttle, backing off power only if the front end lifts off the ground. Where traction is poor, looping out is usually not an issue but be ready to get off the throttle if the rear tire catches some traction. Try to keep your speed up but be ready to shift down if you begin to lose speed. It is advisable to gain speed and engine revs before starting up the hill since you are likely to lose speed as you progress uphill. It is a good idea to keep two fingers on the clutch to keep the engine revs up and wheel spin under control. Try to stay on the foot pegs as long as possible in order to let the bike do the work. Once you begin dabbing to push the bike, it becomes very tiring. On up-hills with good traction, such as granite,

The steeper the hill, the more you move forward. I have a picture of Geoff Aaron, US National trials Champion riding up a steep, granite face with his belly pressed against the crossbar and his head over the front fender. He looks like he is inspecting the tread on his front Michelin.

Note in the picture how Shawn shifts his weight forward while climbing a steep, granite rock.

Tight Trails, Turns

On smooth trails, ride sitting to rest your quadriceps. On rough, tight trails stand up over the center of the seat in a neutral body position. Accelerate after a turn, do your braking before entering the next turn. As you enter the turn, get off the brakes and transfer weight to the outside foot peg. Chuck Sun, a top

MX rider in the 1980s once told me “it is easy to go fast on a MX track. Just peg the throttle between turns and weight the outside foot peg during the turn”. (I’m not recommending that beginners “peg the throttle”)

Braking, Accelerating

For beginner Trail riders, a neutral body position when braking on rough trails is safest. Experienced trail riders may want to shift some weight forward to increase the front tires traction while braking (except on down hills). When accelerating, or in poor traction conditions, shift your weight back for best rear tire traction.

Karen Cader told me that she learned how to use body position while watching the Pro Flat Track Racers at the Rochester National race. Karen noted how the top riders slide their body forward during braking and turning. Then they shift weight back while accelerating out of the turn. Karen then used this technique at MVTR family day to win the women’s race.

Mud Bogs

One of a trail riders challenges is the dreaded mud bog. You can make them fun if you know how

to ride through them. When you come upon a bog, there are often several ruts or lines to follow. It is a good idea to stop, watch some other riders and select a line that seems to be a good one. Here, stand up riding can really help. Stand up, shift your weight back to help rear tire traction. Try to stay on the pegs, fingers ready on the clutch to keep the motor from stalling. Keep the bike moving while watching ahead for the best line.

Soft, Dry Sand

Soft, dry sand soaks up power and tries to slow you down. The key here is to shift your weight back and pull back on the bars to keep the front end light. Use power and speed to keep the tires floating up on top of the sand. If you slow down, the front end plows and the sand steers the bike. When this happens, don’t fight it. Try to keep going generally in the right direction as you get back on the throttle and get some speed up. Assist turning by using foot peg pressure.

That is enough to practice for this first issue. Next month, we will cover front wheel and rear wheel un-weighting. This can help you to ride the bike safely over rocks, logs and slippery stuff.

OHRV Classes

By Virginia Bergeron

Last year there were 80 OHRV safety classes of which only 21 were for ATV/Trail Bikes.

Hopefully this upcoming year will show an increase in the number of ATV/Trail Bikes classes. As most of you may know it is required by law that operators ages 12 and over, who do not want to ride with their parents or an adult over the age of 18 or do not have driver's license, must complete a Fish & Game Safety Class in order to obtain a safety certificate.

What most of you probably do not know is that Fish & Game depends on clubs to plan and teach these classes. In the past MVTR has been a great partner in helping me with these classes. Someone is always willing to show up to share their experiences riding, as well as how to

maintain their machines. What I have found is that the kids really enjoy

were certified. I know that some students who took the snowmobile classes are

our own. As the number of clubs grows hopefully so will the number of ATV/Trail Bike classes.

It is easy to become an instructor (even I was able to pass the simple test).

If you would like more information about becoming an instructor please call:

Capt. Tim Acerno at Fish & Game
603-271-3129 or
E-mail him at :
Tacemo@wildlife.state.nhus.

The main qualification is a willingness to share your experiences and love the of the sport with the kids.



Fremont Officer Reese Bassett works with OHRV students.

having someone who "really" rides at the classes.

As always it is the same people who show up over and over again. We need more volunteers not only to help out but also to become certified instructors. The average class size is 25 students, with only 21 classes last year that means only about 525 students

also ATVers and Bikers but we should be training

November OHRV Classes:

**11/10 Middleton Class
Contact: DeeDee 271-3129**

**11/17 Fremont Class
Contact: Barbara 895-2229**

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Call Glenn for both bikes at: 603-226-0851

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Bureau of Trails Meeting 10/9/01

By Jack Heminway

Chris Gamage, the NH Bureau of Trails, Wheeled Vehicle Coordinator held a meeting on October 9th to inform local clubs on news that effects ORV riding areas.

About 14 riders including 10 quad riders, 2 snowmobile riders and 2 bike riders (Doug McKinnon and Jack Heminway) attended the meeting.

1.) Two new, stronger public laws making it illegal to ride on wetlands and surface water went into effect.

These laws, RSA 482-A and 485-A allow

finances of \$2,000 for first offense & up to \$10,000 for repeat offenders. In answer to questions, Chris commented that it does not affect established trails that cross water in a State OHRV park. Power lines MAY BE another matter.

2.) Snowmobile clubs are trying to get ALL New Hampshire class 6 roads opened for OHRV riding. Chris feels this will apply to wheeled OHRVs if approved.

3.) The NH Snowmobile club is negotiating to purchase the old, red train station house located

where the RR bed crosses Rte 107 in Fremont.

4.) Chris thanked MVTR for the excellent hill restoration trail work at Hop Ev.

5.) Maine and NH still honor reciprocity for OHRV riding at this time although reciprocity may be scrapped soon by both States.

6.) Applications for Trail Grants start in November with a deadline of January 17th for final submittal. Total funding of \$500,000 will be available. Chris will hold a workshop Thursday night, December

6th to help clubs write their grant application. (MVTR needs to attend this meeting with strawman applications prepared) With Chris's help, these will become winners.

7.) Chris will hold a Trail Patrol workshop this winter. This is working with Snowmobilers and needs to be used by more Quad and Bike clubs.

8.) From Chris's viewpoint, the House Bill is going well for the OHRV riders. The environmentalists will not oppose areas for OHRVs so long as they are well managed.

2001-2002 Speedstick National Arenacross Series

Fri Nov 16 - Sun Nov 18
Show Times:

Friday - 11/16: 7:30pm,
Saturday - 11/17: 7:30pm,
Sunday - 11/18/01: 12noon

The 2001-2002 Speedstick National Arenacross Series, produced and promoted by Clear Channel Entertainment, is the largest indoor motorsport series in the world. Top amateur and professional riders from across the country have chosen to compete for fame and fortune in the National Arenacross Series. Professional riders will compete for over \$1,500,000.00 in purse

money, contingency, performance bonuses plus a Point Fund.



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phone at 508-931-2000 or 617-931-2000. Tickets for Friday and Saturday are \$18/\$18 (gold), \$18/\$10 (mid) and \$10/\$10 (treadhead) with all seats \$2 more day of show. Sunday tickets are \$10 for adults and \$10 for children. Tickets increase \$2 more on day of event. If you have a group of 15 or more you can SAVE \$2.00 on tickets and receive a FREE National Arenacross Souvenir Program... call Pam at 508-755-6800 ext. 2125.

For more information on the Speedstick National Arenacross Series, visit www.arenacross.com.



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October 3, 2001 Club Meeting Notes

Old Business

- HOPEV work party
September 22-23
Finished hill (Wayne thanks all helpers) Clyde was pleased with the hill and bridge – new maps in box. Trails conference at HOPEV today (Clyde's)
- AJ's Gates
Neighbors helped a lot
One gate is in, two more to go
Thanks to Mark and Boo
Work party Saturday, October 27, to finish gates
- Field Day
161 riders
30 new members
covered all expenses and then some
\$1840 collected
Marco and crew love us:
"You guys run this great!"
No more slow race
Honor system on trials
Sunday ride (after Fun Day)
- Large Map at HOPEV
Refinished?

Already stripped; need crew to work on it. November?
Dennis will talk to Louis.

- Try to share responsibilities with local ATV clubs that use it. We need to approach them. We need to talk to the state to have other clubs assigned and get the funding.
- 10-14 bicycle race
- motion to assign person to get two ATV clubs to help at HOPEV – all in favor.

New Business

- Grizzly needs service and sticker
- Temple Mtn for sale or auction – what's to happen?
- Discuss events next month for NETRA sanctioning!!!
- Charity Ride at Rocky Mtn. (AMA sanctioned Poker Run and Dual Sport)
Saturday, October 27, Poker Run (Road Ride)
Sunday, October 28, closed

course dirt ride
\$ to 911 Fund and/or Red Cross (Suzuki will match)
Work days:
October 7, 8 a.m. – 1 p.m.
October 14, 8 a.m. - ?
October 20, ½ day
October 26 – all day

- John O's first NETRA Board Meeting
Video guy wants to tape NETRA events for TV! (mobile video)
Can he do the Classic by itself.

Can he edit past film from Classic.

- Get another ATV? Need to apply for grant
Doug McKinnon
- Trail Rides
Amo (90 miles)
Heath Roosts Bird
Great new trails
Triple B
Great ride in Western Mass.
Not many people
Heath and Neal rode 60 – found new trails

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September 5, 2001 Club Meeting Notes

Old Business

Work Parties at HOPEV

- Seven people for 124-foot bridge – 8:30 a.m. to 4:00 p.m.
- Tim Acerno had film crew on four-wheelers to show safety issues in classroom
- Take photos and make press release for local papers and radio
- PR person in club?
- September 22-23 work party Need people!!! Resurface hill up and down – conveyor belt for water bars. Conveyor belt from The Rubber Group, Tel: 431-1001. John Lyndville's wife

Continental Biomass

- Industries (Paul Crincklaus)
- Granite State Minerals
- Fraser will call Dennis – he might know
- State Depot on Route 28? State is having symposium for trails people throughout the region in October. Important to have work done.
- September 8 work party at AJ's – two gates – at Alton Circle – 9:00 a.m.
- September 9 HOPEV – Wayne needs help with cross braces on bridge – 8:00 a.m. – store
- Wayne put up mailbox with maps at HOPEV

- The sign is almost done (HOPEV map)
- Work Requirement was voted on last month – do we keep it? LOSE IT – it's gone!!!
- Send letter of thanks to Nashes for good job on Temple
- August 11 – Nervous Novice – 17 riders – thanks Bob!
- Family Fun Day is scheduled for September 15 (rain date September 29) – on track, looking good
- First Race at 9:00 a.m. ending at 5:00 p.m. (workers – 8:30 a.m.) \$6-7.00 for trophies

- \$55/hr for ambulance
- \$175 for insurance
- cost info in newsletter is wrong - \$25 family membership
- Granite State ATV Association
- Issues with Maine and NH sharing OHRV regs
- Snowmobiles cannot cross borders, wheeled can. This year MVTR has picked up \$3 charge for members – next year we'll have to join individually
- Meetings – how's the structure?
- John O'Connor was asked to be on the Board of NETRA



The Merrimack Valley Trail Riders
 "Dedicated to the safe and responsible enjoyment of the sport."

MEMBERSHIP APPLICATION

Name: _____

Address: _____ City: _____

State: _____ Postal Code: _____ Home Phone: _____

Business Phone: _____ Email Address: _____

Please Check All that Interest You:

- Youth & Family riding Trail rides ATV AMA Giving back to YOUR Sport & Volunteering
- Competition Snowmachine Legislative NETRA

Yearly Dues: Individual = \$15.00 Family = \$25.00 (Parents & children under 18)

Send completed application & dues to: M.V.T.R. 68 Colburn Rd., Milford, NH 03055