

Merrimack Valley Trail Riders

“Dedicated to the safe and
responsible enjoyment of the sport.”

APRIL 2009

“MUD
SEASON”

TILL MAY 23RD

MVTR Representatives for 2009

American Motorcycle Association:	Al Tucker	774 2373	tuckandann@gsinet.net
Hopkinton Everett Riding Area:	Jim McCarthy	478 1423	Jimart@gsinet.net
NHOHV (State) Association:	Peter Jacobs		Racerboypete@yahoo.com
MVTR event trail bosses:			
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<i>New England Classic Charity Trail Ride</i>			
Northern Loop	John O'Connor	315 7891	Motorrad4@yahoo.com
Southern Loop	Rupert Dance	225 2779	Rdance@mediaone.net
	Chip Lamphere	887 0321	Jclamphere@comcast.net
	Al Tucker	774 2373	tuckandann@gsinet.net
Big Bike Rally	Jeff Barr	279-3989	barrj@worldpath.net
<i>Rocky Mountain Weekend</i>			
Pee Wee Scrambles	The Anthonys	887 3396	ancoplumb@comcast.net
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Hare Scramble	Shawn Levesque	647 2534	Squepow@aol.com
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New England Trail Rider Association:			
Board of Directors	Andy Anthony	887 3396	
	John O'Connor	875 5273	
	Mark Zins	965 5604	
Competition Committee	Andy Anthony	887 3396	
	Rick Claxton	679 5680	
	Shawn Levesque	647 2534	
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NETRA Rider Reps			
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	Mark Zins	965 5604	
Enduros	Rick Claxton	679-5680	
Hare Scrambles	Shawn Levesque	647 2534	

MVTR's

“NETRA CHAMPIONSHIP CLUB WORK RULE”

The NETRA Competition “Club Work Rule” has been in place for several years. Compliance with the requirement is necessary for year-end Championship points. However, NETRA has left it to individual clubs and trail bosses to draft the particular club's or event's work requirement. The following criteria was drafted by the Rocky Mtn. Enduro and Rocky Mtn. Scramble committees; presented by the trail bosses; voted on and accepted by members of MVTR:

“MVTR Competition Work Credit” Options

Resident members (Reside with-in the State)

Comply with one of the following;

2 Hop-Everett work days + Championship event day = MVTR work credit

2 NE Classic Charity work days + Championship event day = MVTR work credit

1 Hop-Everett work day + 1 Classic work day + Championship event day = MVTR work credit

1 Championship pre-event work day or 1 Non-Championship event day + Championship event day = MVTR work credit

Non-resident members (Reside outside of New Hampshire)

Comply with one of the following;

1 Championship pre-event work day + Championship event day = MVTR work credit

1 Non-Championship event or 1 Non-Championship work day + Championship event day = MVTR work credit

(Example: If you are contesting the enduro series your non-championship event could be the Rocky Scramble or one of the non-competitive activities mentioned in the Resident options.)

Non-member

Be a member of a NETRA non-sanctioning event club + 30 day notification + work the event day (sign-up to clean-up) = MVTR work credit

NETRA's intent was to increase the amount of help available and supporting an event. It has done so. However, quality work is produced by those who want to put on and be involved with quality events, volunteers! I do believe this to be fact. However, without a higher number of competitors volunteering quality time and effort in the preparation for and on the day of events, we will lose the Club volunteers who have nothing to gain but self/club gratification and those trail bosses and their committees who toil endless hours preparing for and cleaning up after an event.

MVTR is diverse in its activities, with that in mind, a wide selection of opportunities have been offered competitors to fulfill their work rule requirement while supporting MVTR's need to carryout it's responsibilities to the State (Hop-Everett riding area), sponsored events (The Classic, Ice Breaker) and members.

ICE BOX 2009 = WINTER FUN

By *Donna Levesque*

Thank you Jackie & Mark Stock for another wonderful winter day on the ice.

As you drive down the narrow road to the Stock's camp on Diamond Lake you see trailers, trucks & motorcycles parked on both sides of the road. I couldn't believe how many people would come out on a cold winters day to ride their motorcycles on the ice.

Some were riding on the road course track that had been plowed and kept clean of snow by David Heath, and others were riding on the oval track. I do believe I overheard someone laughingly say he had put 51 miles on his bike going around in a circle. He sounded like he enjoyed every minute of it. Then there was Dan Murray chasing his daughter Jill around the track via motorcycle. I am still not sure who is faster. Better watch out Dan she's catching up. Jon Marie had come down from New Brunswick, Canada with his nephew and was showing us how it is done.

It wasn't just about motorcycling, as I saw some enjoying ice skating on a designated space for that activity and the little ones & some big ones enjoyed sliding down the steep hill from camp to the lake. Yeh, Tucker you better put that helmet on before you venture down that hill again. Some people were chowing down on great food staying warm in crock-pots and others of us couldn't be pried away from the desert table. All the food was delicious and a lot of the men made their own famous chili, fish chowder & meatballs and others had help from their wives. It was the first time I had attended this event and I was truly impressed by everyone's culinary skills. Then of course there were many doing what they do best - bench racing and keeping warm by the fire.

Even though there were a few face plants on the ice and a motorcycle or two blown up (see Tucker), I didn't see anyone grumbling or complaining. All I saw were people laughing and having fun and just enjoying the cool, crisp day in the snow on the ice. A day shared with good people having a good time. Get out there people and have some winter fun.

This was a charity event so a large container was put out so that anyone who wished could make a donation to the Norris Cotton Cancer Center in the name of Norma Heinz (aunt of Jackie Stock). The money collected was matched by MVTR. A great way to raise money for a cure for the disease that has touched us all in one way or another.

I know most of you know that I myself had been diagnosed with Cancer this past year. I want to thank all of you for your prayers, concern and support. Some people have been wondering how I was doing and just didn't know if they should ask, but I want to take this time to assure you that I am doing well. I had my operation and they say they got all the cancer. I am one of the lucky ones, no chemo, no radiation just checkups every 3 months. I guess I can handle that, when so many people are asked to handle so much more. Thank you guys and keep on riding!



SOMETHING TO BE PROUD OF

Rocky Mountain Pee Wee Scramble 2008

By Andy (Lynne) Anthony

The above statement does not come easy. The task at hand does not lend itself to a relaxing afternoon. The rewards are priceless. What we are talking about is the Rocky Mountain Pee-Wee 2008. Our goal for this event was to have a challenging woods course. My wife and I walked up and down the trail numerous times, always aware of the little ones that would be riding the course. After a day of cutting brush, moving rocks, routing the trail around roots, we were just about done for the day and out comes Tom Levesque and Tucker. After working on the course for the Harescramble for hours (in 90 degree weather, I might add), they ask if we need anything for our Pee-Wee course.....We grab the chainsaw and cut in the missing link while Tucker cut the tall grass for our final corner. Feeling confident about the course selected, we all head home. Move ahead 10 days..... Did I mention 7 days of rain and a tornado? Now my wife and I are extremely concerned about the slippery, rocky course that looked great before that dreadful week. It is now race day and we needed to deal with it as safely as possible. We asked all the parents of the children to step up, we needed help along the trail. Just as we had expected, the parents all spread out along the toughest sections and we let the games begin. (Pee Wee tossing that is). All that worry for nothing. These kids are tough!!! They handled this most challenging course without complaint and stuck it out to the end. AWESOME job by all. Thank you to all of them, their parents and to all the efforts of our fellow club workers, the Rocky Mountain Pee-Wee 2008 is something to be proud of...



Rocky Mountain Weekend

Rocky Mountain
Alton, NH

July 25 & 26, 2009

The Rocky Mountain Weekend of 2009 will include the "Granite State Challenge".

Friday evening: "Enduro 101" will introduce newbies to the basics of time keeping, checkpoints, layovers, etc. Sign-ups for the enduro will be available until 8:00PM.

Saturday: The 8:00AM closed course Championship enduro will include adults and NETRA's Junior Enduro Program. A 1:00PM keytime for the Mini enduro participants is planned. Pee Wees will take to their scramble course at 2:00PM.

Sunday: 8:30AM the green flag will drop on the Mini Class of NETRA's Hare Scramble series, followed at 11:00AM by the Novice Class and at 2:00PM the Amateur/Expert fire-up.

The enduro is the first stage of the "Granite State Challenge". Overall positions will be tabulated in the 'AA', 'A', 'B', 'C' and Mini classes. (Juniors will be included in the adult categories as defined by their Hare Scramble class standings.) The positions (points) earned in the Enduro will carry over to Sunday's Hare Scramble, the second stage of the "Challenge". Positions (points) from Sunday's overall standings will be combined with Saturday's points to establish Overall class winners of the "Granite State Challenge".

The Rocky Mountain Weekend, "Ride with the Devil" and the "Granite State Challenge, Man, Machine & Mountain" await you! Stay tuned at NEDB.com and MVTR.org

The event will need your help to be successful!
See "MVTR Rep". sheet for who to contact.
Please! Thank you!

“The Plan”

Mass. Border to Canadian Border to Dixeville Notch

By Tom Levesque

While some MVTR members are brandishing blood lusting studded tires, terrorizing Bear Brook Trails (just kidding), other members have decided on a cross-country sled ride. Last year, the Snowmobile Division (S/M) of MVTR rode the New Hampshire Snowmobile Association's (NHSA) Easter Seal Ride-In traveling from Pittsburg to Lincoln and back to Pittsburg, NH. The round-robin covered 372 miles in sleet, freezing rain, on ice covered tundra to garner the Union Leader “Furthest Traveled” trophy. Only the first 260 miles were counted toward trophy contention, the remaining mileage was to get home in the same adverse conditions encountered during daylight. The abyss of night's darkness illuminated by headlights reflecting off falling ice crystal just prior to the pellets piercing skin or attaching to riding gear and equipment was all part of the adventure.

The Easter Seals Charity Ride-In is truly a worthy cause but these pirates use it as a front to convince family and friends to bless their absence from work and obligations; to gain sympathy for countless hours on the trail, for the cold, exhaustion and hardship they will endure. Oh what pity! Pitiful bastards, its BS, that's what it is! These guys should be ashamed, what a shame.

What's in store for 2009? Ride from the NH/MASS border to the NH/Canadian border to the Balsams, Dixeville Notch, NH. (B2B2D), headquarters for the 2009 Easter Seals Ride-In.

It was quickly pointed out that a crucial element of this year's epic adventure was missing: A Plan! The plan was simple: B2B2D, That's the itinerary. Simple enough. Is it a plan yet? No? A 2007 State of N. H. Road Map and a 2008 State of N. H. Primary & Corridor Snowmobile Trail map; North by Northeast; keep the Vermont border on the left, Maine border on the right. Is it a plan yet? No? Sure it is. Keep it simple. Another flaw pointed out by informed supporters of the riders involved; no one qualified as a leader, no adult supervision was the phrase used.

5:30 AM, 3 degrees Fahrenheit (F), Dunkin Donuts, Bedford, NH. This is the first rendezvous point for the M.V.T.R. S/M Division riders for the B2B2D. The group included Andy Anthony, Chip Lamphere, Shawn Levesque, Tom Levesque, & Jeff Preve. Before the coffee was cooled to drinking temperature, “The Plan” was reviewed; Brookline, N. H. to Townsend, MA to the Canadian border (north of Pittsburg, N.H) to Dixeville Notch. The route was highlighted in orange on both a snowmobile map and overlaid on a State road map. Blue asterisks along the route identified where the trail crossed or tunneled under public ways, these would be rendezvous points for the chase truck/mobile pit trailer to meet the riders. Damn, what a “Plan”!

The first and for all but one, the last cup of coffee for the day is done. The bagels gone and donut dust wiped from Andy's face (Lynne's not around, no need to count calories) and the group leaves the warmth and aroma of the coffee shop and heads out into the cold and yet to rise, sunrise.

A short jaunt brings the mini-convoy to the OHRV parking area in Brookline. A little maintenance; bolt up the skis that were removed to enable three sleds into a two place trailer, attach the windscreen that was shed in last years ride from Northwood to Colebrook for the C.F.F.'s “Austin's Ride” event.



7:00 AM, 1F degree, Brookline, NH and the adventure begins. Tom, being the gentleman that he is, allows the others the first feel of fresh groomed trail and the invigorating clear, crisp morning air. Hey, don't be so pessimistic! Tom's graciousness had nothing to do with the chilly temperatures, tight enduro type trails the Southern clubs have to offer or that “Imus in the Morning” airs from 6:00 to 9 AM.

The riders snake in and around the Brookline Ice Breakers' club trails heading south to find the NH/MA borderline. After thirty-five or so minutes they gave up the search, found Trail 13 and pointed themselves and the sleds north. Keeping the rising sun over their right shoulders should keep them heading North by Northeast.

As the trail passes through Milford, the guys stopped and talked to two Ice Breaker Club (the local snowmobile club) members who, themselves were headed for the ride-in. They'd meet again the next day at the Balsams.

Tom thought the trails were well groomed, had minimum traffic, some minor blowing snow but alas not too cold. Oh yea, he's driving the chase truck. I wonder how the sled trails are? He asks himself as Imus goes on a rant. Tom, being diligent in his chase truck duties ran parallel and as close to the orange, highlighted snowmobile course as possible. If a call for help came he wanted to be able to respond in a timely and efficient manner...So responsible! Driving Route 114 in Henniker he watched for the trail crossing. Sure enough, there was the crossing and parked close by was the Henniker Trail Travelers club groomer. Well, look at that! The groomer was parked beside, and the trail ran right through the Intervale Pancake House. (This is where breakfast is served before the Class VI Classic ride in June) It's the chase truck driver's responsibility to eat while he's driving so he's nourished and ready to go when it's his turn on the trails. Also, in this case he'd be able to catch the guys when they rode by. “Two over easy, home fries, sausage and raisin toast. Thank you. Oh yea, that second cup of coffee”.

Talking to the groomer operator, who's also the Intervale's short-order cook, Tom is informed the “Primary” trail had been

detoured, as will the riders, around and away from the Pancake House.

Oh, damn! Two bites of sausage remains when the cell phone rings. It's Jeff, "Have you heard from Shawn?" "Nope!" Seems so, three went left on Trail 6 and one went with Trail 340. Who was lost is still in dispute. In a democratic society, majority rules, but if the minority is right (Trail 6 was the way) then who was lost? Tom did make contact with Shawn and gave him the coordinates of the other three.

Looking at the snowmobile trails map there was only one place for the trail to cross Interstate 202 in Henniker and conveniently located at the crossing was a Mobil gas station. Deviating from the 'Plan', Tom stopped at the station and waited for the riders to pass versus going directly to Warner.

10:30 AM, 7F degrees, Henniker, NH

After forty-five minutes and knowing where the riders were when they became separated, they should have long since passed by. Ok, back to the 'Plan'; Warner, Trail 345 and Interstate 89. "You fool, don't ever, never deviate from a 'Plan'".

Driving Route 103 under Interstate 89 and into the town of Warner, no snowmobile trail was evident. Hmm, how'd it get missed? (Clue; The trail runs under 89 and eases it's way through town on back streets and alleys until it reaches the north side of the business district and back into the woods.)

Phone's ringing! The boys were about four miles north of the rendezvous point. They too missed the fact the trail went under 89 and quickly passed Warner and the blue asterisk. What good was the "Plan"?

Ok. A quick review of the orange highlighted, intended route and a new contact point was drawn; Trail 245 and Route 11, east of Andover.

11:45 AM, 9F degrees, Andover, NH

Finally contact is made. Jeff's 09 Artic Cat has lost its headlight and hand warmers. The sun's bright so lights aren't an issue but with the temps still in single digits, hand warmers aren't simply a pleasant luxury. Tom's Ski Doo is off-loaded and the Cat goes into the mobil pit. Gatorade for the riders, pre-mix for the sleds, Chip downs a hand full of trail mix and off the merry men of MVTR's S/O Division go. A twenty-minute pit stop.

In less than ten miles down the trail, Andy misses a turn or purposely pulls onto a side trail and stops. In either case, Chip's following pretty close: brake checks: gets sideways: off the brakes and again in control and around Andy's stalled Polaris. Andy could feel a power loss and had pulled off to diagnosis the situation. The #1 plug had a gap of about .008", not quite the .060" recommended. A new plug was installed. Nope, that wasn't the answer. Andy and the Polaris limped on.

Mid-day on the trails of New Hampshire; 8-10 degrees, the sun is bright; the trails are snow covered, well groomed and have seen little use. Easy going! Trail signage has been adequate, mostly reflecting the responsible club's personality; some sections are better than others.

Dropping down from the hills, Corridor Trail 5 follows a railroad bed into the town common of Warren. An astute historian of American government might question the notion of separation of Church and State in this hamlet hid away in the Baker River Valley. Surrounded by foothills blanketed in white is a church and its towering steeple, both painted in white. Beside the church and steeple stands a white clad military missile with the red, white and blue insignia of the U S of A on its side. North of both icons of their individual heritage; Church or State, flies the stars and strips of America; Home of, and for all; Church and State.

2:30PM, 11F degrees, Warren, NH



Jeff and the mobile pit are waiting, As Jeff unloads the repaired Cat, Andy loads his disabled ride. Jeff had found an electrical plug loose and shorted but was able to salvage the plug and make repairs. Lights and hand warmers are back in service.

Another hand full of trail-mix for Chip, water or Gatorade for the others and on to Lancaster.

With a bit of daylight remaining, Andy checked ignition, OK! Exhaust valves, OK! Fuel delivery, Ok! Compression,???

As the sun set, so did air temperatures dip. No one had a thermometer to reference but one's body could feel the difference. A missed turn after Whitefield carried the riders down an abandoned RR bed (Trail 5, they should have been on Primary Trail 100) and across Route 115 in Jefferson. Oh crap! Machine headlights illuminated the maps and showed the intended orange line of travel about fourteen miles west of the present location. Two miles further east, Trail 4 northwest, and they'd again be headed for Lancaster.

(Keeping the sun over the right shoulder doesn't work on the long leg of a trip. Let's see, sun rises from the east; over the right shoulder and you're headed north. That was good in the morning but as it swings overhead mid-day, you must go into direct heading mod to maintain a northerly heading. With a late winter's day, the sun sets in the west. If you had kept the sun over your right shoulder, you'd now be heading south. This was supposed to be a cross-country adventure ride not a lesson in orienteering. Now, are we headed true north or magnetic north? Just follow the map!)

As the boys shed gear to sit down for their dining experience, Shawn's cheeks (the cheeks on his face) showed two 2+ circles of white skin; frost bite! Jeff too showed signs of frostbite on his upper cheekbones. In both cases the result of low temperatures, trail speeds (chill factor) and open face helmets with goggles allowing exposed skin. Even secondary air movement at lower temperatures getting through to the skin will cause damage. Following different recommendations of how to close out the front of Shawn's helmet; duct tape across the front, goggles with a half mask, and Andy's offering of his closed faced helmet with an electrically heated face visor, the closed face option seemed the most plausible. Outcome? Not so good. The key to a heated face shield is electricity. To get the electric juice from the power outlet of the sled to the input of the shield, an electric cord is required. In this case, the shield was attached to the helmet, the helmet attached to Shawn's head; the cord attached to Andy's sled, attached to the floor of the mobile pit trailer headed for Pittsburgh. Two trail miles, -2F degrees, twenty feet of visibility, and flash frost with every breath. Not good as viewed from the inside of the helmet looking out the unheated visor.

Reaching the town of Groveton before 9:00 PM (9:00PM is when the side walks are rolled up and the street lights are turned off) Shawn looked for a store that might carry safety glasses or some other type of eye protection. In a town with no McDonalds or Walgreen's, what's the chance hardware or sporting shop would be open after 6:00 PM? No Chance! Call Andy before he's to far north. Cell phone coverage? There ain't no TV coverage, why do you think there'd be cell coverage?

The one pump gas station/convince store/pizza parla has 12-15 sunglasses to select from. Ok, we got to try something, Shawn thinks. Tortoise frames with pearl chip highlights and amber gradient lens. Hot!, in East LA. A bit queer under a black, full-face helmet in the North Country. Queer with out the helmet! But will it work? Well, they shaded the eyes from the moonbeams and headlight reflecting off snow dust but did little to keep the bitter cold off already tender skin or delicate eyeballs.

Shawn had led most of the ride with others in tow and Tom had been bringing up the rear. When Tom approached the next intersection the lead riders where deciphering the trial map posted at the junction. except for Shawn that is. He was to the side having a hissy fit about not being able to see through the east LA shades or the frosted shield or the biting cold when the shield was up. An optional high windshield on the sled sounds good now huh, as compared to the racer-x low windscreen. What to do? Tom's sled has the optional high windshield that Shawn had always made fun of. Tommy's little rosy cheeks weren't tender from frostbite; his hands weren't throbbing from the cold, not toasty in his 100-gram thinsilate claw mittens but acceptably comfortable. So, the boys swapped sleds. Shawn gets the '09' Adrenaline with the high windshield, 100 watt halogen headlamps, wind protection for the hands, plush solo seat and Tommy gets the clapped out '03, racer-x windshield; dim, out of adjustment headlights; and as he later found out, a speedo that's calibrated in kilometers. Such a deal.

On they go. The ride is no longer measured in miles but in the number of stops made to lie under the sleds, sucking exhaust fumes as the exhaust heat is used to warm chilled fingers. Chip, a wiseman and experienced cold environment sleder had no problems. A face mask directed his moisture laden breath down and away from his visor keeping visibility to 80%; proper gloves and wind deflectors kept his hands pleasantly warm; the Vermont made, legacy green wool pants and shirt under his outer gear kept him comfortable and sane. "What amateurs these kids are", he must have thought as his riding buddies lay there sucking the makings of carbon footprints.

Following the multiple fuel exhaustion incidents of the '08 Ride-In, Shawn thought a refuel stop would be prudent before reaching the desolate reaches of the North Country. Diamond Peaks in Kidderville seemed an appropriate stop. Nope, closed. A short excursion to the 24-hour Swift Diamond Club pumps for a splash of 87 Octane was made. Enough fuel to get to Pittsburg but not enough to cause another ethenol-induced engine melt down went into the sled.

East of Pittsburgh the lead riders stopped at the intersection of trails 20W and 131S. This a mere 5-8 miles from where a snowmobiling fatality and a separate broken leg incident had taken place earlier in the day. It had been hours and countless miles since any sign of civilization had been seen; no camps, no roads. The group had extra drive belts, plugs, tow straps, a flashlight and a frozen bag of trail mix. Bandages, splints, survival blanket? Nothing! What if something happened to one of our adventures?

-18F degrees and falling, miles from nowhere. The MVTR resident EMT fishing with Jimmy Buffet off the Florida Keys (Bruce), the other (Andy) sitting by the fire at camp were of no value. There is a fine line between ignorance and stupidity. In this environment and given conditions, that is the same fine line between dislocation/bruises and disaster.

Tom, as he had all day was pulling up the rear. A lot slower now that he had a frosted shield with visibility down to keeping what appeared to be snow banks at his 11:00 and 2:00 o'clock positions, and watching for the tail-lights of the others so he wouldn't run into them. This is moose country and they don't have taillights. He'd know if he run into the back of one about the time 3/4" brown nuggets smeared his visor and face shield. The others can't be waiting too long he thought, as he peered through or under the frosted shield at the illuminated speedometer. 40, 45 maybe even 50 at times when the moon was shinning off the snow banks and he thought he was on a straight stretch. When he caught up to the group at the 20W/135S intersection he remembered seeing 20W/135S fifteen miles, 30 minutes and three hand warming stops ago. Yep, they'd been in a circle. While the navigators pulled out maps, triangulated the moon and stars, Tom looked closer at the speedo. The damn thing was set-up to display kilometers. He wasn't as fast as he thought he was. Even in KPH the rear end of a moose squatting over the racer-x windscreen wouldn't have been a pretty site. Moving along, Young's store and 24-hour gas came into sight. They were safe, civilization. The Anthony Compound "North", lay just a couple of miles ahead.

Andy had a back-up sled ready as the ol' Polaris had internal hemoroging of vital metal parts, a disabilitating affliction. A bit concerned with how the guys were making out in the cold, dark night, Andy felt the karma of meditation would reach out and

Crossing the Snow Drifters “Perseverance” suspension bridge the trail brought the ride into Lancaster. Down side streets, over a snow bank and up the sidewalk to the CITGO station.

6:50 PM, 1F degree, Lancaster, NH

Three bars on the cell phone and contact was made with Andy. The last official gas station and the last oasis for the riders to pit and nourish themselves. Baked potatoes, sour cream and chives; peppercorn steak, medium rare; or maybe a seafood casserole? Not! There is a McDonald’s across the street though. Fries, burger or fish fillet sandwich would have to do. Keeping in mind the riders’ dietary needs and Lynne’s requirement for calorie counting, a review of the map and remaining mileage was made. 75 or so trail miles = X calories of energy expended as a result of physical exertion + Y calories the body will use in maintaining body heat with outside temps at -0 degrees. Okie dockie! One #2 supersized, one #4 and two apple pies. What do the rest of you guys want? Asks Andy.

keep them safe and guide the lost souls along... Sounded like snoring when the cold, weary S/M Division crew walked in. If Andy says he was in meditation, ok it was meditation but sounded like snoring to two-stroke deafened ears of the others.

1:30AM, -18F degrees, Pittsburgh, NH

The unofficial temperature on the porch was -18F. Everyone was up for continuing to the boarder and return; another two hours round trip, anticipated temperatures of 20-25 below. Being the rational, adult of the group, Tom postponed the leg until morning, later, a lot in the morning. With 330 miles and 17 hours behind them, the sleds’ headlights went dim, the motors silent, and handwarmers gave up to the cold of the night.

With Andy’s earlier concerns for the other’s safety he had summoned some of the locals to help; Alphonse Anheuser, Jim Bean, Jack Daniels and Captain Morgan had responded. Our boys and the locals bench raced and chilled out. No, that would be “Ousted the Chill”, until the comfort of waiting sleeping bags and tired bodies was too great to ignore.

Morning came, as it always does. Coffee was brewing, deer were visiting the backyard, the sun was shining and the temperature hadn’t yet gotten above 0. Sounds like all good reasons to go to breakfast. An auto ride to the restaurant, more coffee and breakfast fare killed time and a couple of degrees on the thermometer.

10:00AM, 8F degrees, the aroma of two strokes, cold nipping at 97 degree body parts and onto the trail for the Canadian Boarder. The visit to the US/Canadian boarder crossing, unlike the ’08 visit was uneventful.

2:30PM, 22F degrees, Dixeville Notch, NH

A leisurely dash east, then a heading of south (magnetic south) to The Balsams, Dixeville Notch, NH. Coming off the ridgeline following The Swift Diamond Club’s Trail 134S, the trail drops into the backyard of the Balsams; a grand hotel resort carried over from the bygone days of the early 1900s. A destination point for aristocrats and nobles nestled in the mountains of New Hampshire’s North Country. The facility, totally self sustaining provides its own electricity and heat, offers quest rooms showcasing individual décor, intimacy and comfort to create ideal romantic ambiance....that’s a different story. It is a neat place. Culinary and hospitality schools on the grounds offer exquisite dinning, even the bar menu is scrum-couis. Far in many ways from the McDonalds back in Lancaster.



The MVTR representatives logged-in at the Union Leader Awards table. The two riders the MVTR group spoke to in Mason the day before tallied 367 miles. The MVTR crew logged 401 miles as attested to by Chips’ MPH calibrated odometer. That mileage held and for the second year in a row, MVTR earned the “Longest Distance Traveled” trophy.

In the name of The Merrimack Valley Trail Riders, \$250 was donated to the Easter Seals Foundation.



Andy, Chip and Shawn returned to Pittsburgh and trailered south and home. Jeff and Tom rode south-southeast to Errol and met with family for the weekend. The family returned on Saturday to share in weekend festivities and again in the evening to accept on behalf of MVTR the Union Leader Trophy.

In today’s cushy, controlled world, opportunities for adventures are scarce. A trail ride, a scramble or enduro are breaks from the routine, they are a level of adventure. The ride the guys made, The Colorado 500 Ride, these are adventures at another level. When the opportunity comes, take it. Make a “**Plan**”. Even a simple plan will get you started on another adventure.

April MVTR Meeting Summary

By Bruce Porter "Scribe"

The April meeting began at about 19:30 following the conclusion of the Rocky Mountain Weekend (RMW) Committee meeting. As an April Fools joke (?), the unusually large crowd had pretty well eliminated any traces of the pizza before most of the RMW committee got to it. Pres. Tom distributed a list of MVTR Representatives and their contact information, having just attempted a mass email to club members, Art noted that there was some information, which needed updating. Hopefully we will get the needed updates in place and get the list onto our website. Tom also mentioned that he was working on getting a newsletter finished and out this week (many of us received it on Thursday). If you have not received one then your contact information is most likely incorrect in the club database, contact [Art](#) with corrections. Another reason for not getting one might be not having renewed (i.e. paid dues) membership for several years. Those members whose membership has recently expired should have still received the newsletter and there should be a red notation on the address label noting when you were past due (although my 1/09 notation does not coincide with my 2/10 card). We really would like to have an up to date roster with contact information (this would NOT be posted in public), the question is how to get the information, those who come to meetings mostly have up to date info but that leaves a large number of members whom we can not readily contact to keep them apprised of club happenings.

Rides

Rick, Art, Kevin, Jim and Illya were among the MVTR members who attended this year's Sandy Lane Enduro. Awesome and tight were included of the descriptions of the event, which drew 592 riders (at 5 per line, that's at least 119 lines). Some 40-50 New England riders took part.

The Greenbrier Enduro will take place this weekend (OK, now it's last weekend). No word on MVTR riders who might attend.

Among MVTR riders, Zack took second place in his race at the PSTR Short Course HS on 3/29/09. The 7-14 year old riders rode on a 10-mile loop described as rough, rocks, roots and water.

Legislative

Asked about the current status of "our" lobbyist, Jim B responded that he is currently hired on a "per issue" basis. There is concern that this is not sufficient and we should still have him on a full time basis.

The NETRA Board of Directors has assembled a compendium of information about the recent federal "Child Protection Law" which has effectively banned the sale of bikes and ATVs (along with parts for same) intended for use by children 12 and under. A letter has been drafted to all New England State Representatives asking them to work to overturn this action.

Classic

The Northern and Southern Loop Trial Bosses are about ready to hit the trails and assess damage left by the ice storm, last years tornado and another long New England winter. No doubt there will be announcements for clean-up work parties in the not too distant future. The next Classic Committee meeting will be next Tuesday (pretty much right now as I compose this). Among changes to this year's Classic are, the moving of the BBR to Saturday, the inclusion of a lunch stop on Sunday's Southern Loop and a routed "bailout" right after Sunday's lunch that will get riders with a long journey home back to the start by 1400 with very little pavement along the way. Entries are already coming in for the "Kid's Classic", this is limited to riders 12 (will be sometime this year) thru 16 and the number of openings is strictly limited by available bus and trailer space so apply early to avoid disappointment. Once again NETRA has waived their membership requirement (yes, you still should be a member), AMA membership is required for the event.

Rocky Mountain Weekend

The RMW Committee met this evening (more members welcome!) and "things" are shaping up. The (relatively) firm schedule calls for an "Introduction to Enduros" school and Sat. sign-up to take place on Friday evening. Saturday should see a 0800 start for the Adult/Jr. Enduro on a closed course with a "Known Control" format with Special Tests. The Mini and Big Wheel Enduro should get underway at 1300 on a separate 6-8 mile loop and the Pee-Wee Scramble is planned for a 1400 start. Sunday sign-up will be available on Saturday evening, hours TBD. Sunday it is planned that the Minis will start at 0830, the Novices at 1100 and the Experts at 1400.

A very big change this year will be inclusion of The Granite State Challenge! Those ambitious, strong, tough, brave, (dumb?) enough to compete in both the Enduro and the Hare Scramble will have their "scores" from the two events combined to determine the "AA", "A", "B" and "C" winners for the weekend.

April MVTR Meeting Summary continued.... Other Stuff

As a result of Brian's, well earned retirement as Administrator of our Hop-Ev maintenance, Jim M. has "volunteered" to take on the role. There will be (was) a meeting at 1930 in Tuck's Garagemahal on Thursday for those interested in helping MVTR continue it's stewardship of the trail system. The general plan is to try and spread the load by having a crew of "Trail Bosses" to oversee individual trails and determine their needs allowing Jim to concentrate on the overall planning and office/paper work which must be completed for anything else to happen. "Field Work" will of course still require the efforts of our many MVTR (and other) "Friends of Hop-Ev" volunteers.

Although winter is (very) slowly releasing New Hampshire from it's icy grasp, many MVTR members are still thinking snowmobile. Tom has promised to have an account of the "Border to Border" Easter Seals ride ready for the next newsletter. Peter told us about his exploits in riding the Magalloway Bowl and Saturday April 4th will see the First Annual Pat's Peak Hill Climb.

JD told us about the joys of riding AZ during (all of) the month of March, including incurring a whole ½ hour of rain one night. He was visited by a number of other New Englanders while there and is definitely planning a return trip next year. Start planning soon if you want to join him.

Several local riders including Bob L. and Peter A. will be heading down to the Hatfield-McCoy riding area for the first week in May.

Information is up on the club website about the UNH, fundraiser, golf tournament to be held on May 8th.

Freedom Cycle will be (again sorry, did) having an Open House on Thursday, Friday and Saturday. This will include the Can-Am Spyder demo fleet (they are really cool to ride, different but fun). In two weeks the ATV demo fleet will be visiting.

It is officially State of New Hampshire Mud Season; as such the trails at Hop-Ev are closed and will remain so until the official end on May 23rd.

The New England Classic Charity Trail Ride

June 6 & 7, 2009

Loudon, NH

"The New England Classic, to benefit the New England Cystic Fibrosis Foundation, an AMA National Two Day Dual Sport Ride will, for the 29th time, be sponsored by the Merrimack Valley Trail Riders.

The ride on both days starts and finishes at the New Hampshire International Motorsport Speedway. The ride incorporates trails, back roads and for the foul hearty "hero sections". The ride comprises of 100 miles on both days, for some more, others less. Burgers on Saturday and, new for 09, a lunch stop on Sunday.

"The Big Bike Rally" will be run on Saturday offering the "Adventure" riding community a look at the back roads and easier trails of the New Hampshire country side. Lunch will be served.

"The Kid's Classic" will again be a two day event for our younger riders.

They too will get to eat both days...Black flies and jam.

Schedule Friday:	5:00-8:00 PM	Check-in and Registration
	5:00-7:00 PM	Tech Inspection
	8:00PM-7:00AM	NHMS access to pre-registered riders only
Saturday	7:15AM-9:15 AM	Check-in and Registration
	8:00-10:00AM	Start Line is open
	6:00PM	Rider's Banquet and event video (Separate admission fee)
Sunday: 7	:00AM-9:00AM	Check-in and Registration
	9:00 AM	Suzuki Drawing
	8:00-10:00AM	Start Line is open



Reference the "MVTR Representatives list for contact information to give a hand before, during and after the event. For particulars; entry fees, on line registration and pledges, teck requirements, etc. visit no-new-eng@cff.org

We have many new members, if you haven't participated in an organized trail ride, the Classic in particular...do so.

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: _____ E-mail: _____

Current activities or interests. Please check all that apply:

- | | | |
|------------------------------------------------|---------------------------------------------|-----------------------------------|
| <input type="radio"/> Recreational Trail Rides | <input type="radio"/> Youth & Family Events | <input type="radio"/> NETRA |
| <input type="radio"/> Competition | <input type="radio"/> Legislation | <input type="radio"/> AMA |
| <input type="radio"/> Trail Bike | <input type="radio"/> ATV | <input type="radio"/> Snowmachine |

Comments: _____

Yearly Dues:

Individual	\$20.00	\$_____
Family (Parent & child under 18)	\$30.00	\$_____

Dues include a NHOHRV membership

Mail completed application and dues to:

M.V.T.R. 16 WINDING POND ROAD, LONDONDERRY, NH 03053