Snowmobile Showcase











OFSC

THE ONTARIO FEDERATION OF SNOWMOBILE CLUBS

November 21, 2001

Supplement to the Winchester Press, Chesterville Record, Morrisburg Leader, Iroquois Chieftain, Prescott Journal, Kemptville Advance and Russell Villager.

STOP program to cover SD&G

MORRISBURG — A new protocol agreement for this winter was signed on Tues., Nov. 13 by SD&G OPP and the Ontario Federation of Snowmobile Clubs.

The new protocol is called the STOP (Snowmobile Trail Officer Patrol) program. The STOP program will cover SD&G and is a partnership between the OPP and the Ontario Federation of Snowmobile Clubs.

This new program involves volunteer snowmobilers from local snowmobile clubs who want to improve their sport and increase snowmobile safety. The volunteers will be trained by SD&G OPP and will be sworn in as special constables.

These special constables will work with the OPP in educating other snowmobilers on safety concerns and will also promote voluntary compliance with the snowmobile laws under the Motorized Snow Vehicle Act. They will also provide an increased sense of security and safety to the snowmobiling community in SD&G.

STOP officers will have the same powers as a police officer under the Motorized Snow Vehicle Act.

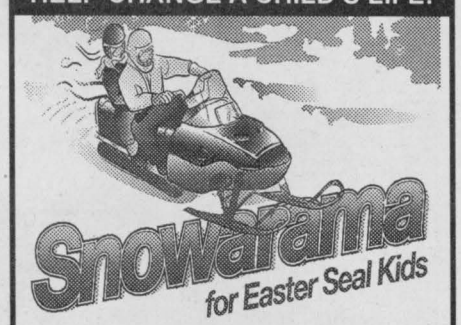
They will be able to stop snowmobilers and check their driver's licence, registration and insurance, issue tickets for infractions under the Motorized Snow Vehicle Act and assist OPP with sobriety spot checks.

Together, STOP and SD&G OPP will make sure that this winter everyone is safe on the SD&G snowmobile trails.



A protocol agreement for this winter was signed recently by SD&G OPP and the Ontario Federation of Snowmobile Clubs. Front, inspector Mike Hopkins (detachment commander, SD&G OPP), Gar Adams (southern STOP area co-ordinator for the Ontario Federation of Snowmobile Clubs); back, Kirk McMillan (area STOP co-ordinator for the Ontario Federation of Snowmobile Clubs of SD&G), provincial constable Harvey Blokland (OPP area STOP co-ordinator). Courtesy Photo

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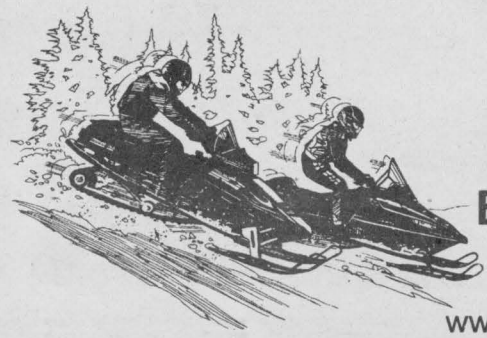
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Snowarama tally tops $15 million

TORONTO — Each winter for the past 27 years, thousands of snowmobilers from local clubs all over Ontario have hopped on their sleds to spend a day riding for children, youth and young adults with physical disabilities and collecting pledges for a great cause. As a result, countless kids in local communities have had 15 million good reasons to keep smiling.

Fifteen million dollars is the amount raised to date for the Easter Seal Society, Ontario by the snowmobilers and clubs who are members of the Ontario Federation of Snowmobile Clubs (OFSC). As a result, many Easter Seal kids have received expensive equipment needed for mobility and communication, or have experienced a summer of a lifetime at specialized Easter Seal summer camps across the province.

"The millions raised by OFSC snowmobile clubs, snowmobilers and volunteers have made a substantial impact on Easter Seal kids and their families over the years," said Charlotte Gibson, president and CEO of the Easter Seal Society, Ontario. "This important contribution demonstrates one more way that organized snowmobiling and the OFSC snowmobile trail system benefit Ontarians from all walks of life and in communities large and small."

At the Society's annual general meeting in Toronto, Easter Seals and the OFSC celebrated the 26th year of a very successful Snowarama partnership. Easter Seals marked the occasion by presenting a commemorative plaque recognizing the OFSC's quarter-century of support. In total, Snowarama events have raised over $15 million, setting a new record for charitable donations by an organized group of snowmobile clubs, snowmobilers and volunteers.

"As caring members of their local communities, snowmobilers have an emotional bond and commitment to helping Easter Seals kids, and they do it best while riding their snowmobiles," said OFSC president Dennis Burns.

The Ontario Federation of Snowmobile Clubs is dedicated to providing strong leadership and support to member clubs to establish and maintain quality snowmobile trails that are used in a safe and environmentally responsible manner to further the enjoyment of organized snowmobiling.

Easter Seals is dedicated to helping children, youth and young adults with physical disabilities achieve their full individual potential and future independence. The Easter Seal Society funds disability solutions through financial assistance, summer camp, research, advocacy, public and consumer education.

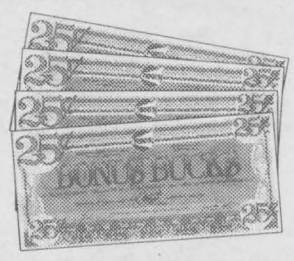




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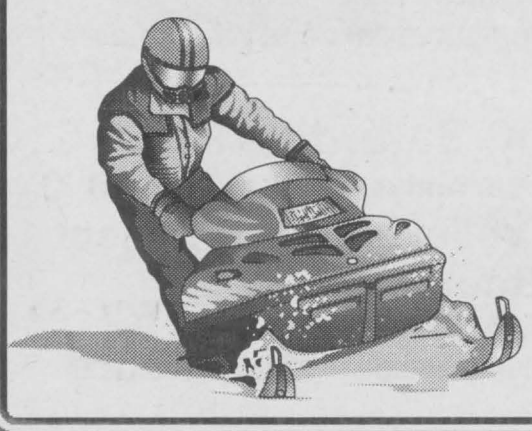


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2002 season trail permits

OFSC keeps permit fee increase to eight per cent

BARRIE — The cost of trail liability insurance has soared by 700 per cent, but permit prices will increase by only about 8 per cent. That's the good news from the Ontario Federation of Snowmobile Clubs for snowmobilers who have been on tender hooks since September when the possibility of a $30 increase rocked the industry.

The fee for 2002 seasonal trail permits is now expected to increase by only $10, to $130 if purchased on or before December 1, 2001 and $160 thereafter. One day and seven day permits remain at $30 and $90, respectively.

"At the time of the OFSC annual general meeting in September, we were confronted with a totally unmanageable premium increase potentially as high as 883 per cent," commented OFSC president Dennis Burns. "But we promised clubs to keep on working to find a better deal and by the beginning of October, were able to reduce it by about a million dollars, while maintaining the same good level of coverage. It's still a massive 700 per cent increase, but it won't be as hard a hit."

The OFSC trail liability insurance is critical to the existence of snowmobile trails, because it provides coverage to landowners, clubs, volunteers and the OFSC itself in the event of claims arising from land use, trail use or club activities. The OFSC had planned to maintain permit prices at the same level as the past two winters, budgeting double the amount for the trail liability premium out of projected permit revenues. When the premium unexpectedly sky-rocketed by 700 per cent, there was no choice but to pass some of the additional cost on to riders. The entire amount of the $10 increase goes directly to pay for the liability premium.

"Through existing permit revenues, the OFSC is covering 40 per cent of the total premium increase," continued Burns, "but the other 60 per cent simply cannot be squeezed out of a system that has been perennially in the red for trail operations, so it was either raise the permit fee or close as many trails as it took to reduce overhead enough to make up for the shortfall and the premium increase, and no one wanted to do that."

Burns went on to say that given the claims history, the OFSC would be irresponsible to divert resources from trail maintenance and improvements which are vital components of reducing risk in the future.

According to insurance experts, the premium increase is a consequence of four inter-related factors. One, with the economic down turn over the past year, insurance has become a "hard" market, as underwriters retrench and reduce their exposure to risk.

Two, many recent mergers and acquisitions in the insurance industry have reduced the number of companies who write this kind of business, making the market less competitive.

Three, the tragic events of Sept. 11 have made insurance companies even more cautious given the estimated multi-billion claim hit they are likely to take. And four, snowmobiling has developed an unacceptable claims ratio in recent years that have moved it into a higher risk category.

"For the past decade, the OFSC has been, and continues to be, the recognized world leader in innovative, comprehensive and pervasive snowmobile safety programs," said OFSC safety co-ordinator Cyndi Hodgson. "While most snowmobilers are getting the message, riding responsibly and making smarter choices, a few riders still take unnecessary risks and make foolish choices — then expect to have their negligent or law-breaking behaviors compensated through trail liability insurance, so everyone ends up paying more."

While the permit increase is a short-term fix, the OFSC has set up a Risk Management Committee to develop and implement strategies to meet the long term challenge of continuing and affordable insurability. Meanwhile, the OFSC reminds snowmobilers that they are required by law to purchase their own personal snowmobile liability insurance to cover risks and claims arising from their own actions while riding.

The Ontario Federation of Snowmobile Clubs is dedicated to providing strong leadership and support to member clubs to establish and maintain quality snowmobile trails which are used in a safe and environmentally responsible manner to further the enjoyment of organized snowmobiling.

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2001-2002 Snowmobile Trail Permits

WINCHESTER — The 2001-2002 Season Snowmobile Trail Permit has increased by $10. It will now cost $130 before Dec. 1 and $160 after Dec. 1. This is to cover the whopping rise to the trail liability insurance rate.

Snowmobile trail permits are now available through the Snowmobile Trail Permit Issuers throughout this immediate area. Due to the fact that this year's snowmobile trail permit is a new undertaking, only 40 per cent of the allotted passes for this area had been received as of Nov. 6. It is hoped the remainder of the order will arrive well before the Dec. 1 cutoff date for the scheduled increase. Should they not arrive on time, application forms will be distributed to the issuers. To qualify for the before Dec. 1 cost, you will need to fill out the information required and provide payment at that time. The snowmobile trail permit will then be mailed to you once they are received. Again, it is hoped this will not be required.

It is now the law in Ontario for each sled using an OFSC trail to display a valid snowmobile trail permit. This requirement applies to OFSC trails on private, crown and municipal lands, and is enforceable by police agencies, STOP officers and conservation officers. (See the regulations for specified snowmobile trail permit exemptions; for example, landowners and their families when on their own property, commercial users such as licensed trappers and prospectors, and others.)

The fine for not having a valid snowmobile trail permit is a minimum of $200 to a maximum of $1000. The fine for failing to display a valid snowmobile trail permit in the identified location on the sled is $90.

Also, if you wish to receive OFSC benefits and OFSC/NVSA material, the OFSC Requirements and Trail Use Information form should be completed when you buy your snowmobile trail permit. Check the appropriate box in Section 1 and provide your signature. If this form is not completed, your name cannot be released to the OFSC list for OFSC benefits and you will not receive the Ontario Snowmobiler Magazine, the OSM Trail Map Atlas or the OFSC Top Trail Guide or any other OFSC materials.

Should you have further inquiries, contact Ray and Lise Godard at 989-3157.

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Special constables to STOP unsafe snowmobiling

by Chris Zabel
Press staff

MORRISBURG — Thanks to an innovative partnership between snowmobile volunteers and the OPP, the snowmobile trails surrounding the village of Morrisburg will soon be safer. Nine local snowmobilers have already volunteered to begin training to become special constables in the Snowmobile Trail Officer Patrol (STOP) program.

SNOWMOBILE TRAIL OFFICER PATROL (STOP) PROGRAM

A formal agreement between the OPP and the Ontario Federation of Snowmobile Clubs for SD&G was signed on Nov. 13 at the McIntosh Inn in Morrisburg. Eventually, these volunteers will be allowed the same authority as OPP officers to stop snowmobilers and to enforce the Motorized Snow Vehicle Act.

STOP officers will contribute to safety on the trails by enforcing snowmobile laws, checking drivers' documents, issuing tickets and assisting OPP with sobriety spot checks.

The STOP program began in Sudbury in the winter of 1991-92 in response to a dramatic increase in snowmobile fatalities and accidents. Sudbury responded with a task force on snowmobiling, which proposed that volunteers be given special constable powers to assist the local police in enforcing snowmobile laws.

The two-year pilot project in Sudbury was extremely successful and it is now spreading across the province. John Marcil, Provincial STOP co-ordinator for the Ontario Federation of Snowmobile Clubs, said that the program is being started in seven new areas of the province this year. Up until now, it had only been expanding to two new areas each winter.

"The idea is volunteers policing their own sport," said Marcil. Each STOP officer completes three to six 10-hour shifts per month and patrols 400-600 kilometres of trail. STOP volunteers are responsible for all of the costs related to owning and operating their vehicles, including gas and food on the trails. On average, each STOP officer donates 100 to 250 hours to the program each season.

Before STOP volunteers can become special constables and undertake this considerable personal sacrifice, they have to complete a two-year training program. Each year of training includes roughly 30 hours of class time and 30 hours of on-trail development. The training covers a vast amount of material including introduction to law, citizen's powers of arrest, winter survival, pressure point tactics, vehicle pursuits and court preparation.

An applicant to the STOP program must be at least 18, having completed high school, and with a minimum of three years snowmobile driving experience. Special constables must also have access to a snowmobile, be mentally and physically able to perform the duties of a STOP officer and be willing to commit a minimum of 40 hours per month.

Although STOP volunteers must maintain their own machine, their uniform and equipment is provided by the OFSC and OPP. Equipment includes a flashlight, Icescape ice picks, duty belt, handcuffs and case, ticket book and badge.

Marcil explained that the goal of the program is to save lives. Last year 45 people died driving snowmobiles, the majority of which involved high speeds, alcohol and males aged 25-40. These deaths are preventable and a few volunteers who love their sport are stepping forward to make trails safer.

Anyone interested in volunteering for STOP can call Kirk McMillian at 613-543-2925.

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Stud safety concerns

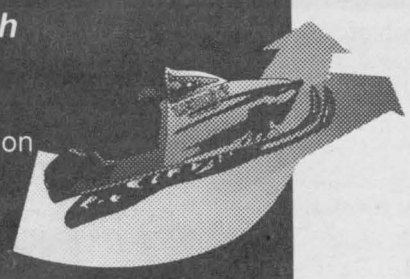
The back end is loose in turns

There is probably ***too much*** turning carbide on the ski in relation to the number of
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The front end pushes through turns

Inadequate steering control because there is ***not enough*** turning carbide on the ski in relation to the number of studs installed in
the track.



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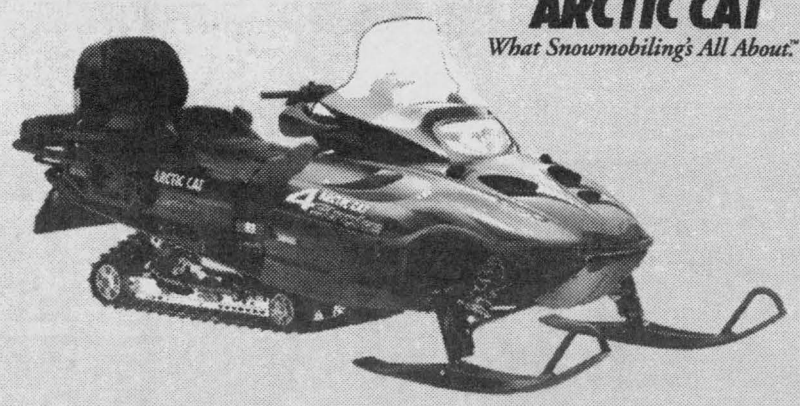
The number of studs installed in the track is ***balanced*** with the amount of turning carbide in the runner. The ***traction benefits*** will result in ***optimum control*** of the snowmobile. Woody's provides you with easy to follow charts to help you determine the amount of studs and turning carbide to fit your riding needs.



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Ontario Motorized Snow Vehicles Act

Snowmobilers should brush up on the law

WINCHESTER — This past spring, a number of changes were made to the Ontario Motorized Show Vehicles Act. The goal of the changes is to enhance the safety of drivers and to improve trail sustainablility.

TRAIL PERMITS

Every snowmobile driven on an Ontario Federation Snowmobile Clubs trail is required to display a valid trail permit. The trail permit must be attached to the bottom centre of the windshield, or to the top of the engine hood as close as possible to the windshield. The permit must be clearly visible at all times. Drivers convicted of not having a valid trail permit face a fine of $200 to $1,000.

Every Ontario Federation of Snowmobile Clubs trail must have signs stating "OFSC Prescribed Trail" posted every five kilometres or less and at intersections with other trails or roadways.

To purchase a trail permit for a snowmobile, the vehicle identification number (VIN) must be recorded on the application. Previously, the registration number was recorded on the application.

Trail permit exemptions have been given to: land owners on their own land, their tenants and immediate family members; Crown land tenants on Crown land adjacent to their leased property and their immediate family members; aboriginal people of Canada; bait harvesters; commercial fish harvesters; trappers; prospectors; forest workers; utility companies and mining or exploration companies.

INSURANCE

Every snowmobile must be insured while being driven in Ontario except if being operated on the owner's property. The owner of a snowmobile shall not allow anyone to drive their snowmobile unless it is insured.

The driver of a snowmobile must provide proof of valid insurance at the request of a police officer or conservation officer. The fine for not having valid insurance ranges from $200 to $1,000. A snowmobile is a motor vehicle for the purpose of the Insurance Act.

DRIVER'S LICENCE

In addition to carrying your driver's licence or snowmobile operator's licence, it is also a requirement to carry the snowmobile's registration while operating a snowmobile. The only exception is if the snowmobile is being operated on the owner's property.

These documents must be produced by the driver when requested by a police officer or conservation officer. The fine for drivers who fail to produce valid registration for the snowmobile they are driving ranges from $200 to $1,000.

SUSPENSIONS

Drivers are prohibited from driving a snowmobile if their driver's licence or snowmobile operator's licence is under suspension. Drivers convicted of driving a snowmobile while their licence is under suspension will face fines of $1,000 to $5,000 for a first offence. Each subsequent offence carries a fine of $2,000 to $5,000 and/or imprisonment up to six months.

A snowmobile operator's licence will not be issued to anyone whose driver's licence is under suspension.

HELMETS

A helmet must be worn when driving or riding a snowmobile at all times. Helmets must comply with motorcycle or motor assisted bicycle standards as outlined in the Highway Traffic Act.

This also applies to anyone who rides on a cutter, sled or similar device that is being towed by a snowmobile.

LIGHTING

When operating a snowmobile you are required to have at least one working headlamp at the front of the vehicle, and one working taillamp at the rear of the vehicle.

The headlamp must be white or amber and the taillamp must be red. Both must be clearly visible for a distance of at least 150 metres.

These lamps are required to be turned on from one half-hour before sunset to one half-hour after sunrise. Lights must also be used when people and vehicles are not clearly visible for a distance of up to 150 metres due to weather conditions.

REFLECTORS

Every cutter, sled or similar device being towed by a snowmobile is required to display reflectors.

One yellow reflector must be on each side of the device at the front. One red reflector must be located on each side at the rear. And one or two red reflectors must be located across the rear of the device.

STOPPING

Stiffer penalties have been introduced for snowmobile drivers who choose not to stop for police when directed to do so. Every person convicted of failing to stop for police will have a fine of $1,000 to $10,000 and/or imprisonment up to six months.

ESCAPING

Snowmobile drivers who are convicted of wilfully continuing to avoid police following a police pursuit will face a fine of $5,000 to $25,000, imprisonment of 14 days to six months and suspension of driver's licence or snowmobile operator's licence for five years.

If the driver's conduct or the pursuit itself results in death or bodily harm of anyone, the suspension of their driver's licence or snowmobile operator's licence will be for a period of at least 10 years. This suspension period could be extended for the remainder of their life.

TRESPASSING

Changes have also been made to Ontario's Trespass to Property Act. Snowmobiles are now treated the same as any other vehicle in the Trespass to Property Act. Snowmobile owners can now be fined for trespassing offenses committed by any individual who drives their snowmobiles. If the driver does not have the owner's permission to operate the snowmobile, the owner will not be liable for those offenses committed by the driver. A snowmobile driver can also be charged for trespassing offenses.

South Dundas Snowmobile Club

Come join the fun!

COMING EVENTS

Driver Training Course
Saturday, Dec. 8, 2001
Craig Packaging, Iroquois, 9 am
Cost $23 • *Must be 12 years old*
Contact Martin Habraken, 652-1693

Monthly Meetings
3rd Tuesday of the month at 8 pm
at the clubhouse

Wing Nights
Dec. 27 - Cedar Glen, Williamsburg
Jan. 3 - McIntosh Inn, Morrisburg
Jan. 31 - Cedar Glen, Williamsburg
Jan. 12 - Girls On Snow

Club Rally
Saturday, Feb.2
See board at the club for details

Club contact
President Jeff Whitteker
448-1866

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OFSC 2001/2001 Trail Permit Program Agreement

Section 3: Trail Permit Issuers

3.1 AUTHORIZATION OF ISSUERS

3.1.1 — The club agrees to only distribute permits through outlets and/or individuals ("Issuer") who have been approved by that club and who have signed a Confidentiality Agreement with the club (see Schedule C). One copy is to be retained by the Issuer and the original is to be retained by the club.

3.1.2 — The club agrees to make the original signed copies of the Issuer Agreements available to the OFSC and/or the Government of Ontario upon request. The club agrees to respond to such a request for information from the OFSC and/or the Government of Ontario within five days of such request being received.

3.1.3 — The club agrees to inform the OFSC of the names and addresses of all approved Trail Permit Issuers (see Schedule D) and to keep that list up-to-date throughout the season.

3.1.4 — The club agrees to ensure the physical security of the Trail Permit stock while in the possession of the Issuer.

3.1.5 — The club agrees to ensure the physical security of the sold Trail Permit information and monies collected while in the possession of the Issuer. Further, the club agrees to issue directions to the Issuer regarding the confidentiality of collected information and ensure the Issuer does not use any of the information collected through the Trail Permit sale process for their own purposes.

3.1.6 — The club agrees to inform the Issuer that their role in the Trail Permit Program may be monitored and/or audited by the OFSC and/or the Government of Ontario throughout the snowmobile season.

3.1.7 — The club agrees to advise their Issuers that in fulfilling their role in the Trail Permit Program the general public must be served impartially and with mutual courtesy and respect.

3.2 CATCHMENT

3.2.1 — The club agrees not to solicit Trail Permit Issuers within the fair catchment area of another club as defined by OFSC Board Policy 10-003.

3.2.2 — The club agrees to pay any penalties assessed by the Board of Governors under Policy 10-003 if applied.

3.3 NO REMUNERATION

3.3.1 — The club agrees that no fee or remuneration of any kind shall be paid to any Trail Permit Issuer to sell or handle permits on behalf of the club.

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Nation Valley fundraising

Debbie Strader
Fundraising Chair

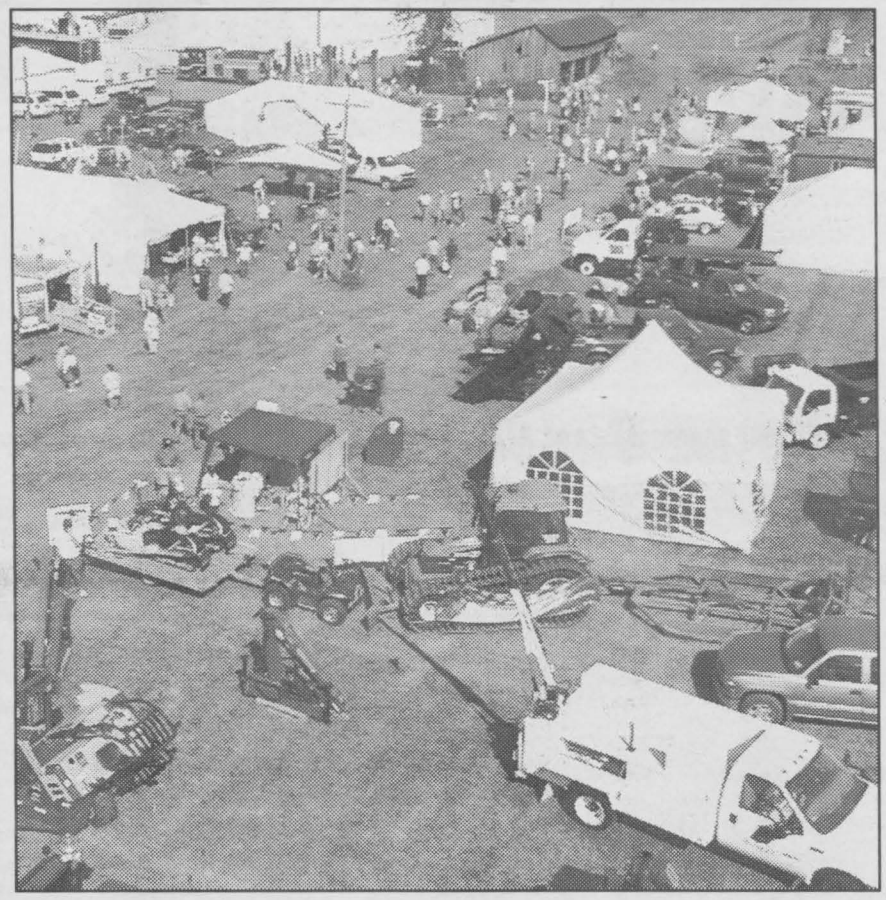
Well, by now we all know that Sherry Pentiluk of Chesterville won the sled from the raffle. Congratulations!!!

During the past summer Nation Valley hosted another fine golf tournament with the help of Dennis and Kathy at Cedar Glen. The weather was great – too bad the game didn't match it. Thanks to all the organizers and sponsors and we'll see you again next summer.

RAFFLE

Nation Valley had the opportunity to host a booth at the International Plowing Match for a full week in September. It was successful in selling tickets as well as selling our product-One of the greatest trails systems in Ontario. We throughly enjoyed visiting with fellow snowmobilers from far away places and they were quite interested in the groomer/drag and the latest map of our area. Thanks to Adriaan Rutters for floating service and to all to help at the booth.

We can all be very proud of what we have accomplished in a few short years thanks to volunteers.



Aerial shot of Nation Valley's booth at the Plowing Match.



Volunteer of the Year

Debbie Strader (right) was presented with the Volunteer of the Year Award for Nation Valley by Jean MacDougall. Every year each club nominates a member to the OFSC.

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For more information contact
President Kyle Marriner
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OFSC convention

Every year the OFSC holds a convention so all clubs can vote and make decisions on where OFSC dollars will be spent. This year the convention was held in Timmins. Carl MacDougall, Jean MacDougall, Greg Erwin and Heather Erwin represented Nation Valley this year.



Report from South Dundas

by Debbie Strader

Well here it comes again!! Another season, just like the last one we hope. The off-season is a great time to think about sledding and all that goes along with it – trail work, club house, paperwork, fundraising and the odd time for summer activities. All of these chores have one main ingredient – a volunteer.

Thanks to those volunteers South Dundas was able to donate $3000 to Volley for Cancer and to enjoy being part of this great event at the VanAllen farm.

This year's list of events includes a rally, wing nights, weiner roast and a New Year's Eve Run and Party. Watch the board at the clubhouse for details.

South Dundas meeting nights are the third Wednesday of each month at the clubhouse (snow permitting) or at Cedar Glen. We are always interested in your input, ideas and help.

Please support your club.

Get ready for snowmobiling
Have you checked: • The plugs • The belt • Purchased a trail permit?

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Nation Valley Snowmobile Association trail report

by Greg Erwin

Here it comes again. The summer sure was great but there's something about that white stuff that gets you pumped.

It covers up my dead lawn and gives one a real good excuse to put those little white balls and sticks from hell back up in the loft where they belong.

Thanks to the organizational level of Nation Valley. Even though the summer is busy it never seems to get out of hand.

The trails committee's total budget this year will be over $50,000 (we're starting to get close to Heather's clothing budget). More than $30,000 will be funded by grant money from the OFSC. Thanks to Jeff Whitteker and Jeff Byvelds for a great job in obtaining this grant money. They are volunteers putting in valuable time to save the rest of us time and money.

The largest project by far this summer is a bridge near Limoges Corners where we hooked up with the Eastern Snowmobile Association. The end product should cost approximately $34,000 — $28,000 will be grant money. The balance will be divided equally between Eastern and Nation Valley. Jeff Whitteker was hired by NVSA to co-ordinate the endless paper trail required to pull the project off.

At the time of this writing the cement abutments are in place and everything indicates the bridge will be ready for this winter.

This is a snowmobile-only bridge, approximately six feet wide and about 60 feet long. Our groomers and Easterns will groom to either side. This bridge will be locked and gated against any other traffic during the off season. This is part of the agreement made with the municipality. The construction for the bridge was put out to tender and was awarded to Eastern Ontario Millwrighting of Morrisburg.

Another grant-driven project is improvement of E105 trail, running from the old Pittston clubhouse out to where it hooks up with Riverside trails east of Cardinal. There are currently several kilometres of trail on the road.

One of our best trail volunteers (he loves helping me spend my excess trail funds), Kevin Whitteker, is looking after this project. It has been partially funded by OFSC; the remainder from our trail budget.

Other projects under way include some culverts to eliminate road running in the new trail just north of South Mountain, running between Rick's Gas Bar and JED Express. Now there's a pair of bookends for the trail. By the way, you both owe me for the free plug.

South Dundas is doing some hoe work on the Iroquois trail and hopes to install some culverts on one of the old Pittston-Mainsville trails.

Winchester has put some money to use in cleaning up the Grantley trail and is looking into possibly installing a bridge north of Winchester at a future date. Planning for a project like this usually starts a year or more in advance, as the paper work involved can be mind-boggling.

Williamsburg is doing some more clean-up on the trails to help with grooming and improve safety.

Finch is also doing minor improvements, including installing culverts and brushing.

We've also budgeted money towards the discing of plowed fields and brush-hogging bush trails. The better the base, the easier it is to get the trail smooth and visible.

Over $5,000 has been spent on signage again this year. Some are damaged but a lot of them get stolen. Any information you have on this, please call me. I promise to prosecute to the fullest extent of the law. This is serious! A stolen sign could cost a life, maybe yours!

Finally, what is likely the biggest topic of the off season — Bill 101. Despite what you might have heard, Bill 101 really doesn't change very many things.

We can no longer give out landowner trail permits to landowners. Naturally they can run on their own land and can give permission for anyone to use their land (no charge here).

The OPP and other police agencies have been given a better mandate for policing the trails and can now enforce trail permits without having to rely on the trespass act.

If you want to learn more, come to a meeting or ask a club executive who's involved. Hearsay and rumor is rarely accurate. Once again a lot of time and money is being put into your trail system. All we ask is for a little help, and a lot of respect, for our landowners and for our effort.

At our October trail meeting I announced that I'm stepping down as trail co-ordinator come spring (Heather can't wait for me to spend more time at home).

If you are interested please contact me or your club representative. New blood is a great way to help what's become the best trail system in Ontario growing and improving.

As always, be careful out there. We do everything in our power to build safe and enjoyable trails for you and your family. Now it is time for you to take some responsibility for your behavior.

Thanks to a lot of stupidity, our insurance rates increased seven-fold this year, pushing trail permits up $10. If we don't smarten up it will increase even more.

So, I will see you out there. Let's hope it's as often as last year.

NATION VALLEY SNOWMOBILE ASSOCIATION

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