

Klondike SNOWMOBILE ASSOCIATION

PRESIDENT'S MESSAGE

Annual accomplishments

STRONG MEMBERSHIPS AND AN ACTIVE BOARD BENEFIT KSA

We held the annual general meeting (AGM) a little late this year. Jim was busy with family stuff, and we got a bit behind on the bookwork that we needed for the financial records at year-end. We finally got around to it on December 1. C'est la vie in a volunteer organization like the KSA. In all the confusion, we didn't advertise the meeting as well as we have in the past and I apologize for that.



Mark Daniels
KSA President

As is my practice, I gave a summary at the AGM of the activities and accomplishments of the KSA for the past year and I'll summarize those here for the membership.

We continued to groom trail mainly in the Whitehorse area, including motorized multi-use trails and non-motorized trails such as the Millennium Trail and Rotary Centennial Bridge. We went all out early in the season but, after things glazed over post-Christmas, there wasn't much we could do with the trails. We did a substantial amount of brushing and clearing deadfall over the past summer and replaced a bunch of signs

and posts.

We had no major equipment failures last year—a testament to the careful way we run our equipment and the maintenance provided on the two work sleds by Checkered Flag Recreation and Yukon Honda at no cost to the KSA. We replaced the

deck on the four-place trailer because it went spongy. We also sold the small enclosed safety trailer because we didn't use it enough. We bought the trailer years ago with the intent to use it as a mobile training facility. After 9-11, the insurance world changed, and we could no longer afford to carry the required liability insurance to cover us as safety trainers. The safety trailer became a storage unit for promotional materials while we used our other trailers to move the sleds. Thanks to Yukon Yamaha for storing the trailer for the past few years and for letting us use their nice warm shop to strip the decals off of it. We were happy to see the trailer go to the Yukon Cross Country Motorcycle

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Photo courtesy Minister Dixon's office

KSA receives a cheque from the Community Development Fund for trail upgrades. From left to right: Mark Daniels, KSA; Toos Omtzigt, Yucan Planning; Douglas Hnatiuk, City of Whitehorse; Currie Dixon, Minister of Economic Development (Yukon).

Trail rerouted

by MARK DANIELS

I have to say I don't remember a year when we had so little snowfall. Sure, there have been times when we got decent snow then it melted part way through the winter. Christmas of 1999 comes to mind. This year, it seems like everyone but us is getting walloped with snow while we're still grooming with the pan because there's not enough snow in January to run the grader-type drags. And there's no snow in the long-range forecast. Unless things smarten up soon, be very careful for rocks, stumps and other hidden obstacles while riding the local trails. With so little snow, the trails are very unforgiving.

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Caribou share their home with you. Be a respectful guest.

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SNORIDERS

SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT

► TRAIL REROUTED *Continued from page 1*

We've rerouted the McLean Lake Trail that connects Granger to the Copper Haul Road. The City of Whitehorse granted Territorial Contracting Limited (TCL) a permit to expand its quarry development in the McLean Lake area. Permission was contingent upon the relocation of the existing recreational trail, commonly referred to as the McLean Lake Trail, prior to doing other work.

Ron Newsome of TCL proposed a reroute that was subsequently approved by the KSA and the City. By then, it was early winter and only so much work could be done to get the trail realigned. The old trail crossed the McLean Lake Quarry Road (Gravel Haul Road) at the sand pit and carried on to the lake. The new route departs the existing trail just north of the McLean Lake Quarry Road at the approximate Google Earth coordinates 60.40.29 N, 135.04.45 W and heads west through an existing clearing into an adjacent borrow pit. It turns south along the west edge of the pit then turns west across a swampy area. The route runs parallel to the McLean Lake Quarry Road through a section of the right-of-way cleared through Fire Smart activities. The route turns south and crosses the McLean Lake Quarry Road just southwest of Ron Newsome's access road. It then follows existing cutlines south then southeast to rejoin the McLean Lake Trail at the approximate Google Earth coordinates 60.40.04 N, 135.05.14 W. The entire reroute is about 1.7 kilometres long. It will replace the 1.3 kilometres of existing trail that is now blocked off.

TCL constructed the trail. Because it ►

► was built in the winter, we'll have to see how it stands up when things thaw out. Once completed, the trail will be four metres wide and covered in gravel. The KSA has installed temporary signage on the trail for the winter and we'll install the permanent signs when the ground thaws next spring. ■

► ANNUAL ACCOMPLISHMENTS *Continued from page 1*

Association, another volunteer recreation group. We also sold a generator that we no longer used and replaced the ancient office computer.

We worked on a few projects over the past year. We got a good start on the Crestview Bypass project and we'll wrap that one up next spring. We also worked with the Crestview Community Association on its community trail planning project and preliminary work to upgrade the two connector trails from its neighbourhood to the bypass. We rerouted the McLean Lake Trail and secured funding from federal and territorial sources to build the South Whitehorse Connectors next summer.

We continue to hold a healthy financial position mainly because we rely so heavily on volunteer work and donations from our generous corporate members to get things done. Speaking of members, membership peaked at 769 last year. While this isn't a record, it's pretty close. Almost every one of the 50 or so members who didn't renew last year told us clearly that it was because of the new city snowmobile bylaw. Member benefits increased again last year with the addition of Trails North and Mount Sima. Go to ksa.yk.ca to see a full list of member benefits.

We continued to build those relationships that are so important to sustaining a multi-use trail network. We renewed our service



Photo courtesy Minister Dixon's office

Snowmobilers enjoy a ride on the Trans Canada Trail in Whitehorse.

agreement for trail planning with the Trans Canada Trail (TCT). We hosted the TCT executive and Laureen Harper on a hike this past fall. We worked closely with the City and hold a seat on the Trails and Greenways Committee. We have good working relationships with most other trail user groups and we remain in good standing with the various levels of government that fund our capital projects.

This is a tremendous amount of work for any volunteers. Hats off to last year's board and the other volunteers that keep the KSA running.

Following the election, the new board looks pretty similar to last year's with just one change: Patrice Tremblay stepped down as a director and Jeff Marynowski stepped up. Patrice was great to have at the table. Being new to the Yukon, he brought a fresh perspective and new ideas. Sadly, his other commitments don't leave him enough time to stay on as a director. Jeff is a long-time Yukoner, KSA member and avid snowmobiler. He attended most of the monthly KSA meetings over the past year so he's familiar with the board members and the issues at hand. The KSA board for 2014/15 is:

President - Mark Daniels ►



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Photo courtesy Minister Dixon's office



A trail meanders toward Heackel Hill.

► ANNUAL ACCOMPLISHMENTS *Continued from page 2*

Vice-President - Jim Connor
Secretary/Treasurer - Phil Perrin
Director - Harris Cox
Director - James Connor
Director - Ron Leblanc
Director - Jeff Marynowski

Choosing the right snowmobile for you

by PHIL PERRIN

Why do Yukoners snowmobile? The simple reason is that we usually have snow for a good percentage of our year and we have lots of places to do it. In addition, hunting and fishing opportunities are greatly expanded when you have a sled to take you to those areas. This brings me to the topic of this article: what type of snowmobile you need based on the type of activity you plan to do.

Snowmobiles come in three basic configurations: mountain sleds, performance sleds and trail sleds. Every snowmobile manufacturer produces a good range of machines for each category, so I won't promote one over another.

The best trail riding I have ever experienced is right here in Whitehorse. The Klondike Snowmobile Association maintains numerous trails within the city limits. Simply log on to its site (ksa.yk.ca) and check out the maps. Some of my favourite trails are behind Riverdale where I live. There are numerous trails that take you to the Hidden Lakes and Cantlie Lake with great spots to go ice fishing. Remember, however, if sledding in the city limits, you need your safe snowmobiling card, registration, license and insurance. Bylaw officers are out there patrolling. I saw them just before writing this article.

If you're planning on spending your time sledding to a lake to ice fish or access areas for bison hunting, then you will probably want a trail sled, be it a short-track or, better yet, a long-track touring or work-type sled with a storage rack and a hitch for pulling a skimmer. These types of sleds typically have a long seat designed for a passenger so you can take along a friend to help you clean your catch or skin your kill.

The thrill-seeking crowd who want high-speed lake runs and spirited ditch banging will want to get a performance sled. While not really practical, they are fun. These

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Membership Form

Time to renew your KSA membership. Do you know someone who should become a member?

Name _____

Address _____

Phone _____

Email _____

Membership dues for the 2014/2015 season:

Single \$20 Family \$30

Corporate \$105 Gold Corporate \$315 including GST

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**Klondike Snowmobile Association,
4061 - 4th Ave., Whitehorse, YT Y1A 4H1**

Membership Benefits

- KSA membership card
- KSA newsletters (four per year)
- KSA licence plate and decals
- Input into the development of KSA policy
- Assistance with problems, projects and trail development initiatives in your area
- A strong, unified voice with government and other agencies
- A guarantee that a team of volunteers are working year-round to enhance and promote multi-use trails throughout the Yukon Territory
- Five free issues of *SnoRiders* magazine
- 6% off gas at Tags 4th Ave. Whitehorse (not valid during gas wars)
- 10% off food at Trails North (excluding alcohol)
- 10% discount at McDonald's Restaurants Whitehorse (not valid with other offers)
- Access to Last Run Lounge at Mount Sima (please, no drinking and sledding)
- 10% off at Klondike RV Rentals - www.klondikerv.com
- 10% off at Mark's on regularly priced merchandise (separate card required, which is issued with membership)
- 20% off at Sandor's (Chilkoot Mall) on regularly priced goggles, gloves, toques, snowpants, jackets and snowboards
- Special prices on Haber Vision sunglasses and goggles - see www.habervision.com for details. Member code is "CCSO"
- 10% off at Mt. Lorne Bed and Breakfast - www.klondikerv.com
- Special rates at Choice Hotels - see www.choicehotels.ca/ccso for details. Only available for online bookings.
- Special snowmobiler rates at the Atlin Inn
- Corporate Members get a link on our website
- Gold Corporate Members - 2 free ads in KSA newsletters



If you have comments, photos or story ideas for the Klondike Report send them to:

Mark Daniels, Klondike Snowmobile Association
4061 - 4th Ave., Whitehorse, YT Y1A 4H1
Phone 867-667-7680 • Email: klonsnow@yknnet.ca

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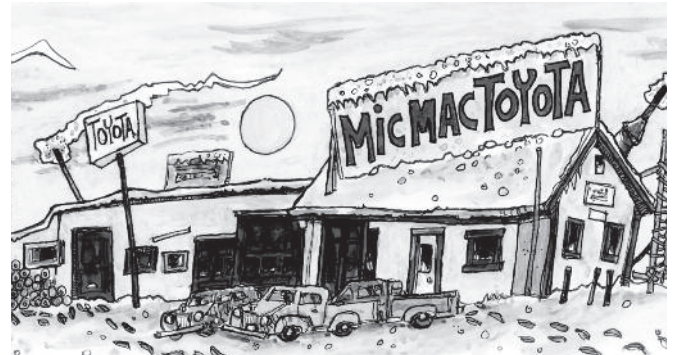
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Checkered Flag Recreation - Whitehorse
City of Whitehorse
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Kanoë People - Whitehorse
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Locksmith Services - Whitehorse
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Quality Bearing - Whitehorse
SnoRiders magazine - Cranbrook, BC
Territorial Contracting - Whitehorse
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Yukon Honda - Whitehorse
Yukon Yamaha - Whitehorse

► CHOOSING THE RIGHT SNOWMOBILE *Continued from page 3*

hyper sleds have gobs of power to motivate you and long-travel suspensions that are made for soaking up whoops and softening landings. These sleds usually run on premium fuel and, if two-stroke, premium oils. Though they get better mileage than in the past because of fuel injection and other advancements, they are high-performance machines with powerful engines so they're typically more expensive to operate than are garden-variety trail sleds.

I don't mind saying that mountain riding isn't my type of sledding. I'm a bit of a chicken when it comes to some of the more challenging terrain. This is not to say that I haven't earned a few gray hairs while following my buddies on some unexpected detours. The top spots to mountain ride locally are the Skagway Summit, the Haines Summit, Atlin and Tally Ho on the Annie Lake Road.

On a personal note, I like the hills around Keno City. It's a bit of a drive but well worth it. There are miles of mining roads and hills steep enough to make a snowshoe hare shake in his paws. In fact, I once found a snowshoe hare frozen to death on the base of a hill. I'm guessing he was too scared to climb it.

If you're planning on heading up to the summits and riding big hills in deep powder, you better have the machine meant for those climbs. The simple truth is that you require a mountain-specific long-track sled with lots of power or you're going to get really good at shovelling.

You also need to be prepared for the adventure. The first step, if you haven't done this type of sledding, is to find a person who has the knowledge and abilities to ride the



The main Trans Canada Trail runs along the power line behind the Whitehorse landfill.

Photo courtesy Minister Dixon's office

backcountry. Far too often individuals head into unknown areas with no knowledge of the risks and end up as statistics on the news. Even the best riders are caught in unexpected circumstances so the better you're prepared, the better your outcome. I won't go over all the preparations you should take for a mountain ride. Suffice to say that, on top of all the usual gear, you and your riding buddies need to have avalanche beacons, probes and shovels and know how to use them.

Any of the local dealers would be happy to provide a sled that meets your needs. If budget is an issue, there are a number of good used sleds out there at the dealers and through private ads. Sleds are built to a much higher standard than they were in the distant past so there should be no real concern buying a late model second-hand machine as long as it has been properly maintained.

Once you have the sled that best fits you, pick a place you want to ride and go have fun. It doesn't matter what type of sledding you do, just get out and enjoy the winter. It's so much better than sitting at home. Just remember: don't take risks but do take a friend. ■


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