

Klondike SNOWMOBILE ASSOCIATION

PRESIDENT'S MESSAGE

Season wraps up

IT'S BEEN A WACKY WINTER FOR THE SNOWMOBILE CROWD

It's been a wacky season with no snow to start, a decent dump or two in the New Year, a deep freeze, then a huge melt leaving either bare ground or ice. Anyway you look at it, it was not a banner year for snowmobiling. If you can find snow, ride it while you can.



Mark Daniels
KSA President

In the limited grooming that did happen this season, we blew the clutch in the Skandic SWT. I'm constantly amazed how well our two worksleds hold up against the rigours of grooming and I never begrudge a component failure on these beasts of burden. To make things as convenient as possible, the clutch gave up the ghost in Harris's back yard so it was a simple matter of winching it onto a trailer and dropping it at Yukon Honda. They had us back in business within a couple of days.

We'll stay busy over the summer with trail construction projects and the never-ending meetings that we attend to advocate on your behalf. The KSA and other groups have been working to permit responsible, supervised

operation of ATVs and snowmobiles by minors within the city. We want to enjoy these activities with our children. City bylaws have forbidden operation by minors, even within a controlled setting such as a motorcycle track, all the while crediting territorial statutes for

the prohibition. We believe that recent amendments to territorial legislation open the doors to operation by minors. The City, in response to these changes, amended the snowmobile and ATV bylaws to uphold the prohibition against minors without even letting us know they were up for consideration. This prompted me to phone the manager of Bylaw Services and to meet with the mayor. Apparently, the city assumed that they would need to reopen the snowmobile and ATV bylaws this summer following consultation on the new Parks and Public Open Space Bylaw. They didn't want to discuss the snowmobile bylaw this winter and, again, this summer.

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KSA members prepare to haul the fireworks for the Yukon Sourdough Rendezvous show.

Mark Daniels photo

Rendezvous and the Yukon Quest

by MARK DANIELS

The KSA has assisted the Yukon Quest on and off for years. In the past, we've groomed the route from the old starting line at Main Street all the way to Braeburn. Harris and I groomed a couple of years ago from town out to Takhini Crossing. Most years, we just groom the start line and the first kilometre or two of trail. That was the case this year when Harris answered the call from the Quest. It was about -30 C but he braved the cold to groom what he could to make the start of the Quest easier for the mushers and more enjoyable for the spectators. While he was in the Shipyards area, Harris also groomed a short track for the mushers to take people on dogsled rides around the park.

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YG photo

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

At the end of a great day of sledding in the backcountry, you get to return home. Caribou don't—the wilderness is their home. As a guest, you should be on your best behaviour. Stay on designated trails when travelling through caribou country.

Before you head out into the backcountry, pick up your free **MULTI-USE TRAIL GUIDE**. It will help you see wildlife while minimizing disturbance. Available from the Klondike Snowmobile Association, Environment Yukon, and snowmobile service businesses.



SNORIDERS

SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT

► SEASON WRAPS UP *Continued from page 1*

I encourage all Whitehorse citizens to get involved in the Parks and Public Open Space Bylaw consultation. This bylaw has the potential to fundamentally change your ability to enjoy motorized recreation in Whitehorse. It's no secret that some factions want to use this process to outlaw or more severely restrict the use of snowmobiles and ATVs. They already started petitioning city government. Mayor and council need to hear that the public spaces in our city are for shared public use by everyone. ■

► RENDEZVOUS *Continued from page 1*

Just a couple of weeks later, a call came from a KSA member: Yukon Sourdough Rendezvous needed help freighting supplies for its annual fireworks show. We put it out to the membership and, despite having to take time off work, a handful of guys with utility sleds and skimmers heeded the call and arrived early Thursday morning to assist.

Ground zero for the fireworks is a bluff overlooking the Yukon River along Long Lake Road. The staging area is the parking lot behind the hospital. The trail is a bumpy, windy, narrow path that runs about a kilometre between the two. We hauled all manner of goods, including the wall tents and other camp supplies needed to house the pyrotechnics team, mortars, frames, lumber, various tools, a couple of generators, a snowblower and, yes, the actual fireworks. I didn't count the number of trips we made in that three hours but my sore back told me it was many. ►

► Always a glutton for punishment, a KSA member and I immediately proceeded to Shipyards Park to set the track for the mushers who give the kids free dogsled rides over the Rendezvous weekend. A very nice lady I know from work had volunteered to co-ordinate the event. She had checked with the city about the rules related to using a snowmobile to set the track and the city referred her to the KSA as we often groom track for this and other events.

The two of us ran a circuit across the park and around one of the islands on the river to form a 1,300-metre-long, kidney-shaped track that I later smoothed with a groomer. The effort was greatly appreciated by the organizer.

The same group of volunteers that hauled freight up the hill on Thursday returned early Sunday morning to help disassemble the fireworks site and ferry the materials back down to the two waiting trailers. After about four hours of bouncing slowly up and down the trail in sloppy, melting conditions, all the materials and the team were safely back in the parking lot.

The folks that put on Sourdough Rendezvous and the Yukon Quest are a great group of dedicated volunteers. The KSA is proud to do our part to support these and other worthwhile community events. ■

themselves from supposedly "non-active" recreational groups. I came across this dichotomy again in the recent discussions surrounding the Rotary Centennial Bridge in Riverdale. The misinformed were distinguishing between their chosen activity (generally walking) and ours (snowmobiling), claiming that snowmobiling doesn't fit within the definition of an active lifestyle and, therefore, should not be permitted or promoted within the city.

To counter this widely held myth, organized snowmobiling turns to an often-quoted study conducted by the York University Physical Activity and Chronic Disease Unit, Faculty of Health, and supported by the Canadian Off-Highway Vehicle Distributors Council, the All-Terrain Quad Council of Canada, the Motorcyclists Confederation of Canada and the Government of Nova Scotia. This ground-breaking study is a comprehensive probe of the fitness and health benefits of all-terrain vehicle (ATV) and off-road motorcycle (ORM) recreational riding. While the study was not specific to snowmobiles, anyone who has ridden both snowmobiles and ATVs on trails will attest to the fact that the two activities are very similar.

Jamie F. Burr, Veronica K. Jamnik, Jim A. Shaw and Professor Norman Gledhill at York University's Physical Activity and Chronic Disease Unit, Faculty of Health, conducted the study.

The published report (July 2010 issue of *Medicine & Science in Sports & Exercise*, the Official Journal of the American College of Sports Medicine, Physiological Demands of Off-Road Vehicle Riding) on one component of the research focuses specifically on the physiological demands of ORV riding, compares them to the demands of other recreational activities, and explores the ►

Snowmobiling is a good form of exercise

by MARK DANIELS

I often hear from non-snowmobiling outdoor recreationists about their active lifestyles and, in fact, a couple of organizations in the Yukon have the term "active" in their titles in a deliberate effort to separate

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SNORIDERS

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Harris Cox photo

This trail owner inspects the upgrades.

► SNOWMOBILING AND EXERCISE Continued from page 2

health and fitness benefits that ORV participation can provide to Canadians.

The study began in 2007 with a nationwide survey involving 310 participants to determine the characteristics of a “typical” rider and of a “typical” ride (Phase 1). This information was then used as the basis to determine the health and fitness impacts of off-road riding (Phase 2).

Phase 2 involved 128 riders, male and female, divided between the age groups of 16-29, 30-49 and 50+. All riders used their own riding gear and vehicles to avoid the necessity of having to adjust to new equipment. Riders wore specially designed helmets and equipment that allowed researchers to monitor and measure the physical demands of off-road riding (heart rate, oxygen consumption, muscular involvement and rate of exertion). The following observations were noted:

- Off-road vehicle riding was found to require “a true physiological demand that

would be expected to have a beneficial effect on health and fitness according to Canada’s current physical activity recommendations;”

- Off-road vehicle riding was determined to be a recreational activity associated with moderate-intensity cardiovascular demand and fatigue-inducing muscular strength challenges, similar to other self-paced recreational sports such as golf, rock-climbing and alpine skiing;

- Oxygen consumption, which is an indicator of physical work, increased by 3.5 and six times the resting values for ATV and ORM riding respectively, which falls within the range of moderate intensity activity according to the American College of Sports Medicine guidelines and is in line with Canadian physical activity recommendations;

- The duration of a typical ride (two to three hours for ATVs, one to two hours for ORMs) and the frequency of the rides (one to two times a week) create sufficient opportunity to stimulate changes in aerobic fitness, which falls within physical activity guidelines;

- More health and fitness benefits could likely be realized if the frequency of riding were increased to a level compatible with the recommended Canadian guideline for physical activity;

- Using heart rate measurements alone, the demands of riding belong to the category of “hard” exercise—this increase of intensity

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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

Please make cheques payable to:

**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

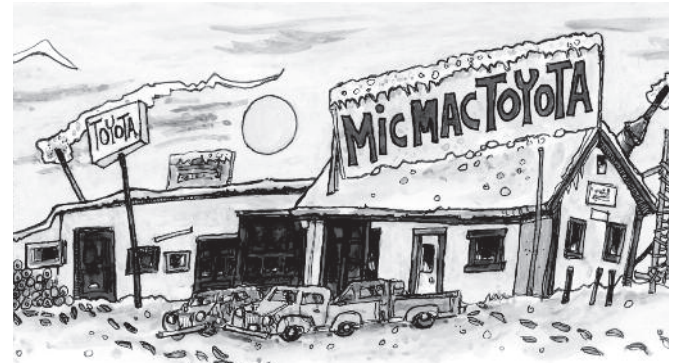


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► SNOWMOBILING AND EXERCISE *Continued from page 3*

may be linked to heightened psycho-emotional responses, an effect of heart stress while riding, or a response to repeated isometric squeezing of the handlebars;

- When considering muscular force and power involvement, the study results indicate a greater impact on muscular endurance as opposed to an increase in strength;

- Off-road vehicle riders perform considerable physical work using their arms and upper body. This upper body strength requirement could lead to beneficial training increases in musculoskeletal fitness;

- Study findings also picked up on the psycho-social effects of riding—the enhanced quality of life and stress reduction effects of off-road riding;

- The findings also reflect the importance of alternative physical activity such as off-road riding to promote physical activity in a group that might otherwise forego exercise altogether (habitual ATV riders in the study were not avid exercisers) and that all physical activity is beneficial.

As far as specific assessments for snowmobiling go, several experts have come to the conclusion that snowmobiling is exercise. “Snowmobiling is definitely a workout,” said Mike Pilato, MS, a certified athletic trainer who has performed research on snowmobiling injury prevention and trained snowmobile racers.

“While many people compare snowmobiling to riding a big couch,” said Lynn Keillor, former staffer at *SnowGoer* magazine, “like any sport, there’s much more to it than meets the eye.” For starters, trails are not straight and flat, and to manoeuvre the machine, you need to lean side-to-side around

curves. The lack of a seat belt holding you on the machine requires using a lot of abdominal and back muscles to remain in place. The arms and shoulders get a workout whether you’re the driver or a passenger hanging on. Legs, especially the inner thigh muscles, or adductors, are used in addition to the hands to stay on the machine.

Many of today’s machines are designed for drivers to easily stand up when necessary. Between coaching and playing hockey, I’m on the ice an average of 100 times per season. I’d say my legs are pretty strong but I won’t go riding stand-up style for very long during the day if I have a game scheduled that same night.

As a moderate physical activity, snowmobiling on a trail is comparable to walking at a 3.5 mph pace.

If you weigh:	You’ll burn approximately:
130 lbs.	207 kcal/hour
155 lbs.	246 kcal/hour
190 lbs.	302 kcal/hour

These numbers relate only to riding on-trail. Riding off-trail and mountain riding are far more exhausting—even before you bury a sled and have to dig it out.

For most riders, snowmobiling goes far beyond what physical benefits they might gain from it. Most are out there because it’s an activity they can do with their families, be outside, and just have fun.

So, what have we learned?

- Snowmobiling and other OHV use is exercise that has both direct and indirect health benefits;

- Snowmobiling and other OHV use is part of an “active” lifestyle and, as such, should be permitted and promoted on public lands;

- We need to educate other user groups and decision-makers about the health benefits of snowmobiling. ■



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