

Klondike SNOWMOBILE ASSOCIATION

PRESIDENT'S MESSAGE

KSA volunteer efforts

EVERYTHING FROM HAULING FIREWORKS TO SETTING TRACKS

On top of our day-to-day tasks of trail development and maintenance and advocacy work on behalf of the membership, the KSA offers its services to other organizations and events. Yukon Quest and Yukon Sourdough Rendezvous Society are two organizations we work with regularly.



Mark Daniels
KSA President

In February Harris, once again, set the track for the Yukon Quest kids' dogsled rides in Shipyards Park. A week later, we also set the track for the Yukon Sourdough Rendezvous kids' dogsled rides though not in the same location. To make way for the expanded Rendezvous events grounds, the City commandeered the field where Harris set the Quest track. Phil Perrin and I broke the new trail on the backwaters of the Yukon River adjacent to the north end of Shipyards Park. Harris groomed it up the following day.

We also helped freight fireworks and related goodies up the hill from the hospital parking lot to the escarpment above Long

Lake Road. Two 20-foot trailers worth of stuff were transported one skimmer load at a time: everything from the mortars that hold the fireworks to the generator and wall tents for the volunteers who stay at the site from Thursday through Sunday.

Out of respect for my aging back, I got Harris to groom the trail prior to hauling everything up the hill on Thursday. Thanks to the smooth trail and the eager volunteers, everything was relocated in two hours. The return trip on Sunday was hellish. A combination of warm weather and weekend traffic turned the trail into slop-n-chop. What took two hours to accomplish on Thursday lasted five grueling hours on Sunday. We're already planning an alternative strategy in case it's just as warm next year.

Despite all that work, I missed the actual fireworks show because I was in the Rendezvous Hockey Tournament and we had a game at the same time. I heard it was another knockout performance that included an

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Contributed photo

The KSA board poses with TCT CEO Deborah Apps at Yukon Sourdough Rendezvous 2016 to celebrate the connection of the TCT across Yukon.

Trans Canada Trail connection

by MARK DANIELS

Some folks from the head office of the Trans Canada Trail (TCT) came to Whitehorse over Rendezvous to celebrate the connection of the trail in Yukon. TCT CEO Deborah Apps and her staff were joined by federal Minister of Heritage Melanie Joly, CYFN Grand Chief Ruth Massie, MP Larry Bagnell, commissioner Doug Phillips, minister Mike Nixon, senator Dan Lang, mayor Dan Curtis and the senior vice-president of the CIBC Mike Stevenson in the Rendezvous events' tent to recognize the efforts of the KSA in reaching this milestone. Mr. Stevenson also presented a cheque for \$750,000 to the TCT for ongoing work on the trail nationally.

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epic battle and a crashing UFO. Warren Zakus, Kiara Adams and their team did a great job. We're always happy to help out at events like the Quest and Rendezvous. It's great to work with other volunteers like the mushers and pyrotechnicians who give so much to the community. ■

► TRANS CANADA TRAIL *Continued from page 1*

Thanks to everyone involved:

- Our national partner, the Trans Canada Trail

- The federal and territorial governments for funding our trail projects
- Our local trail partners: the City of Whitehorse (Douglas Hnatiuk in particular), Yucan Planning, the Contagious Mountain Bike Club, the Whitehorse Cross Country Ski Club and others

- The local business community that supports our work year after year

- The 800-plus corporate and private members of the KSA for buying into our vision

- The KSA board that, collectively, volunteers thousands of hours per year to provide an excellent multi-use trail system for everyone to share.

See the following links for media coverage of the event:

- www.whitehorsestar.com/News/trans-canada-trail-milestone-achieved
- tctrail.ca/news/?p=7202
- www.cbc.ca/beta/news/canada/north/yukon-completes-transcanada-trail-1.3468151

Some people are confusing connection with completion. Rest assured, we didn't build 1,600 kilometres of trail—nor are ►

► we going to. There's just not enough money available for construction on that scale, and if we did build it, who would maintain all that trail in the middle of nowhere?

Highways are the lifelines that connect communities across Yukon. Through an agreement with YG, we designated the following highway corridors as TCT:

- The Alaska Highway from the B.C. border to Jake's Corner

- The Tagish Road from Jake's Corner to Carcross

- The South Klondike Highway from Carcross to the Carcross Cut-Off

- The Alaska Highway from the Carcross Cut-Off to Mary Lake

- The North Klondike Highway to the Takhini Hotsprings Road

- The Takhini Hotsprings and Takhini River roads

- The Dawson Overland Road to Braeburn (yes, it's a registered highway)

- The North Klondike Highway from Braeburn to the Dempster Corner

- The Dempster Highway from the Dempster Corner to the NWT border

KSA was the first TCT regional agent to designate highway corridor as TCT route several years ago. Originally scoffed at by others, most jurisdictions are now designating highway corridors as TCT to reach the goal of connection by 2017.

We did build, upgrade and/or connect off-highway sections of trail from Annie Lake Road through Whitehorse to the intersection of the Alaska Highway, reopened grown-over sections of the Dawson Overland Trail, and connect Dawson to the TCT via a spur that runs from the dyke downtown up the Ridge Road and through the gold-fields to the North Klondike Highway south of the Dempster Corner. Other off-highway

TCT segments include several non-motorized paths in Whitehorse, all the multi-use trails that connect the Whitehorse subdivisions to the Copper Haul Road, and local trails in Watson Lake, Upper Liard, Haines Junction and Mayo.

We're the third jurisdiction in the country to reach the connection milestone, behind Newfoundland and PEI. Now we'll focus on improving the trail and moving more of it away from the highways as we can secure funding for construction and commitments from partner organizations for ongoing maintenance.

TCT went all in for Rendezvous. They partook in the local culture and activities, including the Hard Water canoe race that TCT sponsored as a silver-level partner at Rendezvous. The race entailed dragging, paddling and otherwise coaxing a canoe loaded with supplies across Shipyards Park, up the toboggan hill and down the other side. ■

Snow bike conversion systems

by DOUG CALDWELL

Since the late 1930s, man has tried tirelessly to harness the concept of the snow bike. With some very crude attempts ranging from farm equipment cross bred with motorcycles to buggies and generators to other various pieces of equipment strung together to try and traverse the snow, none have been able to nail the concept on the head until the inception of the Snowhawk.

AD Boivin introduced the Snowhawk in 2003 using a motorcycle-inspired chassis with the choice of Bombardier two-stroke 550 fan and 600 liquid-cooled engines. In order to get hot grips on the liquid-cooled ►

► models, coolant was run through the bars, an interesting idea but hard to regulate. This platform was around until roughly 2006 with the addition of an 800 Powertek engine that gave it lots of power, but the Snowhawk chassis was difficult to ride with such a high centre of gravity.

AD Boivin then developed a dirt bike conversion that put an aluminum-framed suspension kit under a motocross bike and a single ski in the front and began to get on the right track. Another company called 2Moto jumped into the scene and came pretty close when it developed a kit using a swing-arm system similar to that of AD Boivin but a bit more refined. The problem they all had was they were heavy—taking a 280-pound dirt bike and adding another 100 to 120 pounds of low-end weight with no suspension travel. So these kits would work great on packed trails and loose snow to about a foot or so, but beyond that, they just wouldn't stay afloat.

So in 2009/2010, a company called Timbersled Products manufacturing lightweight snowmobile suspension components took a different approach to this idea. The president and CEO of Timbersled is a motorsport enthusiast of all types. He was really taken by everyone's attempts to create a good working and lightweight snow bike system that could work for anyone and any brand of dirt bike. That being said, the company took everything it knew about snowmobiles and put that into a narrow, light but strong platform that fit like a glove in the back end of a

dirt bike.

With the first prototype kit that the designers built up and took to the mountains, they expected to ride for an hour or so, take some notes and head back to the shop. Well it worked and worked very well! So well in fact they ran out of gas testing it. So the following week they made some cosmetic changes and some suspension tweaks and bam! The Timbersled Mountainhorse was born. They released this kit in 2011 with a ton of skeptics and naysayers: "This will never work." "What the heck is that?" "I'll never ride something like that!" "How is that supposed to go anywhere?"

All it takes is 15 minutes on one and you won't want to give it back. It takes any popular-brand MX dirt bike and turns it into the greatest thing since sliced bread. With a base weight of 300 pounds (that is bike and snow conversion kit combined), it is insane where they go—literally anywhere! No longer are you trying to handle a 500-plus pound machine along sidehills and through tight wooded areas. Now you're dealing with a single ski in front of a 2.5-inch paddle track, so it just lightly packs the snow the track is grabbing, not to mention the centre of gravity is now below your feet instead of between your knees. Cornering and manoeuvrability are incredible!

Gone are the days of searching for bowls and meadows of untouched snow because with a snow bike you can play in places where nobody has ever been before. The

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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 2015/2016 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
- Four 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
- 10% off snowmobile rentals at Yukon Wide Adventures



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

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Phone: 867-667-7680 • Email: klonsnow@yknnet.ca

KSA corporate members

A special thank you goes out to all the businesses that help support the Klondike Snowmobile Association via corporate memberships! For more info on becoming a corporate member, please see the Become a Member page on our website: ksa.yk.ca.

Alpine Aviation - Whitehorse
 Aisek Valley Contracting - Whitehorse
 Atlin Mountain Inn - Atlin, BC
 Bombardier Recreational Products - Sherbrooke, QC
 Braeburn Lodge - Braeburn
 Brewery Bay Chalet - Atlin, BC
 Canada Flooring - Whitehorse
 Capital Helicopters - Whitehorse
 Centennial Motors - Whitehorse
 Checkered Flag Recreation - Whitehorse
 City of Whitehorse
 Fireweed Helicopters - Whitehorse
 Klondike Visitors Association - Dawson City
 Locksmith Services - Whitehorse
 Nomad Air - Whitehorse
 Quality Bearing - Whitehorse
SnoRiders magazine - Cranbrook, BC
 Territorial Contracting - Whitehorse
 Tourist Industry Association - Whitehorse
 Trails North Car & Truck Stop - Whitehorse
 U-Brew Yukon - Whitehorse
 Village of Mayo
 Wilderness Tourism Association - Whitehorse
 Workforce Information & Networking Hub - Whitehorse
 Yukon Alpine Association
 Yukon Alpine Heliski
 Yukon Avalanche Association
 Yukon Meat and Sausage - Whitehorse
 Yukon Quest
 Yukon Trappers Association - Whitehorse
 Yukon Wide Adventures - Whitehorse

Corporate Gold members:
 Main Street Driving School - Whitehorse
 McDonald's Restaurants - Whitehorse
 Mic Mac Toyota - Whitehorse
 Safe Trails North Training Services - Whitehorse
 Triggs Family - Whitehorse
 Yukon Honda - Whitehorse
 Yukon Yamaha - Whitehorse

► SNOW BIKE *continued from page 3*

lines you can take and areas you can access are absolutely infinite. Anyone with little to no riding experience can get on these and ride like a pro in a matter of hours. This is a game-changing sport.

Sales for the first two seasons were slow in Yukon but huge worldwide. In the first two seasons, Timbersled sold every unit made by Christmas. So if you didn't get one early in the season, you didn't get one. In the last five years, it has sold staggering numbers—well over 10,000 units worldwide. Sales to date in Yukon are over 25 units and growing everyday. This is going to be the next snowboarding if you want to compare it to an existing sport.

Now the main developer Timbersled has some competition. In 2015 a Canadian-based company, C3 PowerSports in Alberta, created a similar system named the Yeti SnoMX. This platform, at a 120-inch track length, is 30 pounds lighter than the Timbersled comparable kit and is made from 70 per cent carbon fibre and 20 per cent titanium. It uses a totally unique front ski and works beautifully. And, of course, being built and manufactured in Canada is huge.

With snow biking beginning to get some pretty spectacular recognition, many extreme riders and backcountry guys have said, "Yeah, those are pretty cool but can you backflip one?" And the answer is "yes." Back in February just outside Revelstoke, B.C., newest Yeti rider and Slednecks team member Brett Turcotte accomplished that goal with the first-ever backflip on a snow bike. So, needless to say, snow bikes are the future of the hills.

We at Yukon Yamaha are the dealer in the north for anything snow bike. We have all three leading brands: Timbersled, Yeti



Mark Daniels photo

Enjoying the trail in the Jackson Lakes area

SnoMX and the Holeshoot Inc. Snoripper. Whether you want to try one or buy one, we are the place to go. We have been involved in these kits since inception in 2011 and will continue to be for many years to come.

I almost forgot about the kids! While riding a snow bike last spring at a demo ride in Washington state, the owner of Holeshoot Inc. had his two sons (ages eight and 12) watching him. The look on their faces was, "Hey dad! What about us?!" So he thought, "Hmmm, does anybody make a kids' snow bike?" And the answer was "no." So with some hard thinking and a little computer-aided design time, the Snoripper was born. These kits are designed to go on the three popular brand 110-cc dirt bikes: Yamaha, Honda and Kawasaki. So for C\$3,500, you can get a fully legit snow bike kit for kids. They work amazingly well for such a simple and primitive kit; not to mention your kid can now ride year-round on one machine. Some tuning and mods are required to get them running well in the winter, but they are an absolute joy for any kid who loves to ride.

Timbersled systems start at C\$5,400 (www.timbersled.com)

Yeti SnoMX systems start at C\$9,999 (www.yetisnowmx.ca)

SnoRipper systems C\$3,500 (www.holeshootinc.com/products/holeshoot-snoripper-rpz110) ■