

# Klondike SNOWMOBILE ASSOCIATION

## PRESIDENT'S MESSAGE

### Dealer supports smooth trails

A new groomer is making us grin from ear to ear



**Mark Daniels**  
KSA President

After having been without an enclosed groomer for about a decade, the KSA finally settled on buying a Kubota RTV1100 Turbo UTV and Mogul Master drag combo. It took a bit of effort to arrange the funding, but the Community Development Fund of the Government of Yukon came through big time last summer. That generous support, combined with in-kind donations from the KSA, made this purchase possible.

Kubota has a reputation for being rock-solid. Our counterparts over in Yellowknife ran one for two full seasons without trouble. The RTV1100 is the same form factor as a standard side-by-side with a cab, but instead of using ATV running gear, Kubota uses guts from a tractor. Consequently, it weighs 1,000 pounds more than a recreational UTV. Having run this machine on the trails in the summer to break it in, I can safely say it's not winning any races—but that's not why we bought it.

We had high hopes for this machine, and

after a season of grooming, I can report that it exceeded our expectations. Harris is now safer, warmer and capable of going farther afield. He can also bring along a passenger for some company and can train prospective groomer operators from the comfort of a heated cab.

The hydraulic plough allows us to break through windrows and fill in tire ruts. The drag is heavier, wider and carries more snow than our smaller models towed by utility snowmobiles. The Kubota grooms slower than a snowmobile but does a far better job. Harris has managed to spin out on some steep grades but has yet to get it stuck. This "Little Engine That Could" just keeps chugging along. I could swear I heard Harris chanting, "I-think-I-can, I-think-I-can, I-think-I-can" as he groomed up Mt. McIntyre this winter.

TotalTrac Yukon, the local Kubota dealer, did a great job sourcing the RTV1100, installing all the accessories and setting the machine up to groom. They also got us the



Nita Daniels photo

A group of snowmobilers enjoy a group ride on Coal Lake Road.

Mogul Master drag from the dealer in Ontario. This was a new build for TotalTrac—nobody else in the Yukon is using a UTV for this purpose and we were all learning as we went.

Operating costs were our major concern with using something other than snowmobiles for grooming. Some of the larger Snow Cats cost hundreds of dollars per hour to run and maintain. Being a small volunteer organization, we at the KSA are very budget conscious. We're pretty good at doing snowmobile maintenance in-house but none of us is a diesel mechanic and we were concerned about that cost.

The icing on the cake came when the UTV went in for the first scheduled service appointment late this winter. Jason Adams, general manager of TotalTrac, of-

**Continued on page 2** ▶



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.

Give caribou a wide berth—at least 500 metres. When you see caribou on the trail, stop and turn off your machine. Take the opportunity to view the caribou and wait until they move on.



### ► PRESIDENT'S MESSAGE

*Continued from page 1*

ferred to provide free labour and discounted parts on all regular service work performed on the UTV in his shop. This is a huge boost to the KSA as every dime we save on maintaining equipment goes to improving the trail system. The KSA enjoys a great working relationship with the local business community, and this agreement with TotalTrac Yukon is yet another example of the ways that Yukon businesses support organized snowmobiling.

You may ask the reasonable question: "Why would an industrial equipment company support snowmobiling?" Other than being a good corporate citizen, TotalTrac is co-located with Yukon Yamaha, the Yukon dealer for Yamaha recreational products. I've written in the past about how snowmobile dealers need to offer multiple product lines to be viable businesses and here's a great example. Under the same big tent at 91311 Alaska Highway, you'll find:

- Kubota industrial equipment
  - Yamaha snowmobiles, motorcycles, ATVs, watercraft, generators and snow blowers
  - Kingfisher, Thunder Jet, Raider and Lund boats
  - Timber Sled and Yeti snow bikes and the parts, accessories and clothing to help you make the most of the experience.
- When you're spending your hard-earned dollars, you can do your part to help organized snowmobiling and the multi-use trail system. Take a quick look at our list of corporate members at <http://ksa.yk.ca/about-us/corporate-members/> and support the businesses that support the KSA.



Harris Cox photo

A KSA groomer yields to dog teams on our multi-use trails.

## Rural places need rural policies

by MARK DANIELS

Policy development is a tricky business. You don't want to be constantly playing catch-up (closing the barn door after the horses got out). Neither do you want to get too far ahead of yourself. You'll create problems by making policies to address issues that don't yet exist. You want policy to be right-sized and reasonably future-proof to stay just ahead of the curve. In the context of municipal governance, you want policy to reflect the realities of the town you govern at the time you govern it.

For example, you're not allowed to run around downtown Vancouver on an ATV or snowmobile. According to *Wikipedia*, Vancouver has about 640,000 people rammed into about 115 square kilometres for a population density of about 5,500 people per square kilometre. It's a major Canadian municipality surrounded by several other major Canadian municipalities totalling

close to three million residents. So, it makes sense that your motorized recreational opportunities would be limited.

Yellowknife is similar in area to Vancouver, but because of a lower population, it has only about 185 people per square kilometre. Yellowknife is surrounded by wilderness. In Yellowknife, you can ride your ATV or snowmobile. In fact, you can commute to work downtown on your ATV or snowmobile. Youth aged 12 to 15 years may drive snowmobiles on the municipal trail system if they have successfully completed the City of Yellowknife Snowmobile Safety Course and they're under the immediate supervision and control of a person 18 years of age or older who has a valid driver's license or who has successfully completed the City of Yellowknife Snowmobile Safety Course.

Whitehorse city limits encompass about 400 square kilometres. In this huge expanse, there's approximately 60 people per square kilometre. That's about 30 per cent of the population density of Yellowknife and about one per cent of the population density of ►



6111 - 6th Ave., Whitehorse, YT • [www.micmactoyota.com](http://www.micmactoyota.com)  
867.667.7202 • 877.667.7202



## Conquer snow...

seize the Great White North

### YUKON YAMAHA

8:30 - 5:30 Monday to Friday, 10 - 4 Saturday  
867-668-2101 or 1-800-661-0430  
91311-B Alaska Hwy., Whitehorse, YT



## YAMAHA

# SNORIDERS

## SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT

► Vancouver. Whitehorse is not just surrounded by wilderness—most of the area within the municipal boundary is wilderness, hence, the brand “The Wilderness City.” If Whitehorse had the same population density as Vancouver, you’d have 2.2 million neighbours. You don’t. Still, youth are not permitted to snowmobile or ATV within city limits. To ride even the most remote reaches of the city limits, a rider must have a valid driver’s license and meet several other conditions. This means they need to be at least 16 years old.

You can probably see where I’m going with this. Vancouver is a major Canadian municipality surrounded by other major Canadian municipalities and a high population density. Yellowknife and Whitehorse are northern territorial capitals with low population densities surrounded by wilderness. Shouldn’t the policies governing Whitehorse be more like those in Yellowknife than Vancouver?

Just about every time I have a policy conversation with anyone from the City of Whitehorse, they quote policies from other jurisdictions—all thousand of kilometres south of here with far larger populations. They say, quite correctly, that Whitehorse is growing and we need to plan for the future. Sure, Whitehorse has doubled in population since I was a kid and will continue to grow. However, we won’t have 2.2 million people here anytime soon and we don’t need policies now to govern that many people. That problem will fall to others in the coming centuries.

Consider the analogy of Noah’s Ark. If you read the book or saw the movie, you’ll know that Noah got the ark built just in time to load it up before the flood. Whew, that was close! As noted earlier, we don’t want to be playing catch-up or trying to load swimming elephants into the ark. Conversely, we don’t want to get too far ahead of ourselves. The well-meaning Noahs at the City have built their ark (policy) so far in advance of the flood that it’s been lying in dry dock, taking up space. It’s an irrelevant inconvenience to everyday life and we’re constantly tripping over it. By the time the rain starts, their ark will have dry rotted and they’ll have to start building again from scratch.

Snowmobiling and ATVing are healthy family activities and fundamental to many Yukon families. Unfortunately, most Yukoners, because they live in Whitehorse, can’t legally teach their tweens or teens to ride on the safe, maintained trail system where they live. They’re either skirting the law to ride in town or trailering their stuff long distances to remote, unmaintained trails.

The solution to this dilemma could be one or both of the following: either the City enacts reasonable policies that reflect Whitehorse in the here-and-now or the municipal boundaries are reduced to minimize the impact of the City’s unreasonable policies on Yukon residents.

The simple solution here is for the City to adopt the policy from Yellowknife that allows youth aged 12 to 15 to operate ATVs and snowmobiles within city limits under ►

## 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 2017/2018 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](http://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](http://www.habervision.com) for details. Member code is “CCSO”
- 10% off at Mt. Lorne Bed and Breakfast - [www.klondikerv.com](http://www.klondikerv.com)
- Special rates at Choice Hotels - see [www.choicehotels.ca/ccso](http://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:

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

## SAFETY TRAINING FOR SNOWMOBILE AND ATV/UTV

- WCB recognized operator courses
- Workplace and recreational training available
- Mobile training services available to meet your needs

### Safe Trails North Training Service

Canada Safety Council/BC Snowmobile Federation Courses • Professional Instruction Services  
Whitehorse, YT • 867-335-1932 • [safetrails@elr.ca](mailto:safetrails@elr.ca)



## SNOWMOBILE OPERATOR COURSES AND ATV & UTV RIDER COURSES

- 3 certified instructors
- Nationally recognized by the Canada Safety Council
- All courses WCB approved

### MAIN STREET DRIVING SCHOOL

7213 - 7th Ave., Whitehorse, YT  
867-633-2355 • [ravens@klondiker.com](mailto:ravens@klondiker.com)

### 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](http://ksa.yk.ca).

- 46271 Yukon Inc.
- Alpine Aviation - Whitehorse
- Alpine Club Canada - Yukon
- Alsak Valley Contracting - Whitehorse
- Braeburn Lodge - Braeburn
- Brewery Bay Chalet - Atlin, BC
- Capital Helicopters - Whitehorse
- Checked Flag Recreation - Whitehorse
- City of Whitehorse
- Fireweed Helicopters - Whitehorse
- Klondike Visitors Association - Dawson City
- Nomad Air - Whitehorse
- Quality Bearing Supply - Whitehorse
- SnoRiders* magazine - Cranbrook, BC
- Territorial Contracting - Whitehorse
- Tourist Industry Association - Whitehorse
- U-Brew Yukon - Whitehorse
- Village of Mayo
- Wilderness Tourism Association of the Yukon
- Yukon Alpine Heliski
- Yukon Avalanche Association
- Yukon Honda
- 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 Yamaha - Whitehorse



Nita Daniels photo

Snowmobiling is a healthy winter activity and fundamental to many Yukon families.

► the supervision of a responsible adult. Yellowknife wouldn't have this policy if it didn't make sense, if it led to unreasonable risk or if there was overwhelming public opposition.

The other approach worth considering is to reduce the footprint where City policies are enforceable. City limits are set in the Municipal Act. There are provisions in the Act to reduce the area of any municipality. This may make sense in Whitehorse. Normally, a municipality exists to provide municipal services: water, sewer, waste management, roads, fire protection and the other things that people associate with living in a city or town.

Instead of using the 400 square kilometres allotted to them for municipal purposes, City politicians have decided to lock up over 126 square kilometres (about 30 per cent) of the area in regional parks where municipal development is prohibited. For comparison, Stanley Park in Vancouver is about four square kilometres. Further, the City has been saying for years that their development policy is to infill and densify instead of expanding the municipal footprint within the

existing boundaries. Clearly, City government has no intention to use the land allotted to them for any purpose normally defined as "municipal."

The original city limits encompassed only the downtown area. Porter Creek was "out of town" when it was first developed. The boundary was greatly expanded in the early 1970s on the assumption that the municipal footprint of Whitehorse would also expand. If the City politicians are not planning to use the land for municipal purposes, perhaps they should return it to the Yukon government. The new city limits could closely follow the outline of the more developed subdivisions north of the South Access (Robert Service Way) to Crestview. About 50 square kilometres should cover it. The Yukon government could resume control over the remaining 350 square kilometres of wilderness and rural residential areas north of Crestview and south of the South Access, the McIntyre Valley west of the highway, and everything east of the Yukon River except Riverdale and the hospital. By the way, kids are allowed to ride trails with their parents on Yukon government land. ■



like **sledding?**  
so do we.

More of what you love online. For snowmobilers in Western Canada. Sign up for a free email newsletter today. Log on and enjoy the ride.

[www.snoriderswest.com](http://www.snoriderswest.com)

Don't forget to check out the digital edition of your favourite snowmobiling magazine at [www.snoriderswest.com/emagazine](http://www.snoriderswest.com/emagazine)