

# Klondike SNOWMOBILE ASSOCIATION

## PRESIDENT'S MESSAGE

### Some project updates

SLEDDERS AND SKIERS ARE AT WORK ON SHARED CORRIDOR

#### Crestview Bypass

They say that best intentions are like babies who cry in church—they must be carried out immediately. Even with the best of intentions, the City of Whitehorse (City) trail crew didn't get their portion of the Crestview Bypass project finished this year. Stuff happens and it happened to them this fall. The switchback on the trail north of Crestview is incomplete and the bridge wasn't started. The trail is passable in its original state for this winter. The City has committed to getting everything done as soon as the ground thaws in the spring. Their public works crew did a great job improving the trail north of the bridge site and the contractor, Yellow Truck, filled in all the mudholes and installed the culverts so the trail, while not complete, is already much improved.

#### Whitehorse Cross Country Ski Club

The KSA has worked with the Whitehorse Cross Country Ski Club (WCCSC) over the years on a variety of initiatives and we have



**Mark Daniels**  
KSA President

seen mutual benefits from working together. Recently, we shared the cost of having a Bobcat clear away some material that slid across and partially blocked the Copper Haul Road. We also worked co-operatively this fall to cut back the brush that chokes the Mount McIntyre Road to one lane. Both the KSA and WCCSC sent out crews to work on this shared corridor. We also meet periodically to discuss plans and activities that affect recreation in the McIntyre Valley.

Through education, we have reduced the number of conflicts between the user groups. One area where conflict still exists is in the subalpine just north of the Mount McIntyre Road near the treeline. As the trees thin, sledders are attracted to the open areas where it's fun to carve turns and play. Please be aware that there's a ski trail in the area. Because it's so open at that elevation, it's difficult to put signs at every place a sledder could potentially cross or enter onto the

*Continued on page 2 ▶*



A KSA crew brushes the Mount McIntyre Road.

Natalie Daniels photo

### Memories of those sledding days past

by PHIL PERRIN

Can you remember the first snowmobile you ever drove? I sure can. It was the good old green Snow Cruiser that we all referred to as the "Snow Crusher." As a kid growing up in a farming district, pretty well every farmer purchased a machine when they became the size of something less than a car.

The farming area I grew up in was on an island, so prior to snow machines a few farmers had home-built rigs on boat-like chassis driven by a large motor with airplane propellers. These rigs had a closed-in cab and could hold up to four people, and were often made from aluminum and old airplane bodies. The machines were designed so they could go on the ice and

*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.

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

### ► MARK DANIELS *Continued from page 1*

trail. If you do end up on this trail, or any other that has ski tracks cut into it, do your best to avoid the tracks. Exit the way you came in rather than riding along the ski trail and causing damage to the groomed surface. Like the KSA, the WCCSC works hard to provide a large network of groomed trails and nothing hurts worse than seeing all your hard work get ripped up by someone else. ■

### ► MEMORIES *Continued from page 1*

snow, and if they had to, go over wet areas on the way across the river. You can imagine with a plane engine and propeller these babies would fly and were capable of speeds over 88 kilometres (55 miles) an hour and more. Every person who had one of these also appreciated that with speed came the danger of losing control, so the speed was kept as manageable as possible. To say these rigs were potentially dangerous was like saying putting your hand in a fire might burn you. One of the risks was that, occasionally, a propeller would fly off. At the speed the prop was spinning you clearly did not want to be beside the machine. My friend Richard said his dad's machine once threw a prop a mile. His family's rig was known as the "Snow Puppy." With the advent of better ferry service and snow machines the Snow Puppy ended up parked beside the barn, and was still there when I last drove by Richard's family farm.

Now back to snow machines and the Snow Cruiser. I can remember it like it was yesterday—my best friend Bobby, his sister and me, all riding around the hay

► field taking turns getting to drive it. At the time it was some of the best fun we had, especially when we were allowed to start taking the machine farther out than the hay field next to the barn. When we were granted this privilege we were now going on adventures. Little did I know that much later in life I would get to enjoy snowmobiling in the best place in the world where there are no limits to the challenges you can face. Despite living in the country, I never purchased a machine until my late 30s. I ended up buying a used Olympic 340. They should have called it the "carb kit," as it seems I was forever replacing the carburetor.

Despite not owning a machine I had the good fortune of getting to ride on a lot of machines as another good friend, Dean, worked for a Yamaha dealership. It wasn't a Yamaha, however, that left the biggest impression on me growing up.

In fact, the most memorable machine I ever rode was a Johnson Golden Ghost. The machine was owned by my neighbour who had a dairy farm. He purchased it so we could check on the cattle he had in a more remote acreage. I worked many years for him so I was often the person taking the machine to check cattle and bring grain to them. This was a monster of a machine and even included a cigarette lighter as one of the features on it. What really made this machine special was not the lighter and comfortable seat, but rather its weight. I can't tell you what it weighed but I can sure tell you it was heavy. I can remember one day during a snowstorm I had to make the trip to check on the cattle. It was sometime in the 1980s and we were experiencing a lot of snowstorms, so we had lots of snowdrifts, especially along fence rows. Like most fence rows there is often a lot of brush along them,



Mark Daniels photo

A new culvert is installed on the trail.

which meant nothing to me at the time. What I quickly learned is the brush often doesn't hold the snow tight so there are huge gaps of space within the drift. While travelling over the fence row on this trip the good old Golden Ghost dropped through the snow and was sitting four feet below the rest of the snow. Despite a valiant effort to free it, the weight of the machine left me trapped.

I could tell you I came up with a brilliant solution to carry on but that would be crap. In the end it took two hours with shovels to dig a path out. This leads me to a valuable lesson I learned. Whether you're in Ontario or Yukon, if you're stuck you're stuck. In the Yukon Territory, help might not be so close so remember the shovel, cellphone or whatever else you need. I myself have used the cellphone option once. The other lesson is don't buy a used Johnson Snow Ghost. They're a disaster waiting to happen. ■

## Some changes are not for the better

by PHIL PERRIN

It's been 10 years since I made my first trip to Yukon to come up for a job interview. A lot has changed in those 10 years when it comes to snowmobiling and, unfortunate-►



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# SNORIDERS

## SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT



Mark Daniels photo

KSA members reinstall stolen trail signs.

### ► CHANGES continued from page 2

ly, I have not found it has been for the better when it comes to enjoying the sport within the city limits.

Before I moved to Yukon in 2005 I had owned a snow machine, but I was far from what would be considered a snowmobiler. I used a machine once in a while but I did not know enough about them to consider myself well educated in any respect. I am happy to say I've learned a lot since moving here but I still have a lot to learn.

One aspect I did love was I could leave my home in Riverdale with a machine as long as I followed all the appropriate licensing aspects. There was no special licence or added headaches to take a quiet trip to the Hidden Lakes. Everyone I met was helpful with tips and advice, and I was impressed by the rarity of snowmobile problems on trails. In fact, the vast majority of the time, everyone was respectful in my contact with snowmobiles, dogsleds and others who used the trails. It has been a rarity that I would observe or

hear of someone tearing up the road on a machine.

So what was it that has resulted in having to take a course and be licensed in order to drive a snow machine within city limits? I don't honestly know, but I do know that since anyone under 16 can't operate a machine there are no longer youths happily engaged in the sport in Whitehorse.

The KSA historically held a family event every year to raise funds for our numerous worthy charities. That event has gone the same place as the woolly mammoth. When bylaws were created that limited rider use, the number of interested families and the ability of families to participate was reduced. I have found this disheartening as we lost another winter activity that a number of Yukon residents enjoyed.

Don't get me wrong. I am as much in favour of promoting safety as the next person but I don't find the exclusion of younger riders promotes safety. Wouldn't it be safer to train young operators and let them learn responsible operation under supervision? Other questions I have are: why are we using the course required by the city? Was it considered the best? Does it address safety or is it more focused on the rules?

Lastly, this issue brings me back years ago to my childhood home when I was driving equipment on the farm, including driving within city limits. Although I could not drive a car under 16 where I grew up, I had no problem hauling around a quarter-million

**Continued on page 4 ►**

## 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](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



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@ykn.net](mailto:klonsnow@ykn.net)

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- Brewery Bay Chalet - Atlin, BC
- Canada Flooring - Whitehorse
- Capital Helicopters - Whitehorse
- Centennial Motors - Whitehorse
- Checkered Flag Recreation - Whitehorse
- City of Whitehorse
- Clear Communications - Whitehorse
- Fireweed Helicopters - Whitehorse
- Kanoe People - 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
- Village of Mayo
- Wilderness Tourism Association - Whitehorse
- Yukon Alpine Association
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- U-Brew Yukon - Whitehorse
- Yukon Honda - Whitehorse
- Yukon Yamaha - Whitehorse

### ► CHANGES continued from page 3

dollars worth of farming equipment legally as long as I had the appropriate signage. The laws allowed for a younger-aged operator, as it was work-related. And when I last checked this had not changed. No one would ask for a certificate, or course, etc., when farm equipment rolled through town with a driver under 16 years of age.

So why is it we limit our youth on a snow machine but we make exceptions with other cases? I think some bylaws may need to be reconsidered so we can all enjoy winter activities as a family.

### City bylaw review process underway

by JOHN GLYNN-MORRIS

The City of Whitehorse has many parks, lakes and green spaces, which are highly valued by residents for a variety of reasons. The City's existing bylaws, which cover use of these places and spaces, are outdated and no longer accurately reflect community values and uses.

The existing Protected Areas Bylaw came into effect in 1975, last received minor amendments in 1984, and needs to better reflect the current needs of the community and to bring it in line with other existing bylaws (snowmobile and all-terrain vehicle bylaw) and plans (Official Community Plan, Trail Plan and Regional Parks Plan). The existing Parks and Recreation Area Bylaw came into effect in 1992, has not received any amendments, and also needs to better reflect the current needs of the community.

The scope of this bylaws review process will include: the protected areas bylaw; the parks and recreation areas bylaw; and motorboat use on all lakes within the municipal



Mark Daniels photo

What was once a mudhole is now a smooth gravel trail.

boundary, with the exception of Schwatka Lake.

The goal of this process is to update these bylaws and merge them into one new user-friendly bylaw. This process is an opportunity to help the City determine how to best manage these places and spaces for everyone's enjoyment and environmental protection.

I have been hired by the City as an independent consultant and public engagement specialist to lead the design and implementation of all public engagement activities. I have already started to meet with key stakeholders, including the KSA, to understand how stakeholders perceive the potential impact of this process and collect suggestions for an effective engagement process.

After I meet with key stakeholders, I will share what I have learned with City staff and help them design a fair and transparent process to start later this fall. No decisions have been made. There will be multiple opportunities for key stakeholders and the general public to participate in this process.

I welcome anyone to contact me with questions, concerns or ideas. I look forward to working together on this important project. You can contact me at johnglynnmorrison@gmail.com or 689-5269.

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