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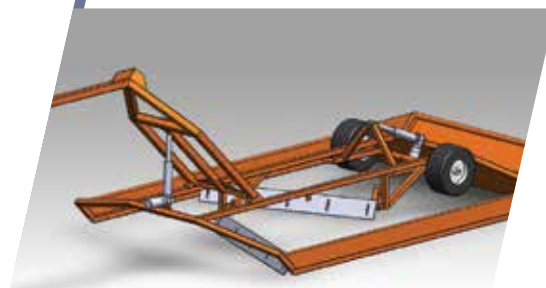
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*The grooming crew of the Burgy Bullets work the trails as the temperatures start to plunge at dusk.*

PHOTO BY DAN GOULD

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The Official Publication of the Snowmobile Association of Massachusetts

## MANAGING EDITOR

Dan Gould  
(978) 337-9904  
info@sledmass.com

## STAFF WRITERS

Brad Stafford, brad.stafford@sledmass.com  
Rena Sumner, rena.sumner@sledmass.com  
Randy Toth, randy.toth@sledmass.com  
Jim Tucker, jim.tucker@sledmass.com  
Larry Tucker, larry.tucker@sledmass.com

## COPY EDITORS

Patty Gould, Joe Rogge, Rena Sumner

## GRAPHIC DESIGN

Stewart Moon

## ADVERTISING SALES

Keri Wanner  
(701) 220-5829  
keri@driven2pushboundaries.com

Printing services provided  
by Walsworth Print Group

**CONTRIBUTORS:** We welcome unsolicited materials and letters for possible publication. Stories, manuscripts, photos, artwork and other contributions must be accompanied by a stamped, self-addressed envelope if you wish it returned. ON THE TRAIL WITH SAM accepts no responsibility for returns, losses or damage of unsolicited materials. Letters to the Editor must be signed with address and telephone number of the sender. We reserve the right to edit the material to suit the presentation and available space.

**SUBMISSIONS:** P.O. Box 526  
Brookfield, MA 01506-0526  
info@sledmass.com.

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**PUBLISHED BY:** On the Trail With SAM is published five times a year, October, November, December, January-February and March by the Snowmobile Association of Massachusetts (SAM), C/O Rena Sumner, P.O. Box 386, Conway, MA 01341. Phone: (413) 369-8092. Fax: (413) 369-0203. E-mail: rena.sumner@sledmass.com.

## President's Message

BY DAN GOULD



## Does This Trailer Make Me Look Fat?

For many years I had a two-place enclosed trailer. As much as I enjoyed the nimbleness of a compact trailer, my two teenage boys informed me that I should spend more of my hard-earned cash on a nice four-place trailer. That way I could haul their sleds, too. Mind you, they didn't even have snowmobiles yet but I'd promised them sleds when they reached legal age. It was time to pay up.

Winter arrived and we had a few small storms followed by a good 18-inch dumper. We were ready to roll. While hooking up the trailer I became a bit concerned about all the snow on its roof. Beyond the painfully obvious dangers of injuring those in vehicles behind you, it's illegal and could earn a magic ticket. Snow build-up on the old two-place wasn't a big deal because of its slanted shape. It was low and easy to brush off. Not this new monster, however.

My sons dutifully climbed onto the trailer roof and shoveled about two-feet of

compiled snow from the 8x22-foot rolling aluminum shed. It was slick underneath that snow, as a good inch of ice had formed from thawing and refreezing of earlier snowfall.

While unloading at our destination another four-place trailer arrived and parked next to us. We started chatting when the gent complemented us for shoveling off the roof. He then went on to explain how he found out the hard way that it was a necessary chore. I figured he got ticketed. Surprisingly, that would have been a wet kiss on the lips by Kate Upton compared to the major mechanical failure he suffered. It seems the excess weight of snow on the roof had overloaded the trailer's maximum Gross Vehicle Weight Rating (GVWR) and snap went the axles. As unbelievable as that sounds, the math doesn't lie.

My Blizzard dual-axle four-place snowmobile trailer has a GVWR of 7,000lbs (two axles at 3,500lbs each) and a dry weight of



2,500lbs, fully equipped with options. That leaves a 4,500lb payload capacity, which is more than enough. Check your trailer specs, as there are major variations between makes and models.

I figure each sled, fully loaded with accessories, fuel, oil and filled trunk bag hit the scales at around 625lbs. That's according to published reports that actually weigh sleds. We're talking 2,500 pounds of sleds, and it doesn't even count all the snow stuck in the tunnel from the last ride. We typically throw our riding gear in the trailer during a trip, I'd estimate about 25lbs per person, for 100lbs. In addition, we have tools, a few gallons of oil, spare carbides, a 5-gallon gas can, and other odds and ends that easily total 250 big ones. Loaded for a road trip, the trailer has 1,650lbs of reserve capacity left (see chart). Excellent, we can take the baby elephant, too!

While snow varies from fluff to wet cement, most experts agree a cubic foot of settled snow weighs 15lbs, on average. My shovel agrees. If the area of the trailer roof is 187 sqft, that means a foot of snow adds an additional 2,805 lbs of worthless ballast. Dangerous is a better term, as the trailer is now overweight by more than 1,000 pounds. Now factor in the inch of ice, at 21lbs per square foot, for another 888 pounds. We are now overweight by one 1993 Mazda Miata!

Not only are the axles over the limit but so are the tires and brakes. Hold on to that steaming cup of Joe, you may have unwittingly exceeded the towing capacity of your truck with the additional 3,700 pounds of ice and snow you are now schlepping around. Throw in whatever fudge factor you want—"my truck is underrated" or "my trailer is heavy duty"—this is a ton of extra



blubber to be hauling on snow-covered roads in zero-degree temperatures.

Now that I scared the hell out of you, take a few minutes to read the specification label on your trailer. Figure out the GVWR of the axles, the dry weight of the trailer, and calculate the payload capacity. Be certain the tire load matches the GVWR by multiplying the maximum load written on the sidewall by the number of tires on the trailer. It should equal or exceed the GVWR. Check the tire pressure while you're at it.

Regardless of the trailer type or size, you should do the math, and always remove snow from the top of the trailer. All told, it will tow easier, you'll get better mileage, and it will be far safer going down the road. Plus, you may avoid a conflicting encounter with law enforcement and save a bundle on the axle replacement program. 🐘

## TYPICAL LOADED TRAILER

(Note: 7,000lbs Max GVWR)

Trailer Dry Weight:	2,500
Four Snowmobiles:	2,500
Gear and Other Stuff:	350
<b>Total:</b>	<b>5,350</b>

*Available Capacity: 7,000 - 5,350 = 1,650lbs*

## LOADED TRAILER PLUS SNOW AND ICE

Loaded Trailer:	5,350
Foot of Snow on Roof:	2,805
Inch of Ice on Roof:	888
<b>Total Weight:</b>	<b>9,043</b>
Trailer Max GVWR	-7,000
<b>Dangerous Overload (pounds)</b>	<b>2,043</b>



### ADAMS SNO-DRIFTERS

by Chrissy Satko and Joe Rogge



Post-New Year's Update: At our December Christmas Party at the Adams American Legion we had local contributions of over sixty (60) raffle prizes.

As per our Club Policy we focused our efforts on a local charity. This year's charity was the Adams Lions Club. We will announce dollar totals in a future release. It should be noted that discussions at our party also included concern about needy individuals in our area and what we as a club can do to support them. We also spent trail work time relocating and improving a trail in the Adams/Cheshire area. This improvement was the result of intense communication on the part of club leadership and landowners somewhat reluctant to allow snowmobiles on their property. Use it properly or lose it! It also involved several trail trim hours on the part of our usual crew of eight or nine regulars. Finally we have had the opportunity to get some riding in. The work of those members who gave up their own riding time to clear the trails of downed trees is greatly appreciated. Visit us online- <http://adamssnodrifters.webstarts.com>.

### BERKSHIRE SNOW SEEKERS

by Randy Toth



Come experience the excitement of snowmobiling in the Berkshires. Our first-class groomer fleet consists of 3 Tucker Sno-Cats, a Thiokol, a tracked ATV and 4 snowmobile-based groomers. Dues are only \$70

for each snowmobile and they include a club membership, a SAM membership and a trail permit. Join via snail-mail (PO Box 1102, Pittsfield, MA 01202), via our website ([berkshiresnowseekers.com](http://berkshiresnowseekers.com)), via a club meeting (7pm on the 1st & 3rd Tuesday of the month from September thru mid-April at the Skyline Country Club on Route 7 in Lanesboro) or via one of our conveniently located trail permit outlets at a participating local business: - Pittsfield Lawn & Tractor (Pittsfield), Ronnie's (Pittsfield), Friendly Fred's (Windsor), Sangar's General Store (Windsor), Hinsdale Trading Company (Hinsdale) and Lanesboro BP Gas Station (Lanesboro). Please visit the SAM website to see our club's scheduled events and our grooming reports covering October Mountain State Forest, Pittsfield State Forest and the Windsor Area. Grooming reports are promptly posted in the SAM Forums by our trail coordinators within hours of grooming. See you out on the trails!

### BERNARDSTON-GILL-LEYDEN

by Brad Stafford, president



Hopefully everyone out there was good and Santa got you everything you asked for. With any luck the weather forecasters will actually get the winter snowfall correct and we will get lots of trouble-free

miles this year. Our club has been bust through the holidays trying to get to all our trails ready but it seems there just not enough time no matter when in the year you start. This year's first



**Burgy Bullets' groomer fleet is ready to go!** PHOTO BY KEVIN KUKUCKA

couple of snowstorms were the light fluffy "fairy dust" type of snow and despite the club's best efforts, getting the word out that the trails were closed we had some sleds go out and just wash it off of the trail. I can emphasize enough how important it is to stay informed about trail conditions wherever you ride. If you don't know if your trails are open or exactly where your going... don't ride! The cost for those few moments you spend can be pretty high. Besides just losing of the snow on the trail, it can damage the relationship your club has with landowners and even end up with trail closures. All clubs want the trails open and they make the best decisions they can so they are safe, manageable, and will stay intact. Ride with respect and the rubber side down.

### BUCKLAND RIDERS

by Steven Howland, president



We had a very productive fall clearing trails and fixing bridges. A big thanks to all the volunteers that provide muscle and equipment. We're excited about the first full winter with two bigger groomers (big for us) - a Suzuki Mini Truck and a Kubota both with 6 foot drags. It's been a lot of work making sure all the trails, and especially the bridges, are wide enough for the drags. Plus we are now running three almost new Bearcats and one faithful Skandic. What we need are more operators, so if you are in the Buckland Club and would like to check out on any of the grooming machines, please email me at [showland@mac.com](mailto:showland@mac.com) or call 413-522-3320 to find out more. We are also thinking about our annual dinner which will be on March 18. Look for more info soon on how and where to buy tickets. This is always a sellout dinner and dance.

### BURGY BULLETS

by Kevin Kukucka, secretary



Hello fellow snow addicts. I am sure we are all out enjoying our amazing trail system and also busy maintaining and grooming that same trail system.

We have memberships and SAM passes available at the clubhouse and at Valley Motorsports. We have a Poker Run on Jan. 28, leaving the clubhouse at 9pm. Don't forget our annual Big Game gathering or the Daytona 500 party with pot-luck dinner.

Clubhouse winter hours have started: Fri. 6-10, Sat. 10-10 & Sun. 10-6ish. Our hall is available for rent for any type of function and holds around 100 people. We have a full kitchen with industrial stove and can arrange for a bartender as we have a full liquor license. Check our Facebook page for details and updates of other upcoming events or call me at 413-559-7920. Thanks to all of our supporting members that help make all of these functions both enjoyable and successful. If it wasn't for our core group, there wouldn't be a snowmobile club in your area.

## CHESTERFIELD FOUR SEASONS

by Bill Golaski, delegate and treasurer



Hello All. Hope you have been able to get out on the trails. Things at the club have been going really well. We had a great fall trail clearing season with some welcomed new faces in the group. Special thanks to all that came and helped out with the trail work and signage! The trails will be in great shape with us now having three Bearcats smoothing things out for everyone. The club will have six units working on our trails this winter. When the riding season breaks we hope to have clubhouse open, Fri. PM, Sat. Day+PM, and Sun. Day. It's always best to call before at 413-296-4048. Our clubhouse offers ample parking for trucks and trailers, has restrooms, food, and a full bar for the end of your ride. The club's up and coming events are our Game Supper on Jan. 28 at 6pm, Family Fun Day on Feb. 11, and our Groomer Dinner Feb. 25. Call the club at 413-296-4048 or Bill at 413-246-7071. Check out our club's new website at [chesterfield-fourseasonsclub.com](http://chesterfield-fourseasonsclub.com). It looks great and is the best place to check on club info. Happy Riding!

## CONWAY



by Ed Skorupski

So far this season we have had some early season snow and cold weather reminiscent of "the old days." We here at CSC have been keeping busy with the usual in season work and the happy addition of preparing the new Snow Rabbit groomer for service. This addition to our groomer fleet should allow us to cover more ground in less time with better results. We couldn't have made this purchase without the help and support of all of our club members, so again, we thank everyone involved for their support.

This year's Pancake Breakfast will be on February 19th at the Firehouse. We start serving at 7:30. This is always a great time and well attended. Come on out and see us. Plenty of parking for sleds and vehicles. Hopefully some of our Fat Tire Bicycle friends will stop in.

Trail passes are still available online at [www.sledconway.com](http://www.sledconway.com), or at any of the following locations: Ray's Cycle Center, Bak-ers, Sunderland Corner Store, Hatfield Market, Deerfield River Liquors, and Neighbor's Convenience Store (Conway location). Or you can come to a meeting first Tuesday of the month at the Firehouse.

## EASY RIDERS

by Steven Conti

Enjoying the season? The snowmobiling is well under way and the conditions in New England look very promising. After last



*A couple of members from the Chesterfield Four Seasons Club took a field trip to Tug Hill, New York last year.*



year's dismal year, it looks like Mother Nature is making it up to us, so get out and ride while the riding is good. Traveling across New England and into Canada, The Easy Riders Snowmobile Club get a lot of miles in and see much of the beauty that the east coast has to offer. This season's destinations include some local Mass trips,

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a trip or two to Northern Maine, a trip to New Hampshire and a week-long trip through New Brunswick and Quebec. There is nothing like seeing beautiful countryside on a snowmobile. All are welcome to attend any of our club meetings at the Marlboro Moose, 7pm on the 2nd Tuesday of the month during the winter season. Ride safe!

## GREATER WHATELY SNOWMOBILE CLUB



**By Robert Sabola**

The trails are in good shape and the bridges repaired. All our sensitive trails are signed. There is a new trail to Irving Gas Station. It's off of trail #8. Thanks to those few dedicated members that are willing to spend the time to make the trails safe for you and for me. I just can't thank these guys enough for what they do for this club. Maybe 2017 will be different and we will have more volunteers than we can imagine and an over abundance of funds to continue to build new bridges, upgrade our groomers and donate a little to the local charities. It's always nice to dream but it's more about goal setting and that's what we are going to do. Our goal is to grow the club, get more volunteers to help in the fall, and of course increase our revenue to support the ongoing maintenance of our trail system. Always ride safe and ride smart. GWSC Meetings: Second Monday of the month September through April. Location: Whately Town Hall (across the street from the Whately Inn). Time: 7pm. Email us at:

greaterwhatelysnowmobileclub@aol.com and visit us at sledmass.com/club/greater-whately-snowmobile-club/

## KNOX TRAIL SNO-RIDERS



**by James Richard, media director**

Hello Sno-Riders! By now, the annual raffle is history. Whoever the winner is, we hope you enjoy your new sled! KTSR presents its Annual Poker Run and Picnic. Ride the course, pick up tokens to exchange for cards. Best hand wins half of the pot! Entry is \$10 but additional donations will be appreciated! Check-in begins at 10am. It's on February 12 with a poor condition date of Feb. 19. It takes place at the Alexander's in East Otis on Ave. D, W26 on the KTSR map. There is a lot of activity on the trail front. The trail to Tucker's is on the map but be advised, this is a very steep trail and is for experienced riders during good snow conditions. The trail to Fratelli's has been improved and so have a number of bridges. There are some on-going logging operations so use caution. The purchase of a Kubota tractor with tracks, backhoe, and drag for grooming and trail work is proceeding. As always, give the groomers the right of way. Volunteers are needed for trail work, groomer maintenance and operation, club events, etc. Would you like to help? Call the Sno-Phone at 413-269-0243, go to knoxtrail.com, write to KTSR Box 363, E.Otis, MA 01029, or attend a meeting! See you on the trails!



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## LEICESTER

by Frank Bond, vice president



Hopefully by the time you read this we should have had our 1st meaningful snowstorm. As far as the club goes crews are going out on Sundays to clear and repair parts of our trail system. People are always needed to volunteer for this. Don't feel like an hour or two isn't helpful. Any little bit helps us keep our trail system going. This season especially it is vitally important to stay on the marked trail system. We have quite a few places that are very sensitive and our trail system could be lost forever if people don't follow the posted signage. Please tell friends and family to STAY on the marked trail system.

We are putting together our club events as I write this. Please check our webpage in the future for the latest events. Remember our meetings are the 2nd Wednesday of the month at 7pm from October thru March at the Leicester Rod and Gun Club, 1015 Whittemore St., Leicester. This is a good way to meet everyone, we are a lighthearted bunch that all enjoy the same thing: Snowmobiling! We also always need groomer operators. We only have a small handful of people that groom and extra help is always appreciated. Training will be provided. And as always think snow!

## MILL VALLEY

by Nathan Sansoucy



Now that winter is upon us we want to thank the trail crew and all the volunteers that put in long hours and time out of their Sundays to help make riding possible this year. Coming up in February our club will be holding its annual poker run. This year it will be at Swift River Sportsman Club, 350 Cold Spring Street, Belchertown, on the Feb. 12. Doors will open at 9am with or without snow. There will be group rides, a pot luck meal, and raffles. Please visit our club website at millvalleysnowmobile.org for more information and lists of times and prizes. We would like to thank everyone that came out and had a good time at our annual club Christmas party. Its always great to hang out and enjoy time spent with fellow club members. I hope that everybody's holidays were filled with joy and happiness and that we are out grooming and putting those much needed miles on our sleds by the time y'all are reading this.

## SAVOY KANARY KATS

by Doug Decoigne



Hopefully you are reading this after a great day of riding! We had a successful Christmas dinner/party at the Hilltop on Dec. 3. The raffle sled has been won by some lucky rider on Jan. 28. We have a number of club rides scheduled through March. Please see the website for details, they are always a good time. Our groomer garage continues to get closer to being 100% done thanks to countless hours spent by skilled club volunteers as well as members that have donated materials and equipment and operators. It is amazing what can be done when people work together towards a common goal! I would be remiss if I didn't give kudos to the godfather (and president) of the Savoy Kanary Kats "Bad-Bad" Dave Purple! He is truly an amazing person. His dedication to the club is unsurpassed...except maybe by Jim "Groomer Guru" LaFrance. He is a working dynamo as well as a genius at whatever

he does! There are a number of other dedicated volunteers that will be recognized in the next letter. Young snowmobilers should take a lesson from these awesome people.

## WARE RIVER

by Jay Pease, trail boss



At the time of this writing, groomers are ready and waiting for snow. Trail work is almost complete... just need to add snow. Go to [wareriversnowmobileclub.com](http://wareriversnowmobileclub.com) for trail information, upcoming club meetings and events.

## WORTHINGTON

by Michael Sarafin, vice president



Greetings fellow snowmobilers! Hopefully by now we all have put some miles on our sleds and have many more to go for this season. I would like to say thank you to all for joining WSC this year and supporting the club, we continue to be one of the most progressive clubs in the state and we couldn't do that without our strong club leadership and with support from members like you who buy our passes. The first-ever SAM early bird system seemed to be successful and I would like to remind everyone who bought a pass this year that you will be receiving a renewal form in the mail next fall. This is the most convenient and streamlined way to get your passes, so please continue to take advantage of it. Thank you all and ride safe! 🐾



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# Snowmobile Choices – Too Few or Too Many?

By Randy Toth

**D**o you have friends who say, “The snowmobile manufacturers have too few choices available when it comes to buying a new sled and I can’t figure out what to buy?” or do you have friends who say, “The snowmobile manufacturers have too many choices available when it comes to buying a new sled and I can’t figure out what to buy?” Maybe you have even heard both comments from the same person. What do you think?

There are four major snowmobile manufacturers: Arctic Cat, Polaris, Ski-Doo and Yamaha. In addition, there are 8 current sled categories: High Performance, Sport Trail, Crossover, Enduro Venture, Mountain, 2-Up / Utility, Youth, and Youth. These categories are described by American Snowmobiler Magazine as follows:

- **High Performance Sleds** - 150+ horsepower with high tech suspension.
- **Sport Trail Sleds** - 60-120 horsepower. Dollar for dollar the best value.
- **Crossover Sleds** - Longer tracks (137 to 146 inches) and great handling for both powder and trail riding.
- **Enduro Venture** - Similar to crossovers in terms of track length; but with more high end luxury features built in.

## 2017 SNOWMOBILE LINEUP - 191 SLEDS

	Arctic Cat	Polaris	Ski-doo	Yamaha	Grand Total
High performance	22	4	5	8	39
Sport Trail	3	3	5	2	13
Crossover / Enduro Venture	15	9	12	11	47
Mountain	10	9	15	7	41
Two-Up / Utility	10	9	24	5	48
Youth	1	1	0	1	3
<b>Grand Total</b>	<b>61</b>	<b>35</b>	<b>61</b>	<b>31</b>	<b>191</b>

- **Mountain** - Extra-long tracks (146+ inches) with great maneuverability for deep powder riding.
- **2-Up / Utility** - Comfort and economy with multi-seating capacity.
- **Youth** - A great way to get the younger snowmobilers on a sled (<125cc) of their own.

Looking within each sled category we find an amazing assortment of engine options (2-stroke, 4-stroke, single, twin, triple, carburetor, injection, direct injection, various engine displacements) and track options (various lengths, widths, lug sizes, embedded studs, after market studs) for us to choose from. Although not all mathe-

matically possible combinations of engine and track options are offered to the consumer, there are indeed many available. In 2017 you are limited to a mere 191 possible sled packages, this is down from the 193 sled packages offered in 2016. American Snowmobiler Magazine further combined some of these snowmobile categories when they presented their raw data. I have summarized the number of choices in the table above.

To further complicate your decision and to customize your new sled, there are numerous additional optional accessories to examine and consider such as:

- Storage (tunnel bags, saddle bags, heated compartments)
- Comfort (extra high windshields, heated seats, footrests, backrests, 2-up seats)







*Paul Richard displays his custom-built drag at the Sled Expo in October.*

# Cruise Control for a Drag: **PART 3**

## Building a Groomer Drag On a Budget

**By Paul Richard**

**I**n the last issue, I had discussed the process of converting a 1996 Subaru Sambar Kei truck into a trail groomer power unit (Part 2 of 3). Concluding the three part series, this article highlights the process of designing and testing a budget groomer drag constructed from scrap materials and off-the-shelf parts.

Being a flatbed style vehicle, I knew that the Sambar would be the perfect candidate for a gooseneck style hitch. I chose this hitch configuration because it locates the weight of the drag over the rear axle instead of suspending it out past the rear bumper of the power unit. This increases maneuverability, evenly distributes weight, and reduces stress on the machine's frame. The overall dimensions, weight, and blade configuration were driven by the width and capabilities of the 660cc 45 horsepower mini truck.

When constructing a groomer drag on your own dime, an inexpensive source



*The drag takes shape as pieces are welded together. The metal was salvaged from an old parade float, which made the project affordable.*

PHOTOS BY DAN GOULD AND PAUL RICHARD



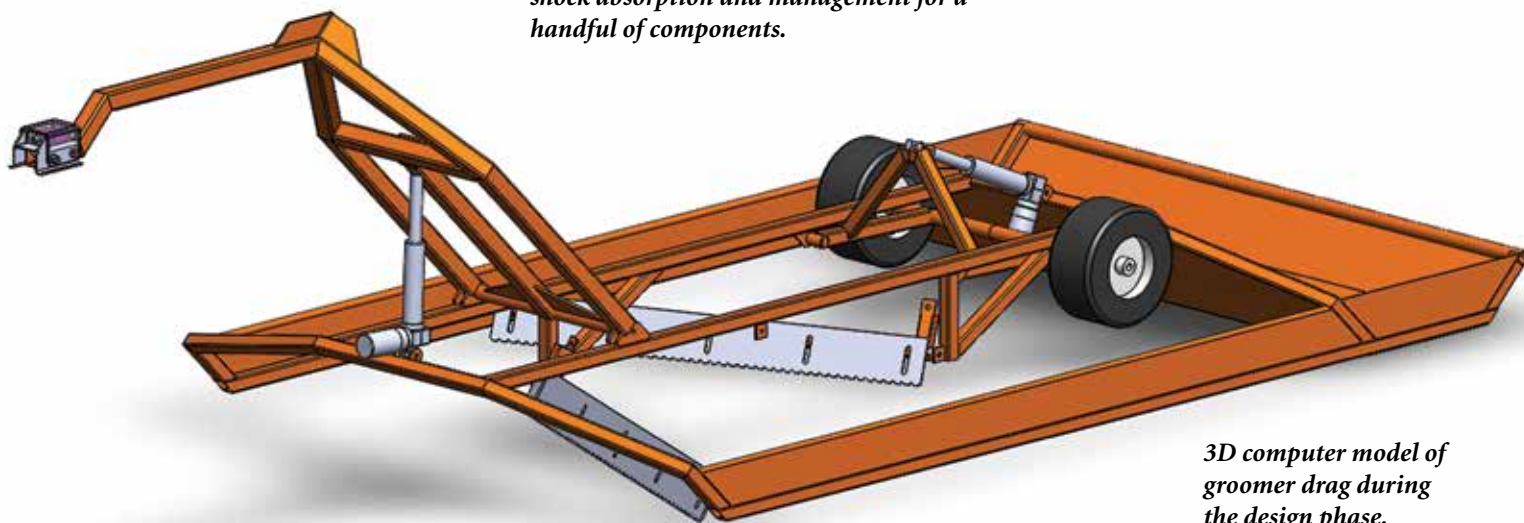


**Linear Actuator, with 250LB Lift Spring, reduces power consumption by 30% and improves lifespan.**

of materials is essential. For this build I was fortunate enough to salvage several feet of 1.5" square tube railings from an old parade float. With a sufficient source of frame material, I began the design process with a 3D computer model of the drag. By digitally simulating the frame, I was able to visualize, test, and optimize frame geometries to better withstand the trail's harsh terrain. The number of blades, attack angle, cutting angle, cutting depth, and spacing had to be considered. The



**3D printed circuit board rack provides shock absorption and management for a handful of components.**



**3D computer model of groomer drag during the design phase.**

blade grips were designed to accommodate adjustment of cutting depth, attack angle, spring-load tension, as well as provide easy removal of the blade. Each blade grip pivots about a 1" diameter pin with grease fitting to minimize wear and prevent mechanical failure.

The drag's automation has been provided by two 12VDC electric linear actuators sourced from a website called Surplus Center. A 500lb actuator, accompanied by a 250lb gas strut, is utilized to set the drag's height. The introduction of a gas "pulling" strut increases the capacity of the actuator, decreases power consumption, and increases the lifespan of the actuator. The 1000lb actuator was assigned to lifting the drag's packer pan. All actuator pivot points are outfitted with maintenance-free brass bushings.

The drag was completed with three coats of urethane primer and six coats of orange urethane base coat. Components such as tires, linear actuators, inductive limit switches, 3D printed enclosures, and a custom-built load measuring hitch (Part 1 of 3) were installed. Currently, testing of the rig is underway. However, poor winter conditions with minimal snow slowed down this process. 🐾

*Editor's note: Jim Richard was given credit for part two of this series, when in fact his son Paul was the author.*

# Filling in the Gaps

by Larry Tucker

Over the last three months all the trail crews worked hard at getting the trails ready, in a way, doing the work of a road crew. In other words, they were actually smoothing out our trails to make them resemble roads. It seems like this season is certainly starting out on a good note.

Even though our trails are in tiptop shape and our sleds are set to start on the first pull, there is still something missing. So, what could that possibly be? For my club, Mill Valley, a link does not exist between the towns of Belchertown and Shutesbury, a critical town-to-town trail connection. Understanding why this connection is critical is important. The answer can be found in the intended destination of our trail system and that destination would be Mt. Greylock. Yes, Mt. Greylock!

For the past several years, I have undertaken the task of creating a trail from Belchertown through Pelham and connecting to Shutesbury. Why am I doing this? If we can get to Shutesbury, we can then get to Wendell State Forest. And, if we can get to Wendell, we can then get on up into Erving State Forest which is in the realm of the Northfield Snowmobile Club. And, if we get to Erving guess what happens? Well, we should then be able to traverse the northern tier of the Statewide Snowmobile Trail System, or SSTS, and ride all the way to Greylock. I hope you can see why one little connection is so important.

But, as it turns out, it is not so little. Over these past several years I have met with and talked to many individuals and I have attended many meetings with state, county and local government agencies in my efforts to put this piece in place. It has not all been pleasant as there is still a contingency that does not care for our sport and will not help us. But it remains my dream to create this connection. I believe this project will be completed. I think we can all agree that it helps make our SSTS



PHOTO BY DAN GOULD

**I've always held the view that we should never be satisfied with the status quo and this is especially true with our trail system as this is the lifeblood of our sport.**



not just more complete, but more professional and more attractive with every new long distance connection completed.

I've always held the view that we should never be satisfied with the status quo and this is especially true with our trail system as this is the lifeblood of our sport. Thus,

we seek to continually improve our trail system. Even the head of the Environmental Police, Colonel McGinn, upon first viewing our state trail map asked, "How come there are so many gaps?"

As we enter into the new year of 2017, I have a view of more positive things happening for our trail system. I know that I will continue to work on the critical links for and hopefully, maybe a team will grow from this effort. If you wish to have more information relative to this or other projects, please feel free to contact me at [TuckerTrail@comcast.net](mailto:TuckerTrail@comcast.net).

I would like to offer special thanks to all of you that helped get our trails ready for this coming season and I hope to see you out on our snowmobile trails soon. And, remember, all snowmobilers are members of the trail connection team. 🐾





## Member Profile

### Terri Bird

**VOLUNTEER WORK:** I coordinate our many events and the club's efforts at the Sled Expo. Our winter carnival is one of our biggest events of the year for a scholarship fund in memory of my father. I have even recruited my family to volunteer their time. Filing legal incorporation status for the Savoy Kanary Kats was a grueling task. I also assist with grant writing.

**TELL US SOMETHING INTERESTING ABOUT YOU:** My father, Harold Rice, was one of the founding fathers of the Savoy Kanary Kats and a long-time President. So I grew up with the SKK club and snowmobiling. I remember, every winter, our yard being filled with sleds as all the events were held at my father's garage. Years later I met my husband, who was a member, and we went to a meeting together. I was hooked again to volunteer my time.

**SOUND OFF:** Even though I don't ride because I don't like the cold, the sport of snowmobiling is near and dear to my heart. You don't have to ride to be a member. Any club would welcome volunteers. 🐾



**Club:** Savoy Kanary Kats

**Years snowmobiling:** 0

**Current snowmobile:** I don't have one

**Club position:** Treasurer and Board Member for 8 years

## 2017 SAM Vintage Rides

The Snowmobile Association of Massachusetts and the Mass Vintage Snowmobile Club welcome the return of vintage rides this February. If you have a snowmobile enthusiast in the family, they're sure to love reliving the past. So rev the engine, puff a little blue smoke, and try to keep the old iron dog running without popping the hood.

**FEBRUARY 12, Bernardston Gill Leyden Snowmobile Club**  
Kringle Candle, Rte 5, Bernardston. 25-mile ride starts at 10am, registration at 9.

**FEBRUARY 18, Florida Mountaineers Snowmobile Club**  
Chilson's Pond, 80 Tilda Hill Rd, Florida. 20-mile ride starts at 10am, registration at 9.



Vintage sleds must display a Massachusetts State Registration. Special lifetime vintage registrations are available. Details can be found at [sledmass.com/vintage](http://sledmass.com/vintage)

Vintage sleds do not need to display a SAM Trail Pass for these special events. However, you do need to provide a current pink Trail Pass slip (from another sled you own) as proof of membership. Memberships will be available at all events. Visit [sledmass.com](http://sledmass.com) for additional details. Be Bold - Ride Old. 🐾

## Marketplace

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# SAM ANNUAL AWARDS

**REMINDER: NOMINATIONS FOR THE SAM  
ANNUAL AWARDS ARE DUE MARCH 1**

SAM volunteers are the heart and soul of snowmobiling. Without them there wouldn't be anywhere to ride. No trails, no clubs, no events, no leadership, no future. Snowmobiling would simply cease to exist.

Take a minute and nominate a volunteer right now at [sledmass.com/awardsscholarships/](http://sledmass.com/awardsscholarships/). Nominate as many people as you want. You can even nominate a person in multiple categories.

