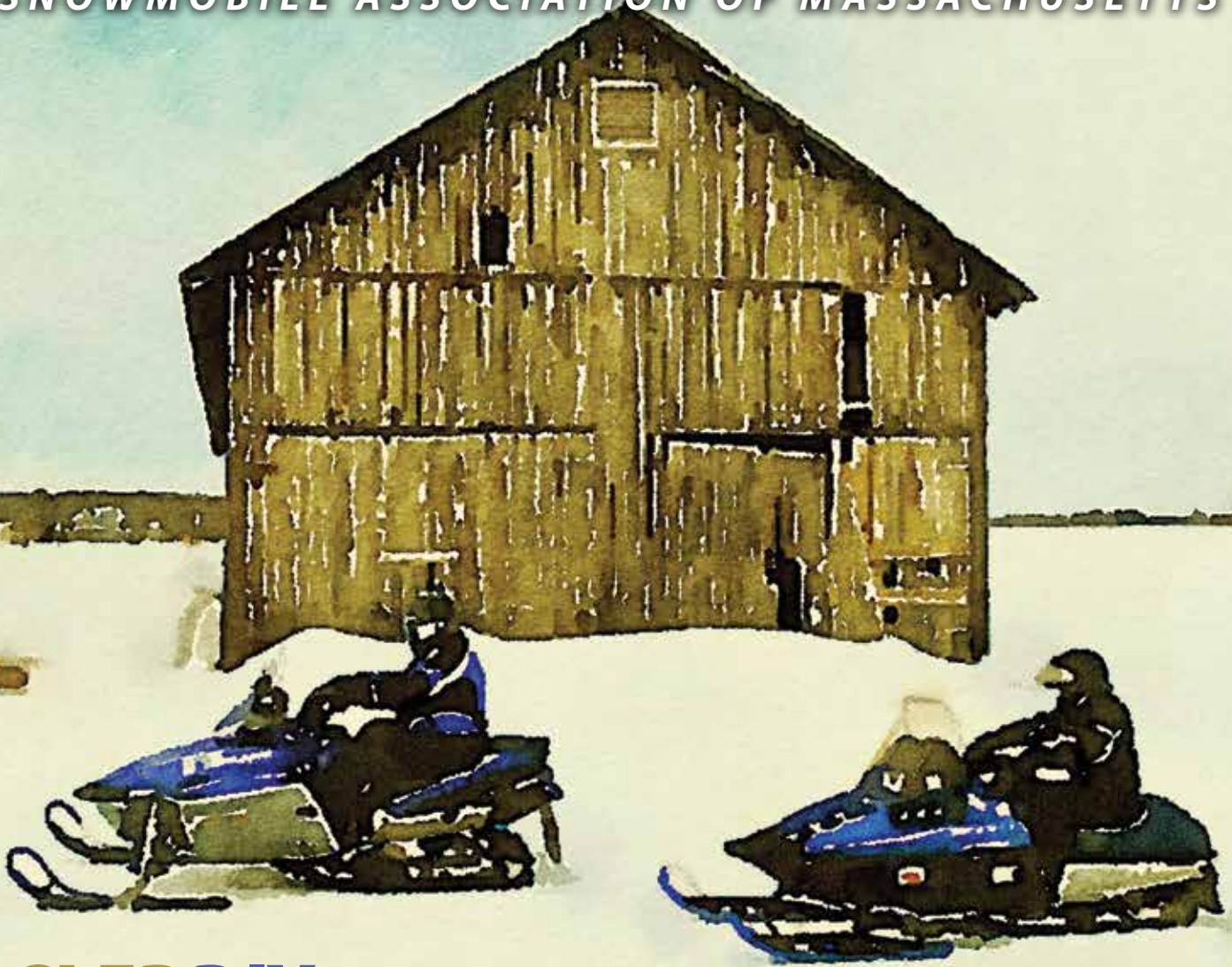


ON THE TRAIL

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Members of the Easy Riders Snowmobile Club are a fixture at the Sled Expo. The Super Store returns October 15 & 16, 2016. PHOTO BY DAN GOULD



The Burgy Bullets debut the new club shirts. Women's shirts and sweatshirts are also available.



Snowmobilers and pancakes. Does it get any better? Another successful pancake fundraiser by the Hilltown Snowmobile Club.

PHOTO BY MIKE DUFRESNE

Club Photos

See Club News on page 4



New reflective signs assist in night visibility while on the trails of the Burgy Bullets. PHOTO BY KEVIN KUKUCKA



Chesterfield Four Seasons Club young blood trail clearing crew, reporting for duty. PHOTO BY BILL GOLASKI

BILL GOLASKI



Members of the Snowbirds Snowmobile Club take a breather after clearing duties on Depot Trail in Spencer. The club is partnering with the town in an RTP grant to improve the 2-mile long rail trail. PHOTO BY DAN GOULD

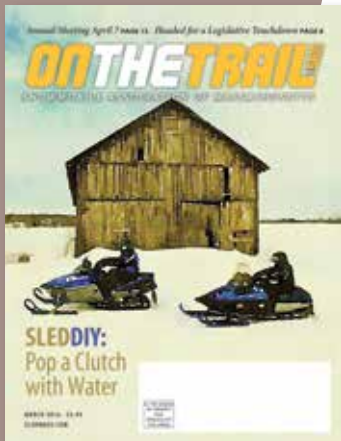
Contents

VOLUME 31, ISSUE 5

DEPARTMENTS

President's Message	2
Club News	4
Legislative Corner	8
2016 Sled Expo	9
SAM Annual Meeting	13

The Snowmobile Association of Massachusetts is committed to enhancing safe snowmobiling in Massachusetts.



FEATURES

06 / The Water Trick

By Dan Gould



10 / Hotflash Wins Again

By Randy Toth

12 / The Warmth of Lithium-Ion Polymer

By Jim Tucker



ON THE COVER

A weather-worn barn adds character to a field in South Deerfield.

PHOTO ILLUSTRATION
BY DAN GOULD

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President's Message**BY DAN GOULD**

Checking Off Tidbits

Yeah, there weren't as many opportunities to ride this year as last, so rather than go completely insane, I decided to tinker with the sleds. This fall I wrote an embarrassing list of neglected items within the family snowmobile fleet. Broken this and bent that. I figured that hanging my dirty underthings on the clothesline would force me to deal with it. Apparently my threshold of self-inflicted public humility has no limits. Nothing got done.

There were dozens of fixes and mods I've wanted to do on the sleds for years. Some rather simple, such as clean out the trunk clutter. Others, like replacing the cracked throttle lever on the handlebars, which was creatively held together with tape, deserved a somewhat higher ranking on the list. For the record, the throttle lever broke during the final ride last year, and never forget that duct tape can fix just about anything.

Tinkering isn't as satisfying as riding, duh, but it beats complaining. At the top of my list (right after the throttle fix) was installing electric start on my wife's sled. The benefits are vast. I no longer need to pull the rope on multiple sleds, and more importantly, my left ear no longer rings with her pleading for an automation that dates back to the age of bellbottoms and Go-Go boots.

A gently used electric start kit was purchased from eBay for reasonable cash. That was last spring, almost a year ago. It seemed like the perfect summer project. It then became a fall project, and then February appeared out of nowhere. I'm not a procrastinator, I swear. The problem lies in the limits of 24 hours per day and the inability to stay awake for the double dozen.

With encouragement from those with far greater skills than I, the engine now comes to life with little more than a push of a button. New carbides were bolted to the bottom of the skis and the speedometer should work again. All the other little tidbits on the list have been checked off and now I'm onto the next sled. Two down, two to go.

Speaking of getting things done, the SAM Board of Directors recently ratified the updated bylaws, along with the standard operating procedures. As you may know, we've been working on them since 2014. It may not sound like a big deal but the bylaws hadn't been reviewed since 2004 and we never had formal SOP's.

Another item checked off. Kudos to SAM's Executive Committee and the Board for their patience and attention to detail. Just like my sleds, everything should run a little smoother next season. 

Online at sledmass.com

Poll: What's the deciding factor in picking a sled?

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An aerial photograph of a vast, snow-covered mountain range. A winding road or path is visible through the snow, leading towards the horizon. The sky is a mix of white and light blue, suggesting a bright, sunny day. The overall scene is serene and majestic.

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ADAMS SNO DRIFTERS

by **Chrissy Satko and Joe Rogge**, board of directors

As we end another season of snowmobiling we have a few points to ponder and reflect upon. Did we thank all of our landowners and volunteers? Did we leave the trails in better shape than we found them in the late fall? Did we support any charities? Did we project a good image specifically of our club and snowmobiling in general? Did we encourage new members to be part of our activities? Did the new members feel a part of the trail trim process? An excellent article concerning how to welcome new members by Randy Toth (past issue of On the Trails with SAM) really made an impression. Finally a point to really ponder! Were we responsible for any trail closures due to improper trail etiquette? Has the behavior of our club or individual members alienated the community or landowners? We cannot recall the last time a snowmobiling family ever caused a trail to be closed. So who are those who did and what did they do? Was it failure to stay on marked trails? Was it excessive speed or noise? Was it damage to property or litter? Just think about it! See you next winter.



BERKSHIRE SNOW SEEKERS

by **Randy Toth**

As this riding season draws to a close, I'd like to take a moment to thank all of you who helped our club remain a strong viable organization. First, thanks to our private and public landowners, without whose generosity we would not have an interconnected snowmobile trail system. Thanks to those individuals who tirelessly performed much needed trail work and grooming to keep our trails in top shape. Thanks to the groomer mechanics who kept our aging fleet in operation. Thanks to our officers and board of directors for running our club and to the core group of members who faithfully kept coming to our club meetings and helped conduct club business. Thanks also to those who helped obtain RTP funds.

Thanks to those members who did not have the time to actively participate, but chose our club to join in order to snowmobile on our trails. Thanks to our trail permit outlets: Pittsfield Lawn & Tractor, Ronnie's, Friendly Fred's, AJAY's, Hinsdale Trading Company and Lanesboro BP Gas. Have a great summer and we hope to see you all back next year.



BURGY BULLETS

by **Kevin Kukucka**, secretary

Hello all. Hopefully everyone has enjoyed a great riding season. I'm writing this at the end of January and we are in the middle of a snow drought. Seems very similar to last year's conditions. The clubhouse will be open every Fri. 5-10, Sat. 10-10 and Sun 10-5 until the snow melts. The "Legends of Snowmobiling" dinner is scheduled for March 5 at the Chesterfield 4-Seasons club. We have our annual "Frank's Camp Ride" scheduled for March 12. There will be more info to come on all scheduled events, so watch our Facebook page. We also have a newly designed shirt, women's shirt and sweatshirts for sale, call Kevin at 413-559-7920. And don't forget that we start up Thursday night horse-shoes when the weather gets nice. I hope everyone had a great riding season. And thanks to all that helped keep the clubhouse open and the trails/bridges maintained & groomed. It takes a ton of volunteer support to keep these clubs in operation, so please step-up and make a phone call to your local club and volunteer some manpower.



CHESTERFIELD FOUR SEASONS

by **Bill Golaski**, president

As I write this article on 01-25-16 it is a sad day. The Patriots just lost and we have no rideable snow. We just missed the Blizzard of 2016, it went south. Even with these sad thoughts, things are looking up for our club. We have a few newer members that are joining in to help with club projects and events. We have our new 2016 Bearcat and drag at the club ready to go. The grant work for the groom-

er is off to a great start and should be completed soon. We can always use a helping hand, just ask one of us how. Our club is more prepared this year for the snow than it has been in a long time, and the snow will happen! Thanks to all the volunteers that helped get everything ready for the riding season. Without these people the club would be nothing. Elections will be coming up soon and I believe there may be some open positions, if you'd like to run for a spot. When it does snow we hope to have the club open on Friday PMs, Saturday day and eves, and Sunday days. Hope to see you at the club or on the trails. A special thanks to all members/officers/BODs who are willing to give up their free time to help with projects and events at the club. Thank you, all!



CONWAY

by **Ed Skorupski**

As I write this in January for the March edition, I find myself feeling that this season feels just like last year's. Waiting for snow again. And just like last year, I hope that the month of February is kind to us, as the beginning of the season was less than we had hoped for. Although some people look at this as negative, for us, we have had more time to work on trails and bridges and that will bring positive returns for the future. Our groomer operators and mechanics stayed busy making needed repairs and modifications-thanks go to Paul Sokoloski, Mike Barlow, Wayne Jackman, Dan Thurlow, and Ron Sweet. Even in a low snow year, the equipment still needs attention. Again this year Ron Hawkes took care of the bulk of the signage on our trails. Some newer members, Jim and Faith, have stepped up to give us much needed help. Thanks to our SAM Delegate, Ed Skorupski and our alternate, Craig Warner, who help us to hear the SAM message, and more importantly, help us be the voice of SAM. And I can't forget our officers, Ron Sweet (President), Mike Barlow (Vice President), Carol Thurlow (Treasurer), and Jeff Smith (Secretary). Please visit us at sledconway.com or check us out on Facebook.



EASY RIDERS

by Steven Conti, vice president/editor

Hello snowmobilers. Unfortunately all good things must come to an end and snowmobiling is no exception. The Easy Riders had a pretty good season that was fun and exciting. Our planned trips around New England and Canada, made for a great season, despite the early-on snow drought. Sometimes you need to go where the snow is to have fun. We have our season-ending banquet next month to look forward to and review the trips with a season-ending video during dinner. I wish you all a great off-season and we will be back on the trails before you know it.



GREATER WHATELY

by Robert Sabola

GWSC had a banner season in getting things done.

Volunteers were hard at work getting the trails into tip-top shape, putting out the trail signs and pennants as well as fixing up the groomers. Next season should be a bit easier. Without the help of volunteers none of this work would have been possible. Thank you, Curt and Joe, for all the work you put into our trail system. Carl, Matt, Don and Todd: your help cannot go unnoticed either; thank you for all the work you did. Those who come to the meetings and put up with me, I salute you and thank you for attending. A special thanks to all the landowners who grant us permission year after year. Your kindness and generosity is so appreciated. Town of Whately, thank you for use of the Town Hall. Fishtales Bar and Grille, Muffins General Store, Acme Automotive and Valley Motor Sports we appreciate your willingness to sell trail passes for GWSC, thank you. Meetings: Second Monday of every month, August through April at the Whately Town Hall. Start time is 7pm. Email us at: greaterwhatelysnowmobile-club@aol.com. Visit us at: sledmass.com/club/greater-whately-snowmobile-club/



HARVARD

by Joe Gibbons, board of directors

2016 was off to a slow start for all of us. Where is the snow? Instead of club cookouts and rides we were considering a gathering for a snow dance in hopes

the snow gods would grant our wishes. In the meantime our club has been planning some trips up north to the State of Maine: Millinocket, Jackman, Rangeley. I can't wait! Mark Adams, our vice president, hosted a unique contest at our January meeting. Everyone brought in some interesting broken parts and had to deliver a story along with the evidence. This was a blast and we all had a few laughs. Evin was the winner with his blown piston story. By the time you are reading this I am certain we will all have some miles on our sleds on the awesome trails here in Massachusetts. For now we will keep checking future weather forecasts-12 times a day. Just pray, pray, pray for snow!



KNOX TRAIL SNO-RIDERS

by Jim Richard, media director

In case of snow, break glass! At two months into the season, not a suitable amount of snow has fallen across the SAM network. It's hard to write the last Club News when one has yet to set foot on a sled for the season. There is something about gliding over snow and ice. Mankind has been fascinated by it for centuries. Skis, sleds, skates, sleighs, and recently, powered snow machines. Members work tirelessly to keep up the club's infrastructure, equipment and good will, as well as their own sleds, just to be able to ride those machines and satisfy the fascination! The club suffered through seasons like this before and will again. So imagine your club is a fire extinguisher. You invest in it, keep it in good working order, and rarely use it, but when you need it, you got it. When the snow finally falls, no matter how infrequently, you are protected. So the next time in case of snow, break glass! With that said, The Knox Trail Sno-Riders want to thank everyone for their hard work and allegiance. February, March, and even April are notorious for bringing on the snow. By the time you read this, hopefully they live up to it! Whatever happens, see you next year, on the trail! The new knox-trail.com website is now live! There is still a lot more work to do.



SAVOY KANARY KATS

Hello sledding fans! This writing finds us a little low

on snow. We are still doing maintenance/updates on our equipment and clearing more trees that came down during the recent high winds. Instead of the Old Timers' Ride on Jan. 30 we had a cookout at prez Dave's before the Ski-Doo raffle drawing at the Hilltop. When you read this you will know when we were graced with the big white blanket we crave. We will also have had our famous Harold Rice Carnival on Feb. 20. Despite the lack of snow our membership numbers are still good! There have been a generous amount of groomer donations sent in with those memberships, thanks to all! It's also time to thank some valuable members whose commitment to our organization allows our success. Dave Purple is tireless in his efforts, I don't think he has ever missed a SAM meeting. He gives us all awesome feedback on what goes on. And the LaFrances, Steve Mix, Steve Parson, Rich Massey, the Pause boys, the Decoignes and many others go above and beyond to make the club function like a well-oiled machine.



WORTHINGTON

by Michael Sarafin, vice president

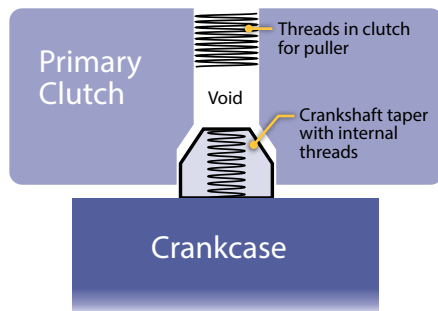
Hello fellow snowmobilers. Here we are in the middle of another snowmobile season. Hopefully by now we all have put a few miles on our sleds. I would like to update everyone on some of the new things going on in the Worthington Snowmobile Club. This January the club added to our grooming fleet by purchasing a brand new 2016 Arctic Cat Bearcat groomer special outfitted with an Arrowhead drag. This makes the third Bearcat GS that the club owns. WSC continues to be at the forefront of grooming with one of the newest, if not the most up to date fleet of groomers you will find in the state or anywhere. We would like to thank all of our active members and everyone that joins our club for helping make this possible. This year also marks a first for the club by raffling off a brand new Polaris Indy 600. We thank everyone who supported the club by purchasing a ticket and a very big thank you to the members who organized the raffle and sold tickets, as well as Southside Polaris. It was huge for the club. I hope everyone has a safe and enjoyable season and remember to join WSC for many more seasons to come. Thank you all and think snow! 🐾



Snowmobile Clutch Removal: The Water Trick

Removing a snowmobile's primary clutch is straightforward if you have the proper tools. Even then, a stubborn clutch sometimes refuses to pop. The clutch puller is threaded all the way in and nothing happens. There are several remedies. A common technique is to strike the end of the puller with a hammer, letting the shock of the blow break the taper's death grip. Others simply let it sit overnight with the puller under tension. Oftentimes it will simply pop free in a few hours. Some place a heavy dab of grease on the end of the puller, allowing hydraulic pressure between the end of puller and the void where the clutch bolts into the crankshaft to build. This technique leads us to the water trick.

It's important to note that I'm not a real doctor or professional mechanic, although I do play one on YouTube. If



PHOTOS AND ILLUSTRATION BY DAN GOULD

you choose to try any of these methods, you do so at your own peril. I'm not responsible for injuries or damage to you, your snowmobile, your pets, or anything else. If you're unsure, seek professional advice.

The scenario: You need to remove a clutch but don't have a puller, or traditional methods aren't working.

The theory: Water fills that void where the puller would go. By threading a bolt into the clutch, hydraulic pressure builds in the void, forcing the clutch off the crankshaft taper (Figure 1).

Before we go any further, did you know that a snowmobile can be started by simply spinning the clutch with your bare hands? Did you know that this could remove your fingers from their proper location? Since we are going to be handling the clutch, it's vital that the ignition key be removed and the kill switch be in the "kill" position. You could even disconnect the spark plug wires from the plugs for good measure, that's what I do.

After removing the belt, use a clutch holding tool, or another method to keep the primary from spinning, and remove the center bolt (Figure 2).

Next, you need to roll the snowmobile on its side and safely support it. If you haven't done this before, do a quick Internet search for guidance. It's important to avoid damage to the sled, as well as fuel and oil leaks, so take appropriate measures.

If you have a Ski-Doo, you can typically use the same bolt that secured the clutch to the crank for the next step, since it's the same exact tread size. On other brands, the bolt that secures the clutch



Fig. 2



Fig. 3

Use the clutch bolt (top) rather than a puller (bottom) for this trick.



Fig. 4

to the crank is smaller than the internal threads of the clutch, itself. Remember, we are threading a bolt into the clutch to remove it, not the crank. The threads are close to the outside face of the clutch. No big deal, all you need is a larger bolt that threads into the clutch. You can look up the clutch puller thread size for reference (Figure 3).

A tight seal is needed between the bolt and the clutch threads to build pressure. Wrap Teflon tape around the bottom inch of the bolt with a slight taper, wrapping thicker as you go. Five or six wraps should do it. Wrap in the opposite direction of the bolt threads, that way it won't peel off as it's screwed in (Figure 4).

Pour water into the void where the bolt was until it starts to flow out the top (Figure 5). Avoid air bubbles, as air compresses and can be unpredictable. Don't be tempted to use carbonated drinks, for the very same reason. Plain water does not compress, it builds hydraulic pressure, which is what we want.

Next, thread the Teflon wrapped bolt into the clutch by hand, then use a ratchet. It only takes a few turns to pop (Figure 6). Since the clutch can release with some force (regardless of what method you incorporate), use a ratchet extension to give your hands some space. Wear gloves and eye protection, and don't hang directly over the work area.

If it doesn't work due to a poor seal, remove the bolt, wrap it a little bit more, and repeat. After it's removed you can roll the sled back on its track and finish the job. The process is simple, so much so, that you may never use a traditional puller again. Watch the YouTube video at sled-mass for a complete demonstration. 🐾



Fig. 5



Fig. 6



Legislative Corner

BY LARRY TUCKER

Headed For a Touchdown with SAM Bill S1955

As I sat down to write this article, I realized that we have not talked lately about our pending Snowmobile Association of Massachusetts legislation. We are at the half-time of the current two-year, 2015-2016 legislative session and a lot of work has already been accomplished. The current SAM legislation is bill S1955: An Act Establishing a Snowmobile Educational Safety Program, and here is an update on this important legislation.



PHOTO BY CRAIG WARNER

1st HALF LINE UP: KULIK, SCIBAK, GOBI AND THE SENATORS.

Originally filed in early 2015 as H708 in the Massachusetts House with sponsorship by Representatives Stephen Kulik and John Scibak, it was also filed with identical language as S416 in the Mass. Senate with sponsorship by Senator Anne Gobi. This marked the first time that our legislation had been filed in both branches of state government and reflects the strong support within our legislature. A public hearing was held on May 12, 2015 for both bills and they were given a favorable report out of committee. Subsequently, a little over a month later, on June 29, they were combined into the new number of S1955 and forwarded to the Senate Ways and Means Committee. It will be the action of this committee to move the bill out to the Senate for a vote followed by a move over to the House for further action.

2nd HALF LINE UP: YOU. YES YOU ARE AN IMPORTANT PLAYER.

We can affect the passage of this bill if we can all join together and take a minute to

contact our state senators and ask for their support of S1955.

If you live in Ashland, Framingham, Holliston, Hopkinton, Natick, Franklin and Medway, please contact: Senate Ways and Means Chair Karen E. Spilka at 617-722-1640 or Karen.Spilka@masenate.gov

If you live in Northampton, Amherst, Hadley, Hatfield, Pelham, South Hadley, Bernardston, Colrain, Deerfield, Erving, Gill, Greenfield, Leverett, Leyden, Montague, New Salem, Northfield, Orange, Shutesbury, Sunderland, Warwick, Wendell, Whatley, Royalston, please contact Senate President Stanley Rosenberg at 617-722-1500 or Stan.Rosenberg@masenate.gov.

If you live in Williamstown, Hancock, Clarksburg, Adams, North Adams, Florida, Savoy, Windsor, Cheshire, Lanesboro, Pittsfield, Dalton, Hinsdale, Peru, Richmond, Lenox, Washington, West Stockbridge, Stockbridge, Lee, Becket, Otis, Sandisfield, Great Barrington, Monterey, Tyringham, Egremont, Sheffield, New Marlborough, Chesterfield, Cummington, Goshen, Huntington, Middlefield, Plainfield, Westhampton, Williamsburg, Worthington, Ashfield, Buckland, Charlemont, Conway, Hawley, Heath, Monroe, Rowe, Shelburne, Blandford and Chester, please contact Senator Benjamin Downing at 617-722-1625 or Benjamin.Downing@masenate.gov.

If you wish to find out who your State Senator is, please go to <https://malegislature.gov/>.

TOUCHDOWN: THE PASSAGE INTO LAW OF S1955!

Again, I offer special thanks to all of you that have helped with our SAM legislative program. Please keep in touch with your legislators and I hope to see you out on our snowmobile trails soon. And, remember, all snowmobilers play on the legislative team, so please help this touchdown become a reality. 🏈

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Snowmobiling Adventures with **HOTFLASH**

Part III: Hotflash Wins Again!

“Hotflash” my good friend and snowmobiling buddy will remain anonymous for his own protection. In fact all of the names in this series have changed to protect the guilty, but the incidents, as unbelievable as they seem, are true.

■ ■ ■

By Randy Toth

It snowed early this particular year and I just had to try out my brand new high-tech snowmobile. I called up my buddy Hotflash, and we agreed to meet at the parking area on Mount Greylock. Knowing that Hotflash always likes to get there before I do, I made it a point to leave even earlier than usual. I forget the score on showing up early but I think

he's ahead. I managed to hit all green signal lights in Pittsfield and made it to Lanesboro in record time. I zoomed past Hotflash's street in Lanesboro - with no Hotflash in sight. “Home free,” I thought. “I will definitely beat him.”

Suddenly I see a truck with a snowmobile trailer coming up quickly behind me. How the heck did he catch up so quickly? Not to worry. I push my foot down to the floor to make sure I stay head. I pull into the Mount Greylock turnoff knowing that the more powerful engine in my SUV will out-pull his puny little truck up the steep hill to the parking lot on Greylock. I floor it and keep checking in the mirror to be sure I'm ahead. I no longer see him following me. I quickly pull into the parking lot and stop - right behind Hotflash who ambles over and says, “What took you so



long, partner?" My blood is now boiling and I vow to leave even earlier to beat him to our meeting place the next time.

I start my sled, warm it up for a minute, put it into reverse, and proceed to back off the trailer. I quietly chuckle to myself as I think about poor Hotflash having to pull his older sled off of his trailer by hand while I simply drive mine off. Of course, I will ride over and offer to help him after I unload. I start to wonder why it's taking me so long to back off of my trailer. After all, the trailer is now tilted upward at a 45-degree angle and my engine is laboring, but I'm not moving. Then my sled stalls. I quickly restart it, put it back into reverse and attempt to back up again. It stalls yet again. After several more unsuccessful attempts to back up, I start thinking about the 200-plus page manual and what could possibly have failed on my brand new sled.

Man, I hope Hotflash isn't watching. He is the last guy I want to hear from right now. Suddenly I'm aware of a presence to my left. I turn in time to observe Hotflash sitting on his sled next to my trailer just shaking his head. Okay, I thought, he is probably going to make some totally uncalled for remark about my brand new high-tech sled. Instead he just calmly yells over "Don't you think it would work better if you disconnected the high strength nylon safety strap you always tie between the back of your sled and the back of your trailer? I'd get off and disconnect it for you but you seemed to have backed partly off of the trailer and the safety strap disconnect is now buried under the rear of your sled and deep in the snow." All I could think about was the Southwest Airlines commercial where the announcer says, "Wanna get away?" 🐾

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WHAT MATTERS IS WHAT'S NEXT



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The Tech Corner

BY JIM TUCKER



What Price is Warmth?

In the never-ending quest for warmth while snowmobiling, your humble reporter has stumbled upon something quite unique. Stick with me here as we travel down a familiar road but with a slight twist. In a previous article I reviewed Schawbel Technologies Therma-cell Proflex Heated Insoles and liked them for their end-of-the-ride boost to my core temperature and remote control feature. Make no mistake about it, we snowmobilers love the cold but don't like to be cold.

With a little help from Art Schawbel I managed to score his latest product called the ThermaCELL Heat Packs, rechargeable heated pocket and hand warmers. Bonus points go to Schawbel for thinking somewhat outside the box and helping the planet by preventing more disposable heat packs from ending up in landfills across this nation. How is this outside the box? For years we sled-heads have mostly had

a diet of heat packs to stay extra warm on the trail, save for the occasional trip inside a restaurant for lunch to thaw out. Rather than a disposable unit, ThermaCELL was looking for a way to use present battery technology to keep us warm. You have to admit, batteries have come a long way. They are smaller and their capacity to maintain a charge has been extended considerably. The batteries in these warmers are lithium-ion polymer, the latest in battery technology, and boy do they work well in this application.

There are two distinct Heat Pack products. First up is the Pocket Warmer (\$69.99 list price), a single unit that is bigger and heavier than the small hand warmers. One side is red and the other side is black rubber, looking much like a cell phone cover. The red side is the one that stays hot, so when you insert it into your pocket you want that side facing

your body. Charge times are fast, the LED glows red when charging and then green when complete.

The Hand Warmers (\$79.99 list price) are smaller and have the same charging setup as the Pocket Warmers and fit in most modern gauntlet style gloves quite nicely. Pressing the button on the side of the Heat Packs allows you to choose different heat levels, with three flashes of the LED indicating high. Ahh, that feels good.

Both models come with their own charger, featuring USB type connections. The Hand Warmers have two cords that plug into the single charger, so you can charge both simultaneously.

I wanted to write this review for you as soon as possible, so rather than wait to ride, my testing took place while performing outside chores at the house and walks in the woods on cold days. Needless to say, these things are hot.

I have to say that the Hand Warmers are my personal faves. Yes, they do work, quite nicely. Once maximum warmth is dialed-in, soothing warmth is felt within the glove on the back of the hand. Just what's needed on those brutal sub-zero days.

The Pocket Warmer also radiated plenty of heat. It fit in my pocket nicely and began to warm my core in short order. The heat was intense, but for how long, I wondered? I'm happy to report they work as advertised. Warmth was felt up to the 5.5-hour mark, so very close to what they claim. The bonus here of course is at the end of the ride they can be re-charged. Wait a minute! With the USB connector you can charge these product while you're actually riding, no more chills during those ultra long rides that end up going past sundown.

So, it's thumbs up for both of the Heat Packs. They delivered warmth, advertised battery charge longevity, useful chargers, sturdy cables and easy to read directions. I rate them 4 out of 5 carbides. My only reservation was the price being a little high, but I've found significant online discounts, and besides, what kind of price can you put on your comfort? Based on 500 charges, ThermaCELL claims that it costs 16 cents per use compared to a buck a shot for the disposables. Factor in that they can be turned on and off on a whim, and the ability to adjust heat output, and all of a sudden we are getting closer to the Holy Grail of warmth. Feel the glow! 🖱️



SAM Annual Meeting, April 7

The SAM Board of Directors invites you to celebrate your association at the upcoming SAM Annual Meeting and dinner on Thursday, April 7. Relax and enjoy dinner with your friends. Participate in the business meeting and the honoring of our award recipients.

Bluebonnet Restaurant, King Street, Northampton, MA 01060

Thursday, April 7, 5:30 PM—9:00 PM

Registration & Cash bar will be open at 5 PM

5:30 Social with Hors d'oeuvres

6:30 Buffet Dinner

7:00 Annual Meeting, Awards & Raffle

Pre-Registration is required online or by calling the SAM office

Registration Deadline is Thursday, March 24

Buffet: \$20 per person in advance

Reserve table: \$20 per table in advance



PHOTO BY DAN GOULD

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*The warranty is a three year factory limited warranty. See dealer for details. **On approved credit. See dealer for details. \$500 customer deposit required before April 16, 2016 which will be applied to down payment. Some conditions apply. See your participating Yamaha dealer for complete details or visit Yamaha-motor.com. © 2016 Yamaha Motor Corporation, U.S.A. All rights reserved.

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