

The Official Publication of the Pennsylvania State Snowmobile Association

Keystone Snowmobiler

February 2017
Volume 28 Issue 2



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A past Laurel Highlands SMC Poker Run Checkpoint gathering with Jim, Scott, George, Linda, Anthony, Kelsey, Junior, and Linda. See article on page 8.

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This issue mailed on or before January 26th.

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THE KEYSTONE SNOWMOBILER

published monthly by
HARTMAN PUBLISHING COMPANY
2286 Black Rock Road
Hanover, PA 17331
Phone & FAX: (717) 633-5051
E-Mail: keystonesnowmobiler@comcast.net

EDITORS: Peggy & Henry Hartman
MATERIALS DEADLINE:
10th of month preceding issue

MOVING FORWARD



Hopefully February will bring better consistent snow conditions favorable for snowmobiling. There is HOPE! In the meantime use your time wisely.

It is that time of year for clubs to recognize club members who promote your club/Pennsylvania State Snowmobile Association (PSSA) and promote snowmobile recreation. Consider persons from your clubs for the following PSSA awards:

- ❖ Snowmobiler of the Year
- ❖ Snowmobile Family of the Year
- ❖ Snowmobile Teen of the Year (new award)
- ❖ Snowmobile Dealer of the Year
- ❖ Forest/Government Official of the Year

The Teen Award was begun to recognize youths who go above and beyond what is expected of a club member. Consider how they help your club and promote snowmobile recreation in a positive way. **They are the future of snowmobile recreation.**

The nominee(s) must have been a PSSA member or a business member since January 2016. Government /Forest Officials do not have to be a member. **Send your nominations with a short resume to the Erie office by March 19, 2017.**

Clubs are also reminded that Regional Directors whose term expires in 2017 need to either nominate the person again or someone else. **Regional Directors are very important to this organization.** They are our contact with the grass roots. The more the Board hears from them the better our organization can become. **E-mail your letters of support to the Erie office by March 3, 2017.**

Nominations for three Executive Board positions are due in the Erie office by March 5, 2017. You will be given a list of questions to be answered. Your resume and answers will be posted in the April Keystone Snowmobiler.

Annual Membership Meeting is Saturday, May 13, 2017. It is held at the same Ramada Conference and Golf Center in University Park, PA as last year. Your ideas and suggestions for topics/speakers are always welcome. Send them to my attention at the Erie office.

PSSA was notified by DCNR of the availability of an on-line Youth Safety Course for PA youth. This class has been established for those riders who either missed a Safety Course in their area or bought a sled late in the season. There is a cost associated with this course. PSSA continues to support hands-on safety classes with an Instructor. Contact DCNR for further information. (See page 11.)

PSSA is revisiting HB 1913 which dealt with joint-use roads and alternate trails. This Bill died a slow death in committee. The economy of rural areas would greatly benefit from the use of joint-use roads by snowmobilers. Gas well drilling has the potential to impact designated snowmobile trails. This bill tried to provide for alternate trails where necessary.

Those of us who have been around a few more years than others can remember when the Registration Fee cost nothing or very little. The present fee of \$10.00 has been around since the mid 70's. I wonder what the value of that would be in today's economy?

The American Council of Snowmobile Association Calendars (ACSA) calendars are available. The cost remains \$20.00. This is a great way to help support all they do to promote safe snowmobiling on a national level. Send your name, address and check made out to ACSA to the Erie Office. You will receive the calendar in the mail.

The Board is continuing to discuss the needs of the PowerSport Show. By the time you read this we should have a Chairperson and ways to pay for the Show without depleting the budget. Think Snow!

Liz Krug, President
PS. Annual Meeting
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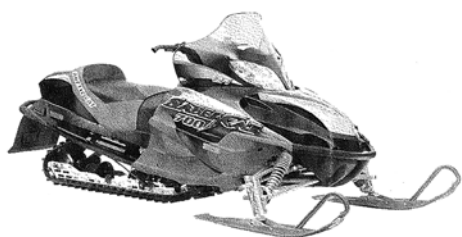
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NEWS FROM PSSA'S GRANTS ADMINISTRATOR



Hello, PSSA Members,

I am thrilled to report that PSSA has been awarded a grant from DCNR for our application submitted last April for Round 22. We

were awarded \$100,000 to administer mini-grants to snowmobile clubs. We have not yet signed an agreement, but we will email an announcement to your club contact and will issue a press release when another mini-grant round has opened. It usually takes a few months for the paperwork to go through.

I have recently been submitting pictures of mini-grant projects to show results of how these mini-grant funds are benefitting the clubs and snowmobiling in general in PA. Be sure to see in this issue pictures of the results of Tionesta Valley Snowmobile Club's trail work on the Allegheny Snowmobile Loop- Red # 1 Trail – Lumber Trail/Zig-Zag area, which was completed with mini-grant funds. As the club reported in their mini-grant report, "Trees were taken down to allow for a more useful and groomable trail treadway, plus larger openings were created for the turns to be negotiated better by groomers and sleds. Ditches were dug and cross-pipes were installed to provide better drainage." This is quite an improvement for the narrow curve on this trail and enabled collaboration between Tionesta Valley Snowmobile Club and Forest County Snowmobile Club, who was able to use their larger groomer after the trail was widened. Thank you to both clubs for working together to make this a better quality snowmobile trail!

In regard to other PSSA grant programs:

Mother Nature has not been a friend to PSSA's "SnowTrails TV" project that will showcase PSSA, clubs, and snowmobiling in Pennsylvania. We have had to move the schedule back three times due to lack of snow. Thank you to Video Mike, the tourism bureaus who are sponsoring the project, volunteer club members, and lodging establishments for your flexibility!

The Navigational Signage Grant – Phase Two ended on December 31, 2016. Thank you Glen Knisely and to all of the club volunteers who donated your time GPS-ing the trails for this Phase.

The Navigational Signage Grant – Phase Three for the northeastern part of the state is still open and volunteers continue to work on that project. Thank you to Liz Krug for taking over the coordination of the project in the field.

REMINDER: Round III of DCNR Round 19 mini-grants will end April 1st and reports will be due April 15. This pertains to clubs whose projects have been extended.

REMINDER: Round I of DCNR Round 20 mini-grants will end April 15 and reports will be due April 30th. The grant application period for DCNR's Round 23 opened January 23rd and is due on April 12, 2017. I will be working on another application for mini-grant funds.

That's all for now. Feel free to contact me if you have questions.

Lori Elliott, PSSA Grants Administrator

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Lower Left: Tionesta Valley Snowmobile Club's Mahindra Trail Maintenance Tractor drags metal pipes, provided by the Forest Service, to the project site. Thank you to the Forest Service for your help on this project.

Lower Right: The project trail after the season's first heavy snow in December 2016 and after it was packed-in by Terry Wood of Forest County Snowmobile Club. Visible evidence of a wider and improved trail.

Middle Right: The actual "ZigZag" portion of the project, looking uphill between the hairpin turns on the national forest. This image shows a wider, better graded and better drained trail, a major improvement over what the trail was like before work began.

Bottom Right: Wide-angle view of one of the "hairpin turns", now vastly improved.



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CHICKAREE RIDGE RUNNERS SMC

Hello from The Chickaree Ridge Runners Recreation and Rescue Snowmobile Club. We have a little bit of snow as I write this, but it is supposed to be 50 degrees later this week. What a strange winter so far! The club will hold its annual Benefit Poker Run on Feb. 12th, 2017, this years recipient will be Ray Primel. Ray is a former club member and has been battling cancer for several years. We appreciate any and all support for this event. It begins at 1pm and we will have a trail ride to pick cards on snowmobile (weather permitting) or you can pick them at the clubhouse, and a trail ride following the auction and award of prizes.

Dr. Don Leckey has been busy planning our trips for the upcoming season. He has a trip planned for Wellsboro, or Erie, Pa. It will depend on who has the most snow. That trip is from Jan. 13th thru the 15th. The other trip that he has planned is to The Forks, Maine. That trip is scheduled for Feb. 17th thru the 25th. This trip was planned for last year but Maine didn't have snow, so we had to go to the U.P. of Michigan, which was excellent as usual. As of now we have 15 guys scheduled for the Maine trip. As of right now Maine has lots of snow and trail conditions are excellent! Thanks to Dr. Don Leckey for planning our trips!

We have a possible Johnstown Tomahawks hockey game scheduled for March 18th. Our Safety Course was held on January 14, 2017. We are also working with the DCNR to create and maintain trails on Chickaree and Rager Mountains. For more info or to join our club, it is open to the public, a single membership is \$10 per year and a family membership is \$15 per year. Call Martin Marine at (814) 749-9931 or visit our website at www.chickareeridgerunners.com (I try to keep it up to date). Like us on Facebook at Chickaree Ridge Runners Snowmobile Recreation and Rescue Club. Meetings are held the first and third Thursday of each month from Sept. thru April and the first Thursday from May thru Aug. They start at 8:00pm and are held at our clubhouse.

Be safe and as always, THINK SNOW,
Sincerely,
Chuck Baligush, Vice President

GOD'S COUNTRY BLACK FOREST SMC

Howdy, Howdy, from windy, snowy, top of the mountain, Pigeon Hill Road, Germania, PA. As I write this story, it is snowing, very windy and 6 degrees. Good conditions, but we need a little more snow. We still have our good ice base on most forestry roads, but only on the higher elevation areas.

We had some good riding December 30th, 31st, and January 1st. Bill, Lara and I rode 200+ miles. Most areas were good. We still need more snow to get to excellent conditions. I hope the warm weather and rain we are to get does not take our base.

We had a good breakfast crowd on Sunday, January 1, 2017. Approximately 100 people including 30+ snowmobilers enjoyed the great breakfast at our clubhouse with us. Thanks to all who came out, and, thanks to all our dedicated workers.

Calendar of Events:

January ?? 2017

Trail ride to Canyon or Ole Bull Park. Time and date to be posted on Facebook and our website.

February 4, 2017

Vintage sled show and ride 12:00 pm – 4:00 pm Lunch, raffles, games and food all day

February 18, 2017

Winter Picnic 11:00 am – 5:00 pm Free to members, donations for guests, Bingo, Door Prizes, Games and raffles all day. Lunch served 12:00 until 2:00 (always a good hot lunch) Cash drawing- 4:00 – 4:30pm

February 19, 2017

500 Club large cash drawing 11:00 am sharp.


I hope to see you on the trails or at one of our winter events. Please remember all our trails are on private property. This is a privilege, not a right to use our private land trails. Thank you for your respect.

Please ride sober, ride safe, leave tracks not trash.

Until next month, I'm gone!

Bryan Junkins, President, GCBFSMC

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RED ROSE SNOWMOBILE CLUB

Another year has passed by. Hope there will be more snow this coming year. Its been a different year in 2016. Our club has given four different places donations of three hundred dollars. Teen Central, that's to keep teens off the streets, our Food Pantry in our town of Manheim, Water Street Mission to help people with housing in Lancaster and Bible 2 School, to teach youth about the Bible.

We had our sandwich sale of ham and cheese sandwiches. Our club has two yearly. We also share sandwiches at the Fall Meeting with the Blue Mountain Club.

I hope it gets cold and stays cold so you snowmobilers can get on the trails and ride.

That's all for now.

Happy New Year and safe riding.

Betty Ruhl

HYNER MOUNTAIN SMC

Hello from Hyner Mountain Snowmobile Club. Just want to let everyone know what has been happening up on the mountain. Well, as I am writing this in early January, not much has been happening as far as riding. A couple members got their sleds out twice reporting: "ok at best". You must give them credit for trying. So far, this winter has been horrible! When I say horrible, I am keeping it clean; a few days of cold -maybe three or four at best, then rain. We do have members taking some out of state snowmobiling trips in February. Some members are traveling back to West Yellowstone (hope it's not too stressful getting their bags and gear checked in - LOL). Also, a couple of our members are heading back up to Maine; some members took a trip up to Old Forge, New York. Thankfully there are places we can go to get some snowmobiling in this

year other than in Pennsylvania! Well, all we can hope now is that late February and March brings some lasting cold temperatures, and some snowstorms. Hopefully, snowstorms that drop several inches of snow on the trails up in the north central counties, not snowstorms that drop several inches of snow down south where they can't use or want it.

On a more positive note, some of our members got together up at the lodge on New Year's Eve to ring in 2017. Chicken wings, french-fries, and snacks were on the New Year's Eve menu, with more traditional pork and sauerkraut being on the New Year's Day menu. Did I mention refreshments? Great time had by all! Well that's about all for now. Talk to ya next month!

THINK SNOW!!

Dan Casey



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stay on the trail.

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It has been quiet around the mountain for the past month. We had our regular meeting, but had to cancel the January Poker Run. A few members braved the low snow conditions to test out their equipment. In the end they all agreed that we need more snow. Some other members have been traveling to the surrounding areas searching for places to ride. Others were waiting patiently for rideable conditions locally. Most of the talk in our groups was about doing "the snow dance." We are encouraging you to hang in there. The white stuff has to be coming!

People do say that history repeats itself, and this statement could be true when the topic is SNOW. Last year there was so little snow, I only got to ride one time. This year I am one of the members waiting patiently for the right conditions, and have not ridden the sled yet. I watched the 10 day forecast on TV, and the weatherman predicted that on January 12th the temperature in Pittsburgh will be 62 degrees. On February 2, 2017, the whole world will know if it's going to be a repeat season. That is when Punxsutawney Phil (the famous groundhog) will tell us all what the official weather forecast will be.

Some of you adventurous and devoted riders going elsewhere for snow may be interested in this. I've been on the following websites almost

LAUREL HIGHLANDS SMC

daily since before Christmas hoping for some good news.

- 1. johndee.com-----the entire snowbelt
- 2. munisingsnow.com-----UP of Michigan
- 3. northernmichigansnowmobile--both upper & lower Mi.
- 4. sledheadsusa.com-----Gaylord & Grayling, Mi.
- 5. lhsc.net-----Laurel Highlands

Reports are coming in from all over these sites and other surrounding states that conditions are fair to poor one week, and good to great the next only to go back to poor after the rain as moved through. The lucky riders manage to find the sweet timing between rainstorms.

If we are going to travel to find snow, the chances are pretty good we will need to take the Pennsylvania Turnpike. The information I have gathered is from the Tribune Review (Westmoreland County) dated January 3, 2017. It states the Pa. Turnpike tolls will increase between from 6-8%. "Turnpike Chief Executive Officer Mark Compton has said the yearly toll hikes, which are expected to continue until 2044". (end of quote) That means the tolls will increase for the next 28 years. Gasoline tax is another costly topic. This information is from the Lock Haven Express (Clinton County). The

highest in-nation gas tax is set to go up again January 1. It says and I quote, "Drivers will pay about 78 cents per gallon in tax, up from just under 70 cents this year". This means if you fill up your sled and the tank holds 10 gallons your tax bill will be \$7.80. If you fill up your car and put 20 gallons in the tank your tax bill will be \$15.60. One day out there in the fresh powder on a flat wide open trail makes it all worthwhile for me though. Let's keep the snow dance going, and get out there somewhere.

The weekend of February 17-19, a fun filled weekend of activities is planned at Laurel Hill State Park. It is their 2nd Annual Winter Weekend, and is sponsored by the Friends of Laurel Hill State Park. This event took place last

year regardless of the weather. They intend to celebrate all aspects of winter with Cross-country skiing, a Dog Sled demonstration, Outhouse race, Ice fishing and other fun winter stuff. Check them out at www.friendsoflhsp.org for more details and a calendar of events.

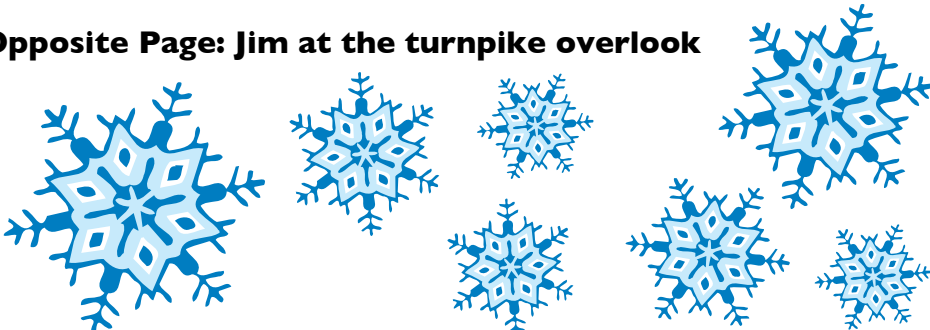
Upcoming Events
Feb. 9 Club Meeting at 8:00PM
Feb. 18 Poker Run (weather permitting) check the website for the time and details.

Until next time, Stay Safe,
Jim Wilkinson & Shelly Buckles



Above: Lynn and Bailey leaving the club for the poker run

Opposite Page: Jim at the turnpike overlook



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MELTING MYTHS ABOUT SNOWMOBILES & ETHANOL

by Madelyn Lawson

With snowmobile season kicking into high gear across many parts of the country, outdoorsmen are pulling their machines out of storage and getting them ready for another season exploring the backcountry. Unfortunately, there are persistent rumors swirling around that could mislead snowmobilers about fuel issues related to ethanol. Knowledge is power, so let's examine a few of the more glaring myths around ethanol use and why it is safe to use in your small engine.

Myth: Any level of ethanol blended into gasoline is harmful to small engines.

Fact: Leading snowmobile manufacturers such as Arctic Cat, Ski-Doo, Yamaha and Polaris all approve the use of fuel containing ethanol in their engines. An extensive amount of study has determined that E10, or fuel containing 10 percent ethanol and 90 percent gasoline, is suitable for use in small engines such as those found in snowmobiles and outboard boat motors. After all, ethanol is already in 97 percent of gas sold in the United States, so most outdoorsmen are already using it issue-free without even realizing it.

Myth: Ethanol causes fuel to separate if it sits for an extended period of time.

Fact: Due to the fact that ethanol is water-soluble, it actually helps prevent phase separation. If a small amount of water finds its way into the fuel tank, as is common in small engines, ethanol allows it to be absorbed into the fuel mixture and pass harmlessly through the engine. West Marine states that this is actually

a benefit of ethanol, not a drawback, as ethanol "...tends to keep low levels of water moving through the fuel system, keeping the system 'dry.'" If a more significant amount of water is introduced into the fuel tank, inevitably problems will occur regardless of ethanol content. This is why outdoorsmen should top off their tanks before use to prevent condensation and ensure tanks are empty before storing vehicles for an extended period of time.

Myth: Ethanol is more corrosive than gasoline.

Fact: Testing done by the National Association of Corrosion Engineers determined that fuel containing ethanol is not any more corrosive than non-ethanol fuel. In fact, the issue that we see in small engines damage comes from the aromatics, which cause damage to the lines and fuel seals. Any fuel can be corrosive given the right conditions, so users should always follow manuals and practice proper storage procedures.

Myth: Ethanol provides less power than pure gasoline.

Fact: Ethanol is a high-octane biofuel that provides engines with more horsepower than regular gasoline. Pure ethanol has an octane rating of 113 (or higher), while most regular gasoline is only 87. Ethanol is added to fuel to raise the octane level and prevent engine knocking. Previous fuel additives such as MTBE were polluting our air and waterways, and were significantly more expensive than ethanol. By switching to ethanol, our environment is cleaner and fuel is cheaper without any loss in power.

Myth: The numerous products sold claiming to cure ethanol-related issues are proof problems exist.

Fact: Any golfer or fisherman knows that just because a product is marketed as a miracle answer for improved results does not mean the product actually works as advertised. Engine issues can be hard to explain and even more annoying to fix, so it should be no surprise that products are sold claiming to be an easy fix to all your problems. In reality, E10 fuel can actually reduce the need for fuel additives, since it prevents fuel line freeze, as noted by the Travelers Motor Club. That is why the snowmobile owner's manual for Polaris recommends that those using non-ethanol fuel add another alcohol-based additive to their gas tank to prevent damage resulting from fuel system icing.

About American Ethanol

Representing a wide array of ethanol supporters, from farmers to bio-engineering firms, American Ethanol was established by Growth Energy, in partnership with the National Corn Growers Association and others. By establishing a marketing partnership with NASCAR starting with the 2011 racing season, the same year that NASCAR switched its fuel to Sunoco Green E15, American Ethanol aims to educate and inform the broader American public about the benefits of U.S.-made ethanol. For more information, visit www.AmericanEthanolRacing.com, follow us on Twitter @AmericanEthanol or connect with us on Facebook.

"WE REPORT — YOU DECIDE"

by Henry Hartman

On this page is an article sent to us by the folks that produce and market ethanol for use in blended gasoline.

In November, we received an e-mail from Madelyn Lawson in Washington, DC with Growth Energy. The inquiry pertained to publishing an article from them about the benefits of using gasoline blended with ethanol. A return email was followed by a phone call, during which I posed a series of questions of interest to snowmobilers and anyone operating small engines in recreational vehicles, boats, lawn & garden equipment and the like. Madelyn suggested a second call, a conference call with someone who knows much more about the subject.

In late November, I participated in a call with Madelyn and Doug Berman of South Dakota. Doug gave me the basic information that is printed on page 16. While I have many years of experience working on small engines and have for many of those years blamed ethanol for most of the fuel system problems that we see, I tried to keep an open mind and give Doug's points an honest shake.

One of the points made by Doug about the ethanol industry is that their members are bucking heads with the largest and most powerful business group in the world — the oil business. The oil people, according to Doug, are spreading all sorts of myths and mis-information about ethanol. That would be understandable as every gallon of ethanol added to gasoline is a gallon of gasoline the other guys don't sell.

Another point is the several years that NASCAR has been using ethanol-blended fuel without any problems. We did not discuss the idea that NASCAR races are not typically conducted at temperatures below 40 degrees, or that the cars don't sit for 8 months with fuel in them during the 'off-season'!

The ethanol folks claim that the damage we see in fuel systems and carburetors is actually caused by the OTHER chemicals and additives that the EPA requires to be blended into modern gasoline. I am not a chemist, so I can't answer that claim. But it sounds a little far-fetched in this old mechanics mind.

I hope someone with a greater understanding of chemistry can enlighten our readers about this subject. The EPA tried (unsuccessfully, thankfully) to force all of us to use a 15% ethanol blend (E-15) and was opposed by many manufacturers who find that 10% is the limit for most small engines. The snowmobile manufacturers were some of the leading policy makers in the decision to make sure the 10% (E-10) blend continues to be available. I hope and pray that the new administration in Washington will examine the issues with ethanol-blended gasoline and fix whatever the real contributing factors are.





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MEMO

TO District Foresters
Division Chiefs
Penn Nursery

FROM Jason M. Hall
Chief, Recreation Section

DATE December 28, 2016

RE Reducing the Minimum Age Requirement for Online Snowmobile Safety Training.

The DCNR-Bureau of Forestry currently offers classroom Snowmobile Safety Training for youth operators between the ages of 10-15 years of age. Classes are typically set up by an instructor or by a group of instructors and conducts the one day training. After successfully completing the course, the youth are then provided with their Snowmobile Safety Certificate that is required for them to be able to operate a snowmobile on public lands. In 2012, the Bureau of Forestry started to provide online Snowmobile safety training as an option for individuals 16 years of age or older.

As with most states, Pennsylvania currently does not require a "hands-on" riding component with the snowmobile safety class as is required as part of the ATV safety training. Presently, the online training was reserved for individuals that were 16 years of age or older. This is because DCNR's snowmobile safety instructors were only permitted to instruct youth operators. Chapter 77 of the PA Vehicle Code allows DCNR to accept snowmobile safety certificates received from other states. Many of these trainings are provided through an online training or in a classroom similar to Pennsylvania. However, the majority of the states that offer online training allow youth operators to take the training online. Sometimes Pennsylvania residents can find it difficult to locate a snowmobile safety class that is conveniently located to them or to find an available class at all. Hence, the online training is seen as a means to improve access to the safety training. Since Pennsylvania's current snowmobile training only requires a classroom type training, it is felt that opening the online training to youth operators as young as 10 would improve the access to the required trainings while still providing them with an acceptable level of training.

Therefore, the DCNR, Bureau of Forestry has decided there is a benefit to the public by reducing the minimum age individuals are able to complete the Snowmobile Safety Training online and the age should be reduced from 16 years of age to 10 years of age. The Recreation Section has made contact with Kalkomey Enterprises, LLC (host of the online training site) and has requested the change to be made. The Bureau of Forestry expects the change to be officially in effect by January 1, 2017.

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VINTAGE FLASHBACKS

by Henry Hartman

Most of our readers are familiar with the name of a farm equipment manufacturer, Massey Ferguson. In the hey-day of everyone 'getting into the action' of the snowmobile business, Massey did the same. In the fall of 1967, they revealed a prototype machine to their dealers, calling it by the name Ski Whiz. Actual production snowmobiles were available to the public starting with the 1969 model year. The machines featured a "boxy" hood that resembled the Massey Ferguson tractor hoods of that era. Engines were the German-made JLO brand, with single and twin cylinder fan cooled versions.

The initial 1969 offering included 2 models, another was added for 1970, yet another for 1971, and then the '72 lineup jumped to 7 different model choices! This number dropped to 6 models for the 1973, 74, and 75 years. New for the 1973 and following years were more streamlined hoods with a bit of slope toward the front. The signature twin headlights were still part of 'the look'.

In the early-mid 1970's things were in great turmoil in the snowmobile industry. Dozens of manufacturers went belly-up and quit the business in the 1971-76 timeframe. During that time, Massey studied their costs and sales, and determined they needed to reduce their manufacturing costs. In 1975 they entered into an arrangement with Scorpion to build snowmobiles, which would bare the name Massey Ferguson, the Ski Whiz brand was now gone.

The 1976 Massey selections included 5 models.

Three of them featured the twin-cylinder Cuyuna (formerly JLO/Rockwell) fan cooled engines. In a sign of things to come, Massey also debuted a pair of liquid-cooled engines built under the name Brooten. The offering was for that year only, and competitor John Deere also featured brand-new liquid-cooled engines in 2 consumer models. By 1977 the 6 models in the Massey line-up all had Cuyuna engines.

The 1976 and '77 Massey sleds were basically identical to the Scorpion machines, the hoods were slightly different with twin headlights (Scorpions had a single headlight) and the colors were different. At the conclusion of the winter of 1977, the Massey bosses decided to close their snowmobile division. Another brand was gone, and the Massey Ferguson/Ski Whiz snowmobiles were on their way to being collectors' items.

Company records indicate that Massey never had any profits from the snowmobile business, but they attempted to make it work for 9 years. This might sound unusual, but many companies shared the same experience. Back in those days, many firms were in the snowmobile business simply due to the fact that some officers of those companies were serious snowmobile enthusiasts themselves, and could "pull strings" to make it happen.

The advertisement above was seen in the October 1972 edition of Snow Goer magazine.

Saturday - March 18, 2017
at Ski Sawmill Family Resort,
located off Route #287 near Morris, PA.

Double elimination race -
side by side up the ski slope.

Sled classification and racer registration
8:00 am to 10:30 am, \$30 entry fee per class.

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Trail Improved classes for ages 18 and up: 700cc & under and 800cc & under are for aftermarket pipes; limited to 94 octane pump gas; and trail studs only (600cc improved runs with 700cc stock class)

Modified Classes for ages 18 and up: 600cc & under and 800cc & under are for light-weight parts; race fuel; and chisels. (1000cc improved runs with 800cc modified).

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1. Racer must be accompanied by parent or guardian at the event.
2. Racer must bring completed youth racer waiver.
3. Racer must present birth certificate.

All three (3) requirements must be met — no exceptions.

Our event is organized and operated by club volunteers and sponsored by local dealers and businesses. This is NOT a sanctioned race event. Please follow our safety rules as published and have a good time. The success of this event is the direct result of the fun atmosphere set forth

by our volunteers and the relationships with our racers. If you have never attended a snowmobile hill climb, this event is for you whether you are a spectator or a participant.

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	301/987-8922	
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	MONTROSE PA 18801	
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