

Montana

SNOWMOBILE NEWS

ISSUE 4 • JANUARY 2023

snowmobilemt.org

2022-2023



**Attention Sledders!
Legislature in Session
Watch Our Facebook
Page for Updates!**



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MSA Upcoming Events You Don't Want to Miss...



**MSA Annual Club Ride
February 3, 2023
Hosted by the
Helena Snowdrifters**

Everybody welcome!
Ride Helena/Elliston area or if snow is questionable we'll head to Kings Hill.



**MSA Awards Banquet & Charity Auction
February 3, 2023
Red Fox Supper Club, Helena**

RSVP by Jan 28 for this fun-filled evening.
Limited seating.

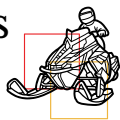


**Trans-Montana Charity Ride
February 1-8, 2023**

The Trans-Montana Ride is a week-long event. Join the ride and support a great cause.

MSA Officers and Clubs

Association Officers



FRED BAILEY

President
406-431-9402
president@snowmobilemt.org

JOHN ZELL

Vice President
406-450-2335
vp@snowmobilemt.org

CONNIE WALTER

Treasurer
406-590-0386
treasurer@snowmobilemt.org

PEGGY ALBEE

Secretary
secretary@snowmobilemt.org

JASON HOWELL

Past President
pastpres@snowmobilemt.org

CLIFF WALTER

Charity Chair
406-750-6282
charity@snowmobilemt.org

Anaconda Snowmobile Club
45 Fire Lane
Anaconda, MT 59711
406-563-7789

Beaverhead Sno-Riders
PO Box 867
Dillon, MT 59725
406-925-0501

Big Hole Snowmobile Club
PO Box 141
Wisdom, MT 59761
406-370-2587

Big Sky Snowriders
PO Box 365
Livingston, MT 59047
406-220-0803

Bitterroot Ridge Runners
PO Box 265
Hamilton, MT 59840
406-363-3433
www.bitterrootrr.org

Cabinet Ridge Riders
PO Box 1577
Trout Creek, MT 59874
406-827-3226

Flathead Snowmobile Association
PO Box 5041
Kalispell, MT 59903
406-871-4606
www.flatheadsnowmobiler.com

Gallatin Valley Snowmobile Association
PO Box 3164
Bozeman, MT 59772
406-600-6063

Great Falls Snowmobile Club
PO Box 70
Black Eagle, MT 59414
406-899-5126
www.great-falls-snowmobile.org

Helena Snowdrifters
PO Box 5505
Helena, MT 59624
406-202-2044
www.helenasnowdrifters.org

Jackpine Savages Snowmobile Club
PO Box 65
Wise River, MT 59762
406-267-3389

Lincoln County Sno-Kat Club
PO Box 1180
Libby, MT 59923
406-827-0524

Little Belt Snowmobile Club
PO Box 213
Hobson, MT 59452
406-366-8924

Meagher County Little Belters
PO Box 315
White Sulphur Springs, MT 59645
406-547-3966

Mining City Trail Riders, Inc
P.O. Box 4885
Butte, MT 59702
406-782-4613

Missoula Snowgoers
PO Box 2441
Missoula, MT 59806
406-370-8819
www.missoulasnowgoers.org

Montana Nightriders
PO Box 420242
Haugan, MT 59842
406-544-5416
www.montananightriders.com

Ponderosa Snow Warriors
PO Box 933
Lincoln, MT 59639
406-475-5786

Seeley Lake Driftriders
PO Box 174
Seeley Lake, MT 59868
406-677-7777
www.driftriders.org

Summit Snowgoers
PO Box 301
Cut Bank, MT 59427
406-229-0665

Sweet Grass County Recreation Association
PO Box 922
Big Timber, MT 59011
406-930-1396

Ten Lakes Snowmobile Club
PO Box 404
Eureka, MT 59917
406-297-3377

Troy Snowmobile Club
PO Box 1002
Troy, MT 59935
406-295-4322
www.troysnowmobileclub.org

Upper Yellowstone Snowmobile Club*
PO Box 1111
Cooke City, MT 59020
406-838-2207
www.ridecookecity.com

Vigilante Snowmobilers
PO Box 145
Virginia City, MT 59755
406-581-1776

West Yellowstone Chamber of Commerce
PO Box 458
West Yellowstone, MT 59758
406-646-7701
www.destinationyellowstone.com

SnowmobileMT.org

*2021-2022 MSA Snowmobile Club of the Year



Montana Snowmobile Association Districts

DISTRICT 1

Rick David
dist-one@snowmobilemt.org

DISTRICT 2

Mark Sverdsten
dist-two@snowmobilemt.org

DISTRICT 3

Colter Bickford
dist-three@snowmobilemt.org

DISTRICT 4

John Zell
dist-four@snowmobilemt.org

DISTRICT 5

Rex Caraker
dist-five@snowmobilemt.org

DISTRICT 6

Gary Blond
dist-six@snowmobilemt.org

DISTRICT 7

Cliff Walter
dist-seven@snowmobilemt.org

DISTRICT 8

Kevin Horne
dist-eight@snowmobilemt.org

DISTRICT 9

Ron Albee
dist-nine@snowmobilemt.org

DISTRICT 10

Rowdy Yates
dist-ten@snowmobilemt.org

DISTRICT 11

VACANT

DISTRICT 12

VACANT

DISTRICT 13

Brooke Skoyen
dist-thirteen@snowmobilemt.org

Legislative Lobbyist

Margaret Morgan
406-431-9836
mgtmorgan@morganconsults.com

NEWSLETTER ADVERTISING

NEWS@SNOWMOBILEMT.ORG



Seth McArthur

Montana Fish, Wildlife,
and Parks
Snowmobile Program
406-444-3753
smcarthur@mt.gov

Have We Got a Ride For You! *Ride the Rockies for a Cause*

Come Ride the Rockies with us and raise money for NAMI National Alliance on Mental Illness Montana sponsored by the Montana Snowmobile Association.



Join the Ride

We would love to have you join our ride and you have a few options. You can ride 1-2 days with the group. Pay a \$50 entry fee per day. 2 day max.

Ride 3 or more days (we hope you'll join us for the week!) Requires the \$75 registration fee + a minimum of \$500 in pledges. The \$500 is a suggested amount and if you can't quite come up with that much, don't worry.

Check Trans-Montana for registration and rules for the ride.
www.trans-montana.org

Get Your Local Avalanche Forecast

www.idahopanhandleavalanche.org - www.flatheadavalanche.org - www.westcentralmontanaavalanche.org - www.glacieravalanche.org

Our route is design this year is a bit more compact--gas is still pricey, so we're trying limit the amount of driving needed between stops.

Feb 1 (Wednesday): TMR Riders Arrive in Lincoln (1 night)

- Meet and Greet (**Ponderosa Snow Warriors** Club House 6 p.m.)
- Stay in Lincoln at the Three Bears or Lincoln Log Hotel (rooms are blocked)
- You can eat dinner at one of the different restaurants

Feb 2 (Thursday): TMR Day 1

- Ride the Lincoln area guided by the **Ponderosa Snow Warriors**
- Travel to Great Falls for the night
- Stay in Great Falls at the Days Inn
- Pizza dinner with local sponsors

Feb 3 (Friday): TMR Day 2

- Ride the Little Belts area guided by the **Great Falls SC** and the **Little Belters SC**
- Travel to Helena for two nights
- Stay at Comfort Suites Hotel (two nights)

Feb 4 (Saturday): TMR Day 3

- Ride the Helena Area guided by the **Helena Snowdrifters** (if no snow, we'll ride the Little Belts again)
- Stay in Helena (same hotel, 2nd night) for the Banquet!
- MSA Awards Dinner and Banquet
- Silent Auction at the Banquet with tons of great items! Thank you to our donors!

Feb 5 (Sunday): TMR Day 4

- Ride the Butte/Wise River area guided by the **Jackpine Savages** and the **Mining City Trail Riders**
- Travel to Ennis
- Stay at The Red Bear Inn

Feb 6 (Monday): TMR Day 5

- Travel to West Fork and ride with the **Vigilante SC / Gallatin Valley SC**
- Travel to West Yellowstone and stay two nights
- Stay at the Brandin' Iron Hotel (two nights, more if you want to stay longer)

Feb 7 (Tuesday): TMR Day 6

- Ride West Yellowstone area with the **Yellowstone Chamber**
- Return to West for the evening and our Rider's banquet and awards dinner.
- Stay in West Yellowstone second night (Brandin' Iron)

Feb 8 (Wednesday): TMR Ride is over

Time to head home (or stay and ride more!)

Note: The schedule is subject to change and is dependent on weather and snow conditions.



PRESIDENT'S MESSAGE

SNOWMOBILING STATS & FACTS

By Fred Bailey



Snowmobiling quick facts

There are four major manufacturers that build snowmobiles. They are: Arctic Cat – Headquartered in Thief River Falls, MN; BRP – Headquartered in Valcourt, Quebec; Polaris Industries – Headquartered in Medina, MN; and Yamaha Motor Corporation – Headquartered in Ontario, Canada.

In 2022 there were 130,644 snowmobiles sold worldwide; 53,821 were sold in the U.S. and 50,943 were sold in Canada.

There are 1.3 million registered snowmobiles in the US and over 601,000 registered snowmobiles in Canada.

The economic impact of snowmobiling

- United States—\$26 billion annually
- Canada—\$9.3 billion annually
- Europe & Russia—\$5 billion annually
- Over 100,000 full-time jobs are generated by the snowmobile industry in North America. Those jobs are involved in manufacturing, dealerships and tourism related businesses.

Snowmobile use

The use of snowmobiles in National Parks is regulated by federal Law Enforcement. Snowmobiling occurs on roads groomed and marked for snowmobiling, the same roadways used by recreational vehicles, cars, trucks and busses. Snowmobiles are NOT used as off-road vehicles in National Parks such as Yellowstone, Rocky Mountain and Grand Teton.

On US National Forest Land, most of the trails used by snowmobiles are on groomed roads used by summer recreationists. There are also secondary and seasonal roads within the forests used by snowmobilers. These roads are groomed and marked by volunteers who work closely with the local U.S. Forest Service staff in maintaining and managing those areas.

The manufacturers have always been actively involved in promoting safe riding behavior while snowmobiling. Over one million safety related brochures and decals, and hundreds of thousands of posters and safety DVDs have been distributed free of charge to snowmobile enthusiasts throughout the world.



Support MSA
'Winter Wonderland'
Specialty Plates!

Fred
Montana Snowmobile Association
406-431-9402
president@snowmobilemt.org



Twelve Principles For Minimizing Conflicts on Multiple Use Trails

These 'Twelve Principles' are recommendations from *Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of Practice*, written by Roger Moore (1994) The American Council of Snowmobile Associations supports them as a way to maximize winter recreation opportunities while simultaneously managing public and private lands to minimize real conflicts.

1. Recognize Conflicts as Goal Interference

Do not treat conflict as an inherent incompatibility among different trail activities, but rather as goal interference attributed to another's behavior.

2. Provide Adequate Trail Opportunities

Offer adequate trail mileage and provide opportunities for a variety of trail experiences. This will help reduce congestion and allow users to choose the conditions that are best suited to the experience they desire.

3. Minimize the Number of Contacts

Each contact among trail users has the potential to result in conflict. So, as a general rule, reduce the number of user contacts whenever possible. This is especially true in congested areas and at trailheads.

4. Involve Users as Early as Possible

Identify the present and likely future users of each trail and involve them in the process of avoiding and resolving conflicts as early as possible, preferably before conflicts occur.

5. Understand User Needs

Determine the motivations, desired experiences, norms, setting preferences, and other needs of the present and likely future users of each trail. The 'customer' information is critical for anticipating and managing conflicts.

6. Identify the Actual Sources of Conflicts

Help users to identify the specific tangible causes of any conflicts they are experiencing. In other words, get beyond emotions and stereotypes as quickly as possible, and get to the roots of any problems that exist.

7. Work with Affected Users

Work with all parties involved to reach mutually agreeable solutions to specific issues. Users who are not involved as part of the solution are more likely to be part of the problem now and in the future.

8. Promote Trail Etiquette

Minimize the possibility that any particular trail contact will result in conflict by aggressively promoting responsible trail behavior.

9. Encourage Positive Interactions

Trail users are usually not as different from one another as they believe. Providing positive interactions both on and off the trail will help break down barriers and stereotypes, and build understanding, goodwill, and cooperation.

10. Favor 'Light-Handed Management'

Use the most 'light-handed approaches' that will achieve objectives. This is essential in order to provide the freedom of choice and natural environments that are so important to trail-based recreation. Intrusive design and coercive management are not compatible with high-quality experiences.

11. Plan and Act Locally

Whenever possible, address issues regarding multiple-use trails at the local level. This allows better flexibility for addressing difficult issues on a case-by-case basis.

12. Monitoring Progress

Monitor the ongoing effectiveness of the decisions made and programs implemented.



Get the Word Out - Let your student know about this great opportunity.



\$500 Scholarship

Montana Snowmobile Association Scholarship

The Montana Snowmobile Association is offering a scholarship to either a graduating high school senior or a person enrolled in a college, technical or vocational program. Must be a MSA member.

ENTRY DEADLINE _____

March 31, 2023 SUBMIT _____

Video Upload or Written Essay



APPLY TODAY www.snowmobileMT.org 

On Air - Voices of Montana

Featuring our own Cliff Walter, Great Falls Club member and MSA Charity Chair.

Thank you Cliff for recently representing MSA and the Montana snowmobiling program, a sport for all abilities.



Listen to the December 13 podcast - approx @ the 24 min mark on Voices of Montana or visit the MSA website.



The 2023 ACSA Raffle Calendars are in!

For only a \$20 donation to ACSA, the 2023 calendar offers you 365 chances to win!

Calendars will be available to pick up at the Awards Banquet or check with your District Representative.

Prize Summary (365 chances to win / monthly drawing)

- 1 - \$3,000 winner
- 9 - \$300 winners
- 3 - \$200 winners
- 4 - \$40 winners
- 306 - \$20 winners
- 1 - KLIM Jacket (value \$250)



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The Basics of Becoming an Avalanche Expert

Dave Zinn, Avalanche Forecaster, Gallatin National Forest Avalanche Center

I had the opportunity to attend several Snow and Avalanche Workshops this year listening to complicated equations that define fracture mechanics, how radar, lasers, and drones will be used to detect snow depths, and hearing some interesting avalanche stories. I appreciate the folks working to answer complicated questions about snow and avalanches. However, the secret to becoming an avalanche expert is learning the fundamentals and putting them into action every moment of every day in avalanche terrain.

Learning the fundamentals of avalanches and safe backcountry travel seems simple. The number of providers who offer motorized avalanche classes has exploded, and people are hungry for information. You will walk out of a good one-hour course knowing you should get your daily local avalanche forecast, obtain and practice with an avalanche beacon, shovel and probe, learn to identify avalanche terrain, assess for instability in the snowpack, and minimize your group's exposure to avalanches.

These fundamentals save lives. First, get the avalanche forecast, which will describe the recent snow and avalanche history in your riding area, what to watch out for and what to do about it on that day. If no avalanche center operates where you ride, follow the forecast from the nearest one and know that it will take more effort to learn the snowpack. Share the information you gather with your riding community.

Second, get the gear and practice. Refrain from learning on the fly. Practice searching with your modern, 3-antennae avalanche beacon. Time your friends as they transition from riding to rescue-ready with their gear pulled out and assembled. In the event of an avalanche burial, we need to recognize the situation, access the debris pile, search, probe, and dig out the victim in less than 10 minutes to have a decent shot at survival. The clock is ticking.

Terrain is the constant in the avalanche equation. Avalanche terrain is any pitch steeper than 30 degrees or flatter areas immediately below steep slopes.

Know the slope angle by purchasing a cheap slope meter (inclinometer) or using a digital map with slope angle shading. Include a safety margin of a few degrees to account for the error often associated with each tool. Not all avalanche terrain is equally dangerous. Slopes with terrain traps such as trees, gullies, rocks, and cliffs increase the consequences of an avalanche. We are not saying, "Don't ever go into avalanche terrain," but match your terrain choices to the avalanche danger for the day.

Keep your eyes open for signs of instability, these signs provide free information to anyone paying close attention. Recent avalanches are the number one sign the snowpack is capable of avalanching! Additional indicators are cracks shooting from your sled, collapses or "whumphs" in the snowpack, significant snowfall or wind drifting and periods of above-freezing temperatures. Digging a snowpit and testing the snowpack with an extended column test provides information if the obvious signs are not present.

Finally, minimize your exposure. We all make mistakes, so expose only one person at a time to steep terrain and watch that person from a safe location so you can perform a rescue if needed. Before climbing or side-hilling in avalanche terrain, riders need to stop and plan. Because there can be communication barriers while we ride, everyone must be on the same page about identifying avalanche terrain and stopping before setting out for the day.

Unfortunately, in many avalanche accidents, there is a fundamental rule of avalanche safety that was not followed. We break rules for many reasons: we are excited, have limited time, something looks like fun, want to impress our friends, get distracted, and get complacent. You name it, and we have all probably done it. However, our protocols only work if we follow them even when we don't think we have to. So, if you want to ride like an avalanche pro, learn the avalanche basics and follow the guidelines every time you are in the backcountry.



Maps, Trails, and Weather Apps

Looking for an app? Here are some of our favorites. Have an app you love and don't see it listed? Send us an email at news@snowmobilemt.org so we can add it to our list!

OnX Offroad App

Use the most trusted off-roading and snowmobiling app, onX Offroad, to discover nearby trails, plan and track your trips, and get home safely.

MSA Members Save 30%. Promo Code: MTSNOW30

Polaris Ride Command App

75,000 miles of pre-loaded trails for endless a before you even hit the snow or the trail.



Trail Treker

Trail Treker App

Trail Treker is an app that allows local clubs, municipalities or visitor bureaus to share their local maps and businesses to the end users/visitors of their area. Map makers can also share a coupon code with users for their local map! Trail Treker specializes in customized trail maps for Snowmobiling, ATVs, and many other trail-specific activities.

SnoTel NRCS Stations

SnoTel Data Map for the United States. Loads map based on your location and shows stations surrounding you. Simple and quick interface. Reports straight from NRCS.

Sled Bandit - Snowmobile Game App

The coolest snowmobile game for the days you can't get out.



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Did You Know...

A man hiking exerts 10 times more pressure per square inch than what a snowmobile does.

MONTANA SNOWMOBILE PROGRAM UPDATE



By Seth McArthur

Snowmobiling is off to a great start this year. I have heard from some areas that there is more snow already this year than they received all of last year. I am not aware of any groomers in repair so far this year. All clubs have begun grooming and clearing trees off the trails. Please consider assisting a club in your area with the hard work that is required to keep the trails groomed and open.

The legislative session is underway. I am not aware of any big snowmobile-related bills currently. Please join the Montana Snowmobile Association (MSA) as they monitor legislative bills/actions that may affect snowmobiling in Montana. They are active during the session and have a lobbyist to represent them and track bills that may arise. The MSA does share all this information with its members. Your support strengthens snowmobiling in Montana.

I plan to spend some time this year promoting snowmobiling and what it means to Montana's communities each winter.

I hope to see many of you this winter as I am about. I am lucky to have the opportunity to work with all of you and share in your successes and frustrations. The snowmobiling community is the best! You are all some of the most charitable and giving people there are. Thanks for your work in your local communities.

Please find an avalanche class or refresher course to take this January. Your life or those you ride with may depend on it. There are many classes being offered all over the state by snowmobile clubs and avalanche centers. Make the effort to practice using your transceivers as a group. Most of the people we lost in avalanches last year had avalanche gear on, but those they rode with did not know how to use it. Make sure you know the avalanche conditions where you are riding. These can change daily.

Please be safe this winter season and cherish your time with friends and family. You can contact me with any questions or comments at smcarthur@mt.gov or 406-444-3753.

Montana Snowmobile Program Manager
Montana FWP | 406-444-3753

Montana Trail Pass and Registration

Resident Trail Pass

Snowmobiles operating on public land must be registered and display decals placed in a conspicuous space on the left side of the cowling. Registration is different for Montana residents and nonresidents. Montana FWP maintains a complete site with all the rules and regulations.

Resident Registration

Montana residents must register their snowmobiles at the County Treasurer's office in the county where the owner resides. This is a one-time registration and valid until the current owner sells the snowmobile.

MARK'S SAFETY COLUMN

By Mark Smolen

What do I carry with me: Part 1

In the old days, we used to carry a couple of spark plugs, a drive belt, and maybe a candy bar. Nowadays, it seems the sleds are much more reliable, but the stumps and other issues seem even more plentiful! Early last year, a few friends of mine and I were enjoying an epic day of deep snow in Lolo when one sled ran out of fuel—this was a sled that was at the gas station and had been fueled—however, the gas pump's fueler kept clicking and the user thought it was full—it wasn't. This led us to siphon fuel from a couple of sleds and then because the trails hadn't been groomed after the storm, it was slow going and we found ourselves coming out very late. I remember as darkness descended, the looks we traded as we all were thinking the same thing: Is it time to dig a shelter and build a fire or keep going? We kept going, and had enough fuel, but didn't get out until 10:30 PM!

But I also remember a warm feeling from the knowledge that I, and everyone I was with, were extremely well-equipped to handle whatever we decided to do and that was because I knew we had what we needed. So I thought I'd share what we carry. Also, if you ride with the same people every time, you can split the load on some of this. Some of this may seem very backcountry but remember that many trails here in Montana do traverse known avalanche terrain and you are operating in areas usually with little mobile phone coverage. So being prepared makes sense and may just save a life—maybe not your own or even someone in your party; you may come across another party needing help. When justifying an expense, I usually end up asking myself "Wouldn't it be terrible to not be able to help someone in need?" and the answer to spending a little more becomes quite easy.



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One last thought: Travel with and know your buddies. Do not go out alone—ride with a buddy. Your buddy is your rescuer, stuck assister, tow truck, photographer, etc. But also know your buddies—do they have any medical issues such as: Heart Conditions, Pacemakers, Take Anti-clotting drugs, Diabetes, etc. Knowing this and what to do if they get hurt or go into a "condition" can make all the difference.

My avi-bag with all the stuff below is right at 13 pounds which is high. I could move a couple of items to my tunnel bag to lighten the load—Some use the axiom, if it saves me, it's on me; if it saves the sled, it's on the sled. Some things like batteries do not like the cold, so consider carrying them closer to your body for warmth. Other things like a multi-tool and Cyalume sticks are personal preference—backpack or sled: your call.

What about spark plugs? If you're riding a vintage sled where you can get to them, by all means, carry a couple. But if you've ever looked at modern sleds, forget about em! I can't even find mine! Modern sleds rarely have plugs fail—if they do, it's usually a sign of bigger issues.

Extended Story Here! January Online Edition

1. What's on my person
2. What's in the bag on the sled?
3. Get the gear shopping list

www.snowmobilemt.org



WHAT I CARRY ON MY PERSON OR IN MY BACKPACK:

By Mark Smolen

1. Avalanche Beacon/Transceiver. This is a must, no exceptions here in Montana. Get a current 3-antenna beacon.

2. Probe. If you don't have an avi-bag, carry a probe so you can assist in a search if needed.

3. Shovel: Metal with an extendable handle, preferably one that can be configured as a hoe for moving snow efficiently. If you only have one shovel, it should be on you—it does no good if it's on a buried sled.

4. Communication Device / Two-way Radio. This makes communicating (and finding your stuck buddy) so much easier. Educate yourself on FRS/GMRS signals, power, rules, and what channels actually transmit at higher power settings. You can also legally get and operate higher-power radios with a simple \$35 FCC license.

5. Avi-bag backpack. If you ride regularly in Avalanche-prone areas, please consider getting and wearing an avi-bag. If you don't want/need a bag, please have a beacon, probe, and shovel.

6. GPS/Satellite Communication Device Some Apple iPhones and soon some Android phones will enable 911 calls via Satellite. However, Garmin, Zoleo, and others now offer great solutions at competitive prices.

7. Phone w/GPS Mapping App. Good idea to have a paper map and compass for backup.

8. Headlamp: make sure it can work with your helmet as a second light source. The strobe feature is nice as a signaling device.

9. Waterproof Matches and Firestarter.

Starting a fire when you are cold or hypothermic is nearly impossible if you don't have the right stuff.

10. Extra Clothes: Gloves, dry layer like a poly puffy coat, socks and a wool hat.

11. Emergency Space Blanket Bag: I like the "bag" that you can slip a person into. Trying to keep a mylar blanket wrapped around a person is nearly impossible (esp in the wind). A true Bivy Sack is great too.

12. Spare batteries/Charger. Make sure they are charged/healthy. A small battery pack/charger is great to recharge your phone (keep it warmer in your pack or glovebox).

13. Cyalume Sticks. Backup for flashlight and great for night rescue situations.

14. Eye Drops. Riding an eye-down sucks.

15. Backcountry First Aid Kit with Quick Clot Dressing. A hemostatic dressing that will help stop bleeding. One sharp stick or piece of broken plastic can cause a bad day.

16. Protective Vest. If you can ride the tight trees, it's a good idea.

17. RECCO Rescue Reflector. Allows S&R to find you more easily if you ride in an area where they have/use the detectors (Flathead-Two Bear Air).

18. Toilet Paper. When ya gotta go, you'll be glad you brought it!

19. Chemical Hand or Body Warmers. The iron oxide kind. Useful to warm up a person awaiting rescue too, esp the larger size.

WHAT I CARRY ON MY SLED

The tunnel bag has almost become standard equipment on every sled. If you don't have one yet, consider adding one. Carrying too much on your back gets really heavy and tiring.

1. Food and Sport Drink. Staying hydrated and having some calories to stay warm is critical to survival.

2. Large First Aid Kit. Hospital grade supplies that includes Quick Clot dressings (see above). Make room for it—someday, you'll be happy you did.

3. Folding Saw. One that cuts on the backstroke and fits in your bag. I've seen too many lost that were stored outside of the bag. 8-10" blade. Longer blades are nice, but harder to store.

4. Tow Strap / Mule Tape / Ratchet Strap. Getting a sled home without a tow strap is hard. Mule tape is cheap, strong and very useful—you don't mind cutting it vs cutting a tow strap. You would not believe the "MacGiver'd" front ends I've seen ridden back to the barn! Paracord is good too, but mule tape can do the same thing and is stronger.

5. Small Tarp and Real Carabiners. A tarp can go over or under you to keep you dry, make a shelter, etc. True carabiners (not the cheapos) can be used to repair/hold an A-arm together or build a shelter or tow harness with the tarp/mule tape.

6. Gerber Multitool and 10mm Wrench. Ever try to loosen and tighten your riser with the multitool on your sled? Buy a box wrench for that most common bolt!

7. Jiggler Siphon and hose. Easiest way to siphon fuel from one sled to another.

8. Collapsible Pot / Stove. Eating snow will chill your core. Bear Bowls allow you to melt/boil water over an open fire. Consider adding a Collapsible Stove to place it on and build a fire in.

9. Bivy Sack with Mylar layer. Same as above, but if it's larger, it can go in the tunnel bag.

10. Small roll of flagging tape. Really helpful in a search environment.

11. Second Shovel. Taking off your backpack is a pain for stuck.

12. Extra key tools. If your sled has special fasteners (Torx, Hex, etc), carry it! Harbor Freight is awesome for those seldom needed, but special tools. Don't assume the multi-tool that came with your sled will actually work in all places!

13. Snowbunje. Doubles the effort when you are pulling a sled out of a hole. Nice if one person in the group has one.

14. ZipTies, Gorilla Tape, spare parts. Just like the special tools, if you know there are a couple nuts or bolts that commonly break or fall out, carry them. Gorilla Tape and Zip ties can help hold things together and there are metal zip ties that are very strong—consider carrying a few different types/sizes.

Shopping List:

Here's an Amazon Shopping List with many of the items I carry or similar items to what I and others I ride with carry: [Click Here to View on Amazon](#) I've also found things like headlamps at Costco recently, so shop around! Harbor Freight has decent tools, siphons, etc. Don't scrimp on shovels and avalanche gear. Avi gear is personal—choose what fits you and your style. Same with your mapping app. We have a couple great Montana-based companies to choose from: Trail Treker and OnX are both Montana based! Avenza is another option (not US based).



Bar & Lodge



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Seeley Lake, MT 59868

seeleybasecamp@gmail.com



SAFETY AND EDUCATION

The theme of International Snowmobile Safety has never been more appropriate than now.

International Snowmobile Safety Week January 14 - 22, 2023

Safe Snowmobiling Means

1. Never consume alcohol or drugs before or during snowmobiling.
2. Become familiar with the snowmobile you ride.
3. Operate at safe and reasonable speeds.
4. Stay on trails and areas where snowmobiling is permitted.
5. Avoid travel on unfamiliar frozen bodies of water.
6. Using extra caution at night.
7. Keep your snowmobile properly maintained.
8. Become familiar with the terrain you will travel on.
9. Listen to the weather forecast before you leave.
10. Always wear a helmet and proper clothing.
11. Never ride alone, and let someone know where you are going and when you plan to return.
12. Carrying emergency supplies and learning survival skills



BECOME A MEMBER OF SCENIC MONTANA TRAILS AND BE ENTERED TO WIN A FANTIC ELECTRIC BIKE!



All persons paying for a membership to Scenic Montana Trails from April 1, 2022 to May 5, 2023, will be entered to win a Fantic Electric Bike. Drawing to be held May 11, 2023 at the SMT Membership Meeting.

One entry per membership fee paid.

To become a member of SMT go to:
www.scenicmontanatrails.org
And get entered today!

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UPCOMING EVENTS

AROUND THE STATE

January 14-22, 2023 - International Snowmobile Safety Week

January 14, 2023 - Vintage Snowmobile Show & Fundraiser, The Miracle of America Museum, Polson

January 21, 2023 - DAV Moonlight Fun Run, Ponderosa Snow Warriors - Lincoln

January 21 - 22, 2023 - Winterfest Vintage Snowmobile Show & Ride - Lolo Hotsprings

January 28, 2023 - Winter Fun Run, Helena Snowdrifters - Elliston

February 1-8, 2023 - Trans-Montana Charity Ride (See page 14)

February 4, 2023 - MSA Annual Club Ride - Helena

February 4, 2023 - MSA Annual Awards Banquet - Helena

February 10-14, 2023 - Race to the Sky - racetothetky.org

February 11-20, 2023 - "Take a Friend Snowmobiling" Campaign

February 18, 2023 - Poker Run, Upper Yellowstone Snowmobile Club, Cooke City

February 25 - 26, 2023 - Vintage Fun Run, Ponderosa Snow Warriors - Lincoln

February 28, 2023 - OHV Grant Application Deadline (See page 9)

March 10-11, 2023 - 27th Annual Hog Roast Fundraiser, Upper Yellowstone, Cooke City

March 31, 2023 - Deadline, MSA Scholarship Entry

Share your Club News and Events!

Email: news@snowmobilemt.org

Event Deadline: 15th of the month

AROUND THE REGION

March 23-26, 2023 - Jackson Hole Snowmobile Hill Climb - Jackson, WY

AVALANCHE EDUCATION

Visit Avalanche.org to find an upcoming class!

MONTANA SNOWMOBILE ASSOCIATION AND TRANS-MONTANA

ANNUAL AWARDS BANQUET

AND AUCTION FUNDRAISER SUPPORTING NAMI MONTANA



WESTERN DINNER BUFFET - LIVE AUCTION - 50/50 RAFFLE

SATURDAY, FEBRUARY 4, 2023

RED FOX SUPPER CLUB, HELENA, MONTANA

WWW.SNOWMOBILEMT.ORG

RSVP ONLINE BY JANUARY 24, 2023

IT'S TIME TO CELEBRATE AND HELP SUPPORT A WORTHY CAUSE.

COCKTAIL HOUR: 5:00 PM

DINNER BUFFET: 6:00 PM

AUCTION: 7:00 PM

MSA Membership

Join our growing community and make something happen in yours.

You already know MSA is the state organization uniting the local snowmobile communities to promote safe and responsible snowmobiling. Are you aware of the many reasons why you should become a member of MSA? MSA employs a lobbyist to represent our interest during the legislative session held every two years. MSA helps fight for public land access and helps clubs financially in their pursuit of keeping riding access.

MSA works closely with the Montana Department of Fish, Wildlife and Parks along with local clubs to develop and maintain a quality snowmobile trail system for all riders. But did you also know, these two parties help administer grooming funds, support costly repairs, administer grooming program insurance coverage for your local club as well as provide the required resource-environmental damage insurance, for three hosted events, per club?

MSA gives back to the communities of Montana in any way possible and also sponsors an annual scholarship program.

To support Montana, we need your support. Help defend your riding areas. If you are a member - THANK YOU! If you're not, we invite you to join online or by mailing in your Club, family, or business membership application today. **Visit:** www.snowmobilemt.org.

Montana Snowmobile Association

Membership Application 2022/23

Join online snowmobilemt.org or complete the application below.



Membership Type New Club /Business: \$40
 Renewal Individual/Family: \$25

Do you belong to a local Snowmobile Club? List Club: _____

Full Name: _____

Business / Club Name: _____

Family Members: _____

Mailing Address: _____

Email: _____

Phone: _____

Newsletter Preference:

Send via Email Mail Print Copy

Mail completed application with payment
Montana Snowmobile Association
P.O. Box 56 | Black Eagle, MT 59414



Montana Snowmobile Association

snowmobilemt.org
P.O. Box 56
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