



# DISCOVERING CANADA'S NEWEST SLEDDING PLAYGROUND

*It's Christmas All Winter Long in Northern New Brunswick!*

STORY BY CRAIG NICHOLSON, THE INTREPID SNOWMOBILER

*// Now, Dasher! Now, Dancer! Now Prancer and Vixen! On Comet! On Cupid! On Donder and Blitzen!  
Now dash away! dash away! dash away all! //*

Photo Credit: Al Fletcher

The famous words above spin 'round your head on one awesome trail after another. It's a dream come true to ride such a never-ending abundance of wide, sweeping, scenic trails – and they just kept on coming, in and around Canada's newest sledding playground – the Christmas Mountains of Northern New Brunswick.

Last March, our crew trailered to Edmundston, staging from there for a four-day, saddlebag tour. We'd heard that the Christmas Mountains are fast becoming a New Brunswick go-to destination and wanted to see what it is has to offer.

**Dreaming The Ride**  
Little did we know that there's much more to the Christmas Mountains than first meets the eye. The project had a soft launch for the winter of 2021, just in time to mark the 40th Anniversary of the New Brunswick Federation of Snowmobile Clubs (NBFSC). But there's also a remarkable backstory to the Christmas Mountains – a real eye opener about how to create an extraordinary snowmobiling destination. Here's the story behind the story...



Photo Credit: Al Fletcher  
**Top notch signage at every intersection.**  
**TOP PHOTO: New warm up facility and gas pumps at Mount Carleton.**



Arctic

# THE Source for Clutch Tuning Components !

**Dalton's "Quick Adjust" Flyweights** Our most popular, where the grams can be added or subtracted without even removing the flyweights from the primary. Lots of designs including Arctic, Polaris, and versions for the popular Yamaha turbo models.



DPT-901-T



DPT-902

**Pro Tuner Series Flyweights** For Skidoo pDrive primary- DPT-902, 903 versions for 850 clicker type primary, and DPT-900-T, and 901-T, 901-TM series for the 900 Ace turbo models pDrive. Models for 900 Ace Turbo are a direct, proper drop-in fit for the 900 Ace turbo primary clutch. No clickers, shims, or spacers are required. 900-T/901-T,901-TM series also feature some of the adjustability in the Dalton "Quick Adjust" method which allows some fine tuning without having to remove the flyweight from the clutch. See website for details and gram ranges. Note: We of course, still have plenty of versions of pins, springs, etc., for earlier Skidoo TRA !



pDrive



**Springs** We continually develop more springs for tuning. There are primary and secondary springs for most models, including some new versions for Polaris Team secondary, more Arctic versions, and more versions for Skidoo including new pDrive primary springs.

**Helixes** We manufacture helixes for all brands, the list is always growing. See our website for details of high quality construction, and available angles list. Choose a helix from our website, it most often gets cut and shipped within the next day or two.



**We offer a huge selection of individual clutch tuning components for snowmobiles!**

**FAQ: Does Dalton offer "clutch kits" or suggested set ups for individual snowmobiles?**  
**Answer:** Sorry, we do not sell "kits" or suggest set ups for snowmobiles. Rather, we supply components to companies that do that, and racers/tuners that do snowmobile clutch tuning on their own. If you are one who says "I have my sled running great!" ...and it is really YOU that tuned the clutching on your own, then you are probably very familiar with our company. If you prefer a packaged clutch kit ( and many do for various good reasons ), we have some companies listed on the FAQ page of our website that may help.

**Fast Shipping !** FedEx standard air shipping ( 2-3 business days ) is \$19 anywhere in North America excluding Alaska. Priority overnight available in most areas of Canada and USA. Contact us for details and Alaska /International rates.



# Dalton

[daltonindustries.com](http://daltonindustries.com)



Centrally based groomers keep remote trails smooth.

Photo Credit: Al Fletcher

Odyssey provided a network of trans-provincial trails with numerous connections to towns, services and amenities, that helped open the remote interior access for trail riders.

**What's In A Name?**

Let's not forget Arthur Wightman. A New Brunswick member on the Canadian Permanent Committee on Geographical Names, Wightman was also a major contributor to the Christmas Mountains project. In 1964, he named ten previously unidentified peaks in north-central New Brunswick. Somewhat whimsically, Wightman dubbed them with Santa and his reindeer in mind: Mount Dasher, Mount Dancer, Mount Prancer, Mount Vixen, Mount Comet, Mount Cupid, Mount Donder and Mount Blitzen, plus Mount St. Nicholas and Mount North Pole.

Wightman's naming was inspired by the 1823 poem quoted at the outset of this article, whose memorable first line is " 'Twas the night before Christmas, and all through the house...". Apparently, Rudolph, who wasn't popularized until 1939 in the holiday season song "Rudolph the Red-Nosed Reindeer" missed out on a summit of his own. Located near Mount Carleton, the highest in the province, these peaks soon became collectively known as the "Christmas Mountains". Little did Wightman know that his fanciful monikers were destined to become a very special snowmobiling brand 57 years later.



Photo Credit: Frank Mazzuca

Intersections maps show the primary riding area.

committed partners and stakeholders, including First Nations and all levels of government, about 15 years to bring the Christmas Mountains dream to life.

**Christmas Mountains Assets**

That achievement couldn't have happened without a confluence of prior events. Topography provided a solid foundation thousands of years ago, positioning Northern New Brunswick as far north as Saguenay Quebec or Cochrane Ontario. Geology contributed a sub-range of the Appalachian Mountains so the New Brunswick interior benefits from the colder climate of higher elevation. Both of these factors combine to deliver a must-have for a great snowmobiling destination: long, cold, snowy winters for early and late riding, often to the end of April.

The forestry industry added its own important contribution in the mid-nineties, when it began building logging roads in these north-central mountains. The resulting network of corridors and bridges, engineered to support the weight of logging trucks, provided an invaluable trail framework for the newly envisioned snowmobile destination.

Then around 2010, the "Northern Odyssey Tour" was introduced as a new snowmobiling experience in Northern New Brunswick. It's an exceptional snowmobile adventure anchored by Edmundston, Campbellton, Bathurst and Acadian Peninsula. Still going strong, the Northern

**The Hub Concept**

Fast forward to more recent times. Many important building blocks for a "Black Hills" style destination were already in place in New Brunswick. But the question was: How to bring them together and optimize their collective value? A great place to start was with some of the attributes that have helped make the Black Hills successful. So in 2013, the NBFSC commissioned renown Trails Work Consultant, Kim Raap, to write a report called the "Snowmobile Trails Development Plan".

That plan described how snowmobile operations in the Black Hills revolve around the Hardy Work Center. Run by the US Forest service, this historic collection of two log cabins, one logshop/garage and two modern garages, is



Photo Credit: Al Fletcher

# TRAIL HERITAGE

DURABLE OVERLAYS IN KEY WEAR AREAS  
MESH HEMS OFFER BETTER SAFETY FOR FROZEN LAKES  
STAY WARM AND DRY



KLIMATE JACKET & BIB / F3 CARBON PRO HELMET / AEON GOGGLE

f i YouTube KLIM.COM #KLIMLIFE



Photo Credit: Al Fletcher

### STAGING LODGINGS

**Grey Rock Quality Inn, Edmundston**  
 greyrockqualityhotel.com  
 (506) 737-2000

**Atlantic Host Hotel, Bathurst**  
 atlantichost.com  
 (506) 548-3335

**Wilson's Sporting Lodge, McNamee**  
 wilsonscamps.nb.ca  
 (506) 365-7962

**Settler's Inn & Motel, Plaster Rock**  
 settlersinn.com  
 (506) 356-9000

### WHO TO CONTACT

**Tourism New Brunswick**  
 tourismnewbrunswick.ca/winter-snowmobile

**Northern Odyssey**  
 northernodyssey.ca

**New Brunswick Federation of Snowmobile Clubs**  
 (online permits & trail map)  
 nbfsc.com

theme, several hundred kilometres of new trails are shown in red on NBFSC print and online maps. The trails are named Prancer, Dancer, Vixen, Comet Cupid, Candy Cane and North Pole (once again, latecomer Rudolph didn't make the cut).

Meanwhile, ride-in lodgings for the Christmas Mountains are located in Saint-Quentin (53 km northwest on NB19), Nictau (50 km west on NB23), Roger's Lake (80 km east on NB23) or north at Island Lake Lodge (60 km on NB19) & Sugar Camp (80 km on Trail 301). The closest accommodations to Christmas Mountains trails are Serpentine Lake Lodge (on NB58) and Governor's Wilderness Resort (on NB23).

### A Work In Progress

The Christmas Mountains is a dream coming true. But it's still a work in progress. Developing Mount Carleton Lodge into a 7-day a week winter operation for food service and winterizing existing their accommodations, would be beneficial. Having both a Christmas Mountains trail map and background info mounted on wallboards at Mount Carleton Lodge would help build visitor interest. So would "Welcome to the Christmas Mountains" billboards on every trail leading into the area to promote its status as a go-to destination and let visiting riders know they're arrived.

One other valuable asset of the Black Hills hasn't yet been officially realized in the Christmas Mountains – an integrated backcountry riding component. With Crown Land prevalent throughout the 52,000 acres of Christmas Mountains, plenty of legal opportunities exist for powder riding. Remember all those logging roads I mentioned earlier? Many are now unmaintained, endless corridors where local backcountry enthusiasts already get their ya-ya's out. But so far, visiting riders are left to discover backcountry opportunities on their own, whereas designated and promoted areas (and guided rides) would solidify the Christmas Mountains' growing reputation as powder central.

### Riding The Dream

Regardless, 15 years after Ross Antworth brought a dream back from the Black Hills, the Christmas Mountains now provides an outstanding trail riding experience – early, late or anytime in between. It's a natural complement to the Northern Odyssey, albeit a destination all its own. Areas towns and remote operators are already reaping the rewards from a notable increase in ridership to the area. Many other snowmobiling regions could use the New Brunswick playbook to help create their own special destinations. Yes, it's truly Christmas all winter long in Northern New Brunswick – so now's the time to start planning your Christmas Mountains adventure ride this winter!

located in the remote heart of the Black Hills. It's used by employees of the State of South Dakota in the winter to maintain snowmobile trails.

The centralized concept in a remote area enables a more effective and efficient grooming operation with dedicated groomers and paid operators stationed on site. From this hub, groomers can spoke out regularly, doing one-way passes on runs that loop back to base. And with groomers & operators centrally located, grooming surrounding trails is their only priority and occurs more frequently. If the machines were individually based miles away at various towns, keeping these remote trails smooth wouldn't happen as often. Also, it's much easier for groomers at a central base, closer to their grooming runs, to undertake early and late season grooming, when surrounding access trails at lower elevations don't have enough snow.

### Show Us The Money

Several years later, the province recognized project progress when the proposed "Christmas Mountains Snowmobile Network" was designated a "Signature Trail" attraction in the New Brunswick Trail Action Plan. This document rated the Christmas Mountains project as 90% ready to meet the Signature Trail criteria of being strategically located, safe to ride and sustainable into the future.

Soon after, a multi-million investment transformed the existing operational base for the staff of Mount Carleton Provincial Park into a contemporary New Brunswick equivalent of the Black Hills' Hardy Work Center. The New Brunswick government funded two new groomers located at this new hub, and trained staff to operate them for the winter months to take the grooming load off area snowmobile clubs. A new fuel depot

now keeps the groomers running (and provides gas daily for visiting sleds), while a magnificent new warm up facility is open daily (until 11 pm) with bathrooms and WIFI for winter visitors, plus store & snacks (open Thurs. to Sun). Several new park bridges were built to accommodate the new groomers, while new warm up shelters now offer rest stops on Christmas Mountain trails.

### Gateways & Access

As our crew did, riders can access the Christmas Mountains from several gateway staging locations: In the west, from Edmundston (180 km via NB12 & 19) or Plaster Rock (115 km via NB23); from the east via Bathurst (129 km via NB19 or 23); or to the south from Doaktown-McNamee (184 km via NB58) or Miramichi (212 km via NB52 & NB23). And true to their Christmas

## Go Digital With The OFSC



Photo Credit: Martin Lortz

Everyone at the OFSC is excited about the coming season. Preliminary weather forecasts are promising. 92% of respondents to last Spring's Rider Preference Survey indicate they intend to ride again this winter. Permit sales have remained strong over the past two years – more than \$21M is going on the snow this season for groomers and trail improvements.

Meanwhile, Ontario snowmobilers will get their OFSC information in new ways, since the print industry has yet to recover from the past two years. One casualty is the OFSC Go Snowmobiling Magazine, which unfortunately will not be published this year. But thanks to our Rider Advantage partners Supertrax, we are able to bridge the gap with this special OFSC section in their only print issue this season.

So what's the best way to keep up with the latest news and updates from the OFSC? Increasingly, digital is the way to go. 76% of survey respondents already visit the OFSC website regularly, generating 1.6M page views last year alone. 87% check trail status on the Interactive Trail Guide, resulting in 1.77M views last season. The OFSC Facebook page is also a popular source of timely info, with a 2021-22 reach of 1.74M.

As for our OFSC newsletter, 80% of respondents report receiving it by email last season. The newsletter has 104,000 subscribers, who opened the 31 digital issues a total of 2.4M times. 89% of newsletter readers say its content is helpful and informative. So don't miss out. Become a newsletter subscriber today. Sign up by going to the bottom right corner of any OFSC website page. |

## Home Run For Save Our Trails

Year One of the OFSC *Save Our Trails* Campaign was a resounding success. Thanks to increased awareness and cooperation among Ontario snowmobilers, OFSC clubs reported a significant improvement in landowner relations last winter. But the job is not done yet.

To keep the momentum going, *Save Our Trails* Year Two launches this season. Once again, the campaign's cornerstone will be our industry-leading "Stay On Trail" video, which earned an impressive 250,000 views on OFSC platforms last winter. 80% of Rider Preference Survey respondents are aware of the video. If you haven't seen it, check it out on YouTube by searching "OFSC Stay On The Trails".

Produced by the OFSC in partnership with Destination Ontario and The New Business, this ground-breaking video helped inspire a companion initiative, Take The Pledge, developed by the International Snowmobile Manufacturers Association, and a first of its kind snowmobile magazine feature in Supertrax, "Crisis On Our Trails" by Craig Nicholson, The Intrepid Snowmobiler.



Our Stay On Trail video was also the "talk of the town" at the International Snowmobile Congress in Iowa last June. Word is that the OFSC video will be used by several states this season, and Quebec debuted a French version at their annual congress in September, translating and adapting our script along with their own images. Note: to help avoid off-season trespass and illegal trail use by other motorized users such as ATVs, the OFSC Interactive Trail Guide (ITG) is turned off each spring and goes live again for snowmobiler use by October 31.

The OFSC *Save Our Trails* campaign reminds everyone how valuable OFSC Prescribed Trails are to snowmobilers, to landowners, and to local businesses, while recognizing that illegal off-trail riding is a challenge that requires our united action. Trespassing on private land is not only harmful to longstanding landowner relationships. It also causes serious trail issues for OFSC clubs in many areas, while threatening the winter livelihoods of many rural and northern communities. Let's stay on trail again this winter! |

Volunteer For Your Local Club Today

## Destination Ontario Promotes Snowmobile Tourism

Destination Ontario is the lead tourism marketing organization in Ontario. With the OFSC as a strategic industry partner, Destination Ontario kicked off a major investment in snowmobiling tourism from Fall 2021 to March 2022. The goals are to reboot snowmobile travel within the province and rebuild winter tourism in snowbelt communities through shared consistent messaging on both Destination Ontario and OFSC social media platforms.

Judging by the 24M impressions it earned on social media, the "Ontario Snowmobile Paradise" campaign exceeded expectations. This \$150,000

digital initiative came to market in several phases, starting with a pre-season push on buying Ontario Snowmobile Trail Permits that generated 40,000 visits to the OFSC permit page. Phase two debuted a landing page with a new tourism video (English and French versions) and many helpful trip planning resources. It attracted 145,000 visitors, while generating 43,000 tourism referrals to hospitality providers.

Thanks to these remarkable results, Ontario Snowmobile Paradise returns for its second year this fall. Destination Ontario expects that its reach and effectiveness will be even more robust for the coming season. |



Photo Credit: Al Fletcher

### OFSC Online Resources You Need:

Buy A Permit or Gift Card	<a href="http://www.ofsc.on.ca/permits/">www.ofsc.on.ca/permits/</a>
Save \$\$ With Rider Advantage	<a href="http://www.ofsc.on.ca/rider-advantage/">www.ofsc.on.ca/rider-advantage/</a>
Sign Up For Driver Training	<a href="http://www.ofsc.on.ca/driver-training/">www.ofsc.on.ca/driver-training/</a>
Volunteer For Your Club	<a href="http://www.ofsc.on.ca/find-your-district/">www.ofsc.on.ca/find-your-district/</a>
Plan A Snow Tour	<a href="http://www.ofsc.on.ca/snow-tours/">www.ofsc.on.ca/snow-tours/</a>
Trails & Status	ITG goes live by October 31

Stay On The Trail This Winter

## What It Takes To Make Trails Ready To Ride

### OK From Private Property Owners

- Signed land use agreements in place
- Gates open, with designated trail clearly marked

### Trails Prepped For Groomers

- Removal of fallen trees/debris
- Repairs of trails, bridges & culverts

### Prolonged Sub-Zero Temperatures

- Starts ground freezing
- Facilitates early snow & reduces snow melt

### Frost In Ground

- Makes solid trail base & helps snow stay
- Protects trail surface

### 8-10" of Packed Snow Base

- Durable foundation & protects trail surface
- Prevents damage to groomers & sleds

### Trail Ready Criteria Achieved

- Required signage correctly placed
- Trail groomed & packed

### Trails YELLOW or GREEN on ITG

Riding any OFSC Trail showing RED may be:

- Damaging to trail
- Trespassing
- Unsafe for rider & sled

Don't Jump The Gun!

Your Patience Helps Volunteers Ready Trails As Early As Possible.



PLEASE STAY ON THE TRAIL THIS WINTER!  
Always check the OFSC Interactive Trail Guide (ITG)  
before riding any OFSC trail  
and do not enter any OFSC trail showing RED.



Ontario law requires a 2022 Snowmobile Trail Permit to access recreational OFSC Prescribed Trails

# BUY YOUR PERMIT EARLY!

## Clubs Need Your Help To Repair Storm Damage

What will it take to get trails ready this fall? More volunteers than ever before. Yes, thanks to several devastating storms this summer, many snowmobile clubs are facing obliterated trails that could remain impassable. Unless snowmobilers step up to lend a hand this fall. But last Spring's Rider Preference Survey indicates that only 1/3 of riders plan to volunteer with their local club this season. That's not enough, because it's a fall like no other.

Yes, the usual trail prep needs to be done: washouts caused by beaver dams; narrowing due to rampant growth; erosion from heavy rains and flooding; some broken branches and fallen debris. Plus, manmade infrastructure requires attention. Hundreds of bridges and culverts need to be checked and repaired. Trail surfaces damaged by other motorized vehicles necessitate regrading. Defaced or missing safety and wayfinding signs must be replaced. Map boards and intersection markers renewed. "No Trespassing" notices put up. Gates reopened. Thousands of trail stakes reinstalled after being removed by volunteers the previous spring for trail closures.



Photo Credit: Ganaraska Region Conservation Authority

But before any of this normal trail prep can commence, club volunteers must first clear the extensive and unexpected destruction wrought by Ontario's powerful derecho last May and other recent windstorms. Many trails have literally disappeared, buried under massive tangles of fallen trees and crushed branches. According to reports from volunteers who have surveyed the damage, it's unlike anything they've seen before. That means, without extra help, some trails may not open this winter.

So now's the time to call your local club! To help out, go to [www.ofsc.on.ca/find-your-district/](http://www.ofsc.on.ca/find-your-district/). Then click on your district link and go to their club contact list. Or try contacting them through their Facebook page. Thanks for doing your part to get trails ready!

## Thank A Landowner This Winter



Photo Credit: Martin Lortz

The over 60% of OFSC Prescribed Snowmobile Trails on private property would not exist without community-minded landowners across Ontario. These generous landowners come from all walks of life, including thousands of farmers, and home or cottage owners, as well as private companies, municipalities, conservation authorities and others. Each voluntarily contributes to recreational snowmobiling and the well-being of their hometowns by donating the use of a portion of their private property

for an OFSC Prescribed Trail during the winter months.

OFSC trails on their land provide snowmobilers with safe and legal places to ride, while connecting hundreds of rural communities on the snow and providing many economic benefits for their businesses and jobs for their residents. Please say thanks to our landowners by respecting their property and staying on the trail this winter.



Stay On The Trail This Winter