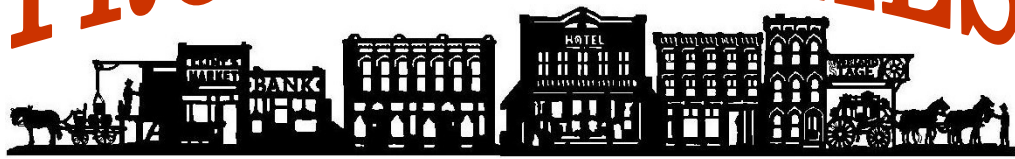


FRONTIER TIMES



Hot Dog Roast!

On Saturday, February 18, 2017, the Frontier Sno Riders hosted a hot dog roast at the Knox Town Park. Riders stopped by, ate hot dogs, and shared experiences from out on the trails. The PistenBully 100 was on hand, and plenty of folks got to check out the "trail smoother" up close.



Volume 13 Issue 7 March 2017



Quest

A goal of mine each winter is to be able to get in a ride to Richfield Springs from the Frontier trails. Some year the snowfall just does not allow this to happen. To make the journey requires the right weather conditions, great riding friends, a planned out route, and an early start. This year snowfall has been on the poor side most of the season. So when we finally got a good base and good powder on top, it was time to go west. Waiting

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The Club is always looking for good grooming equipment, Laudy Hoyenga recently located a jeep with tracks that would work very well on the trails.

Take a Friend Snowmobiling is still on hold, perhaps March will be kind?

NYSSA Forum is coming up in April and the club would like to send 3 or 4 members to attend at Lake Placid.

Trail Boss Pics

Trail Log



East Berne - Brian Buchardt - Hoping for snow.

Sloansville - Laudy Hoyenga - Hoping for snow.

Mariaville - Jerry Schoening - A few culverts to be put in next season and widening of C7B to continue.

Burtonsville - Jeremy Stoliker - State Forest agreement being renewed for Charleston and Lost Valley.

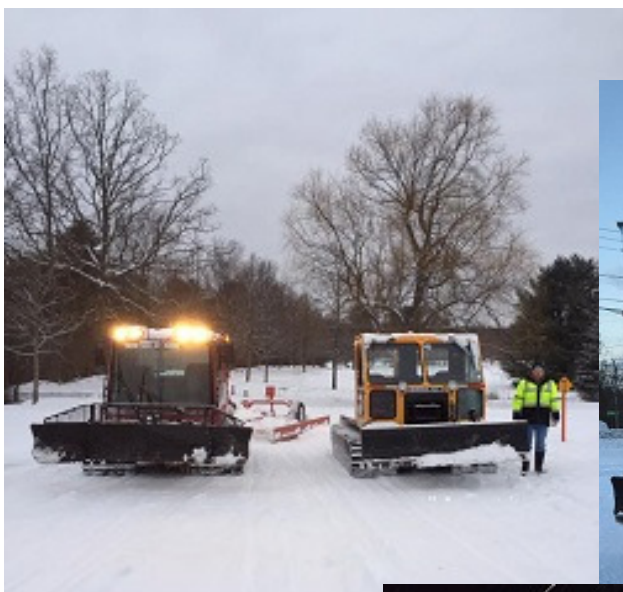
Knox/Wright - Ron Shultes - A couple of gates were damaged from illegal riding and will need to be repaired.

Township - Skip Murrell - Hoping for snow.

Esperance/Delanson - Tom Rulison - Hoping for snow.

Duanesburg - Aaron Nickloy - Hoping for snow.

Can you guess where each of these photos were taken?



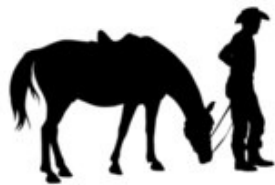
Frontier Sno Riders



Page 2

Trail Marshal says...

When the trail gates are closed it means the trails are closed. Very simple. Do not bust the gates open or ride around them. The gates will be opened when the proper amount of snow is on the ground. A number of gates were damaged by people not wanting to wait until more snow had fallen. Respect the gates, respect the land.



dreamstime.com

(continued from page 1 - Quest)



Junction of C7E and C7F, near Esperance, we headed west on C7F.

even a day longer was not looking good either as the forecast called for a major thaw to begin. Past president Tom Rulison and fellow board member Michael Riek would be riding with me. Tom was happy to get the ride in before he and his wife were to vacation in Florida. Michael was eager to get in a second long ride on his new sled, a Polaris Assault.



Below Sharon Springs, trail C7F and S72 junction.

Scouting the route a day before I found my friend



Took a break above the village of Cherry Valley.

and board member Laudy Hoyenga had ridden west from his home in Sloansville the day before. He reported some of the best riding conditions ever. However he advised to stay north of the Sharon Springs trails as they were not their usual smooth. I decided we could take C7F west and return on the north side via C7H to avoid the Sharon trails in one direction.

Michael and I left my house shortly after 8am and arrived at Tom's about 8:45. Frontier trails had good coverage with only a couple of water holes, but they needed more loose snow for cooling.

After leaving Frontier, we entered Cave Country and found their trails in good shape with more snow for cooling.



Looking south down Cherry Valley, about to cross Rt 166.

Next up was the Sharon trails and to a couple of miles east of the Rt 10 highway C7F was groomed nice. Where the groomer turned around is where the trail got bumpy. It stayed that way all through the village and down passed the Stone House Farm. Very little sled traffic had continued on to Cherry Valley via C7F at this point. There were logging operations along the old rail bed but the trail was in good shape.

Continued on page 4



We arrived in Cherry Valley and had to take a re-route east of the village. We stopped at a junction just above the village. Michael said he needed a break as his chest was hurting. His arms were fatigued from the rough trails we had crossed. He said after that section he was ready for a nap, he yawned more than a couple times.

Michael said he had not experienced pain in this way before, but since it had been only the second time out riding any distance this season, we dismissed it as sore muscles not being used to the rough trail. Waiting seemed to allow Michael to regain his strength so we pushed on, however at a much slower pace. We stopped again where C7F crosses Rt 166 highway south of Cherry Valley. I checked with Michael and advised him we were going into a stretch of trail that would be rather remote. I wanted to know if he were sure we should continue, he agreed at the slower pace.

The trail was nicely groomed and provided a smooth ride into the high country. On the other side of the ridge we descended toward Richfield Springs. Lots of big open fields invite easy cruising. We made for



The return trip we headed north first, here over looking the Mohawk

markings got real thin out on the big fields. We ended up following a single set of tracks for a ways, and then found a trail marker!

Back on C7F it wasn't long before we crossed back into Frontier trails, a welcome sight after a long day. We still had an hour to ride, but we stopped at Tom's for a pit stop and then said good bye. Darkness had come before we finally reached my house. Michael got his sled loaded up and headed home. 162 miles for the day, pretty amazing considering Michael suffered a heart attack while out on the trail!

Upon reaching his home, he was still having chest pain and his wise wife said "We're going to the doctor now!" Michael is very lucky to have not had more difficulty than he did out on the trail. His heart has some damage and he will require a lot of recovery. Lesson to be learned here is, if something isn't right, get it checked out right away. As ride leader I should have said as much and we could have gotten assistance right there in Cherry Valley. Continuing on as we did, put Michael's life in grave danger. We convinced ourselves that it wasn't as serious as it really was. It truly is better to be safe than sorry.



We made it to Richfield Springs, arrived about 1pm, fuel and food stop.

the gas station and McDonald's on the northwest side of the village. We refueled the sleds and then got some lunch. This break gave Michael a much needed rest.

After nearly an hour's pit stop we hit the trail, backtracking until East Springfield, there we turned north-east toward Hessville. Eventually we picked up C7H and headed east. This trail is at a lower elevation than C7F and had less snow. We did have to look for loose snow at times to keep the motors running cool as windblown bare spots began to show.

After passing Ames we rolled into Argusville to find a secondary trail leading around Bear Swamp. This trail would short cut us over to C7F at Carlisle. Trail

Joel Church



While the trails were flat and fast, we were at a lower elevation and the snow was thinner in the Hessville area.



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Laudy Hoyenga	Sloansville	868-2092
Aaron Nickloy	Duanesburg	844-6820
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Club Meeting
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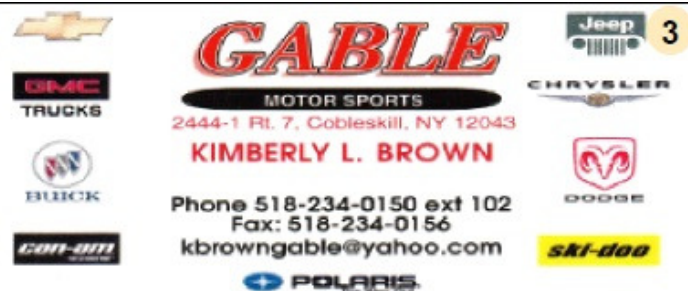
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