

S. A. M.

NEWS LETTER



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The Following address was given at the Annual Meeting of S.A.M. at the Driftwood Motor Inn, Shrewsbury Mass. by Paul Andonian, Enforcement Officer for the Registry of Motor Vehicles, Div. of Marine and Recreational Vehicles.

Good evening, Mr. President, officers, members and guests of The Snowmobile Association of Massachusetts, it is indeed a pleasure for me to be here today among those who would further the progress of the snowmobile enthusiasts throughout our state.

I do again want to thank those for their sincerity in my being invited as a guest.

I have been asked to give a brief talk on various aspects of the sport, but I hasten to add that several comments from my text will in part be of my own personal views so that if there are any questions regarding any part of my talk, I would be perfectly willing to discuss it to some length with the party in question directly after your order of business has been completed. As we know all too well snowmobiling in the past two or three years has had an explosive growth with the public and shows no signs of abating. This in my own opinion has its good points, but on the other side of the balance its own pitfalls.

The position of the sport in this state is unique and stands alone in comparison with the lesser populated snow belt states. As I have just mentioned the population per capita to the square mile of Massachusetts compared with the states to our northern borders cannot in the least bit be compared.

This alone is one of the greater problems to the development planning



VIEWING RECENTLY PURCHASED ADDRESSING SYSTEM ARE (L. to R.) John Ramsey Director, President Maurice Lamothe, John Bergen Sales Manager for Pamco Eaton Distributor for the Adressing Firm, Henry Noyes and John Brewer Directors.



SHOWING SAFETY POSTERS-Now being distributed to Snowmobile Clubs are, John Brewer, Phil. Sharp and Henry Noyes, Directors of SAM.



SNOWMOBILE ASSOCIATION of MASSACHUSETTS, Inc.

*"Dedicated to the Preservation of
Snowmobiling as a Safe Family Sport."*

NEWSLETTER

DIRECTOR'S APPROVE DISTRICTING

The Board of Director's recently approved districting of the State. When completed, each district will be comprised of an equal number of clubs. This will assure the individual snowmobiler that he will be represented. The text is now being prepared and will be forwarded to clubs as soon as it is completed.

Districting has become necessary for the following reasons:

- * To obtain accurate statistical information in regards to membership and data pertaining to same.
- * Assist new clubs to get started.
- * Disseminate information with greater efficiency.
- * Spread the work load.
- * Acquaint the non-snowmobile public what is being done in local areas to improve public opinion.
- * Work to develop trail systems.
- * Adopt stronger safety programs.
- * More accurately assess legislative requirements on a local basis.
- * Get greater co-operation from distributors and dealers.

Committee's will be formed in districts and committee's contemplated include:

- | | |
|----------------------|----------------|
| * Legislative | * Membership |
| * Safety | * Publications |
| * Public Information | * Functions |
- * Insurance Study

Much work has been done to insure snowmobilers that they are properly represented. The individual snowmobiler can help by selecting individuals in their club to represent their club on the basis of being a good spokesman and also being available to attend meetings. A working member will become mandatory for '73. We have been fortunate thus far to have retained use areas and avoid severe restrictions. The conduct and efforts outlined above will determine our future.

Our new addressing system is 80% complete and will soon be able to provide total membership information plus mailing lists to all groups who require knowledge of our organization and its functions. This will be a useful tool for all committees and can be expanded to serve whatever requirements are demanded.

The future is indeed very bright but requires participation and encouragement through individual membership.

The membership committee will be largely responsible for the success of all other committees since funding is acquired only through membership. A large but worthwhile task faces all committee's next year. With your help they can be 100% successful!!

ATTEND SYMPOSIUM ON SNOWMOBILES AND THE ENVIRONMENT

President and Mrs. Maurice Lamothe of the Snowmobile Association of Massachusetts, attended the Symposium on Snowmobiles and the Environment, held at Dartmouth College on March 2, 3 and 4, 1972. Sponsored by the Youth Advisory Board of the Environment Protection Agency, the Symposium brought forward many problems and opened avenues of communication between all parties involved. Under the leadership of Derrick Crandall of Dartmouth, the Symposium was run with a minimum of delay. All members who served on the committee's should be congratulated for a job well done. The Board intends to reduce the text into the form of recommendations for all agencies in the state. Copies will be made available to all in attendance.

During the workshop session a panel consisting of Norman Hayes, V. P. of the Vermont Association of Snow Travelers, Dr. Fred H. Bess of Central Michigan University, Richard Cross of the U. S. Department of the Interior, Dr. William Schmied of the University of Minnesota, and Lamothe, answered questions regarding the state wide effects of snowmobiles and proposed answers to these problems.

REGISTRY NEWS

Effective January 1, 1972, decals are being issued for validation of 1972 snowmobile registrations. Decals which carry an expiration date of January 1973 should be affixed to the top right corner of windshield. In absence of windshield, decals should be placed on cowl of machine on right hand side of

vehicle to the right of SM registration number. Individuals who received a registration number in November or December may obtain a decal from Division men at the many use areas by simply showing him their registration certificate. If you receive a registration certificate be sure you do not accidentally lose or discard this decal.

SALES TAX BILL JOLTS NEW BUYERS

Chapter 564 Acts of 1970 passed on July 1970 and became effective on October 20, 1970, was amended on June 1, 1971, to allow dealers to collect sales tax. Another rule disallows trade-in on snowmobiles. For example, if a person purchased a \$1,200 machine and was allowed \$400 trade-in, he would pay a sales tax on \$1,200!! This again singles out snowmobiles, since boats, automobiles, outboard motors, all allow trade-ins. Write to your legislators and oppose this unfair practice!!

CLUB VISITS MADE BY YOUR PRESIDENT

Sandwiching club visits into his many activities during the past two months to acquaint snowmobile enthusiasts with the new snowmobile regulations was quite a feat for your President! Ever mindful however, of the importance of Club activities and their relationship to self discipline among snowmobilers provides the "drive" required.

Among the larger meetings attended was the January 26, meeting at Tekoa Country Club, where over two hundred snowmobilers were present. Speakers were Maurice Lamothe and Roger Arduini of the Division of Marine and Recreation Vehicles. Representatives from other clubs were also in attendance as representatives from the city of Westfield and the Division of Marine & Recreation Vehicles.

A special meeting was called by the Berkshire County Snowmobile Association. (The combined group of snowmobile clubs in Berkshire County) headed by Jim Kirchner, President. On February 29, guests for the evening were Maurice Lamothe, President of the Snowmobile Association of Massachusetts, Inc., Roger Arduini enforcement officer for the Division of Marine & Recreation Vehicles, and Douglas Poland of the Department of Natural Resources. Purpose of the meeting was to review the new snowmobile regulations.

Jim Kirchner, also a Director of S.A.M., is commended for his dedication to snowmobile activities. Under his leadership, snowmobilers in a five town/city area have developed Search and Rescue teams with access to an ambulance sled if required. Berkshire County can well be proud of this group of clubs and the guidance provided in the direction of law and order. Our congratulations to a job well done!!

Other Clubs Visited Include:

Sterling Snowblazers (see cartoon depicting new laws in this publication), Pine Valley Snow Riders, Gateway Snowmobile Club, New Horizons Snowmobile Club, Easy Riders, Mass Sno Riders, Snow Bogies, and newly formed clubs in Douglas and Lunenburg. We hope to see many more before the years end and look forward to meeting more of you at that time.

John Ramsey and President, John Brewer, both of the Sterling Snow Blazers, (and both Directors of S.A.M.) have been doing a bang-up job helping clubs to organize. The Snow Blazers, one of the first organized clubs in the State, has much knowledge of trails and the work necessary to obtain land owner permission and trail marking. Their club is active all summer long trimming and marking trails, patching fences and removing bridges in the Spring and reconstructing spans in the fall. Many clubs could follow their good example and expand their activities to include trail development and marking during the summer months. Good work, Guys!!

N.E.S.D.A NEWS (New England Snowmobile Distributor Association)

Robert Morrill was recently elected President of the N.E.S.D.A. Morrill, President of Rockwell Distributors, was one of the first snowmobile distributors in the United States. Bob, as he is known to his many friends, hopes to make great strides toward safety education, and improving public opinion and improving communication during his term. One of the first moves was to make the President's of all State organizations in his domain honorary members and thereby invited to all N.E.S.D.A meetings, a giant step toward that goal of improving communications. Also, voted to make the New Hampshire film available to State organizations. This is an exciting movie developed by the State of New Hampshire. Look forward to seeing this soon. Notice will be made to clubs as soon as the film is available.

CLUB ACTIVITIES

The Pioneer Valley Snow-Goers of Southwick, Massachusetts, have incorporated a 3 man Junior Board of Directors consisting of three young people to plan activities for the younger set. Among the clubs other activities, are the building of a club house. All materials, including the land, has been donated by members. Keep up the good work --- our thanks to Pat Campagnari for keeping us informed.

Tyringham Ridge Rumers headed by Donald Hale, President, have overcome some serious problems by planning and organizing. Tyringham, a small community on the Connecticut border, has excluded all but landowners from operating snowmobiles in the past. Through organization they have built bridges and trails and a strict set of rules. The new rules include a special decal on the machine to identify members. Provisions allow for members to take guests on trail rides and make them responsible for the guests actions while on the ride. They have reciprocity on trails governed by clubs in neighboring communities. Thanks to Ted Penus for keeping us informed.

PREMATURE EVALUATION?

Many times statements are made that "come true" at a later date. In May of 1971, the Snowmobile Association and the Division of Marine & Recreational Vehicles co-sponsored the first Massachusetts Snowmobile Congress. Conrad M. Lanoe of Greenfield, V. P. of S.A.M., delivered the following address. We reprint this now for your evaluation;

To say the least, it is always gratifying to see any assembly such as this which has been in the planning stages for months, attended by snowmobilers from all over the state. Although many of you are members of the Snowmobile Association of Massachusetts, I think it is appropriate at this point to discuss briefly why S.A.M. was originated, what S.A.M. has tried to do since its inception, and what we hope to do in the future.

Several years ago, as you may recall, snowmobiling in Massachusetts was developing at a rate unequalled by any other winter sport. For the first time, individuals that were not adept at skiing were able to enjoy the pleasures of a wintertime activity. Along with this growth, however, many problems unique to the sport of snowmobiling were developing as well. Several unfortunate accidents, along with many complaints from property owners and law enforcement officials, amplified by the press, gave the sport of snowmobiling a somewhat less than enviable image. Because of this image, it became obvious that snowmobiling in the Commonwealth of Massachusetts would have to be controlled through legislation as it had been in other snowbelt states, so a legislative study committee was formed. With the formation of this committee, it was felt by many individual snowmobilers, snowmobile clubs, and others connected with snowmobiling, that there was a need for an organization that would act as a liaison between the general court and the snowmobiling public. It was at this point, in the autumn of 1969, that a small group of concerned snowmobilers, organized into what was to become the matrix of the Snowmobile Association of Massachusetts. Through the winter of 1969-70, this group of men and women worked along with several legislators trying to draft legislation that would be acceptable not only to snowmobile enthusiasts, but to the general population as well. As it turned out, the legislation that was finally enacted was not as desirable as some would have liked, but at least it was legislation that both snowmobile owners and property owners could work with.

From that small group of concerned snowmobilers, the Snowmobile Association of Massachusetts has evolved into an organization of individuals, snowmobile clubs, dealers and distributors, from throughout the Commonwealth, represented by a Board of ten Directors who meet periodically throughout the year to plan and decide for the general membership what should be done regarding the sport of snowmobiling in the Commonwealth. As well as being concerned with pending legislative amendments, the Snowmobile Association of Massachusetts is actively promoting snowmobile safety, trail development on both public and private land, information dissemination, and promotion of the sport as a family activity.

However, as with any activity that has state wide magnitude, the snowmobile Association of Massachusetts has encountered many obstacles. Distance alone and the problem of arranging meetings at which men from all over the state can attend regularly is an obstacle. Recruiting individuals that are not only willing but able to give of their time to travel all over the state for the Association is an obstacle. Acceptance as a valid spokesman for the snowmobiling public is an obstacle. Communicating with members and non-members alike is a problem when working with limited resources and volunteer manpower. But foremost, and most distressing to me, is the apathy that I encounter from the individual snowmobiler. Being on the membership committee of S.A.M., I have spoken to many individual snowmobilers and snowmobile clubs, and inevitably the first question asked is "what can you do for us?" It is not a question of what S.A.M.

can do for you, it's a question of what each individual snowmobile owner can do for himself through affiliation with the state organization. For the Snowmobile Association of Massachusetts to be effective, it is essential that we not only have the financial and moral support of a large membership, but this membership must itself be active in promoting good will toward the sport through active participation in safe sane snowmobiling practices. It seems that snowmobile owners are very defensive when criticized, but what have most snowmobilers done to improve their image? Granted, most snowmobilers do not destroy property or litter the landscape, or cause unnecessary noise, but we do not help law enforcement officials prosecute those who do. Many snowmobilers are also extremely critical of the law regulating snowmobiling, but how many expressed an interest when the law was being drafted? The point I am trying to make is that if the sport of snowmobiling as we know and enjoy it today is to survive in the Commonwealth, it will be because people like you, who love the sport as I do, will continue to support the efforts of the Snowmobile Association of Massachusetts and will actively urge others who are not affiliated to join and do something for their own protection.

The motto of the International Association of Y's Men, which is the men's service club of the Y.M.C.A., I think is particularly appropriate. Their motto is: "To Acknowledge The Duty That Accompanies Every Right".

All of us feel that we have the right to snowmobile when and where we choose, but how many of us acknowledge the duty that cannot be divorced from that right?

As for the future, the Snowmobile Association of Massachusetts will continue to promote the sport of snowmobiling as a safe family activity, not only through legislation, but by working with the manufacturers through our dealer and distributor members, and also by working with the International Snowmobile Industry Association to produce safer more reliable machines. S. A. M. will also continue to work along with the various state agencies and local clubs to develop and mark trails. Hopefully, the future holds a full time snowmobile lobbyist at the State House and a full time secretary whose job will be to keep everyone informed.

Thank you for your kind attention.....

Snowmobile Association of Massachusetts
1972

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NEW LAWS



NO OPERATION OF VEHICLE WITHIN 300 FT. OF A DWELLING UNLESS PERMISSION GRANTED BY OCCUPANT.



4 INCHES OF PACKED SNOW REQUIRED ON PUBLIC LAND BEFORE SNOWMOBILING.



3 INCH NUMERALS OF CONTRASTING COLOR, BOTH SIDES AND REAR WHEN POSSIBLE.



CURFEW FROM 11:00 P.M. TO 6:30 A.M.