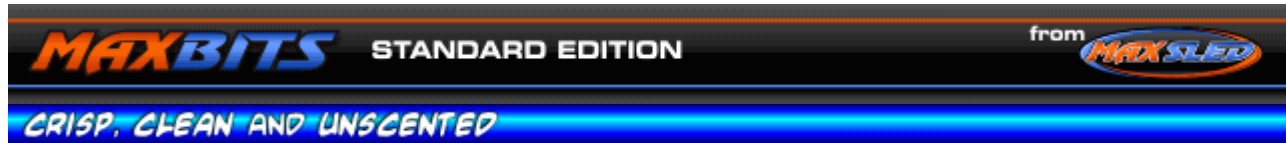


Gary Gustafson

Subject: FW: February Max Bits Snowmobile Newsletter (not spam)



February 2007 This issue of Max Bits is sponsored by:

FROM THE PUBLISHER



Hello Fellow Sledders,

It's been awhile since I've sent out a Max Bits and a lot has been happening lately. We've been attending the OEM's Sneak Peaks to get a glimpse of what is coming in 2008. It's way early, and with the low snow throughout the U.S and Canada (other than Colorado), we can tell you that the manufacturers aren't letting that slow them down. Despite what seems like the driest winter in as long as I can remember, the Big Four are still moving ahead and riding it out. There's probably no better time than now to get into current technology for a really good price, because dealers are willing to deal. Sure, you might not get a whole lotta miles on this season, but you'll get a deal on a new or newer sled and it will still be new next fall. Plus, there's still the chance that winter will go out like a lion, which means some good trail and ditch riding yet to come.

At the beginning of January, MaxSled was invited to West Yellowstone and Idaho as an awareness adventure of what access issues snowmobilers will face into the future. Like Yellowstone, Mount Jefferson is getting tremendous heat for closure to motorized vehicles. If you think this doesn't hit close to home, think again. Have you heard of Burt's Bee's? Roxanne Quimby, the company's founder, is purchasing land out east and locking out hunters, trappers, snowmobilers and ATV'ers. While the Idaho issue is public and the Bee's issue is private, it shows that there is a two-headed monster arising against our sport. Sure, there's a lot of land out there, and no one person can own it all, but why should the anti's control it all? We need to fight at the grass-roots level and band together. MaxSled will have a series of articles related to our trip out west and continue to post articles from the Blue Ribbon Coalition. And if you haven't already joined, I encourage you to join or donate to help the cause. Once the anti's get a firm start in closing areas, they won't stop until our sport is so crippled, it won't even be enjoyable.

Enough doom and gloom, we'll get through it, so let's get into the good stuff here. In this edition of Max Bits we announce our winner for the last Max Bits Giveaway, announce our new Giveaway, talk about the Polaris CFI's, Racing News, release dates for the 2008 model year sleds and more! So enjoy this "extra long" edition of Max Bits.

[RU Outside](#)

and

[Ski-Doo Parts and Accessories](#)

HOT NEWS

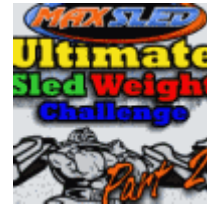
Polaris CFI Starting

One of our friends purchased a 2007 600 IQLX CFI and told us that he's not happy with how a person has to start the new CFI engines. It seems that the engine has to make a complete revolution before the fuel system is charged, but if you continue to turn the starter, the sled won't start. It seems you have to turn the key to rotate the motor, but then you have to shut off the key and turn it on again to start it. His Polaris dealer told him that is what has to be done. That doesn't sound like a cool deal to us and he said it's annoying for him. We hope Polaris can change this.

Speaking of CFI's, it seems the new Dragon 700 CFI engine is having some calibration issues and we've gotten some reports that some Polaris 600's are giving the new Dragon a hard time. While the rest of the sled is awesome (and believe us, so is the motor once calibrated), it's disheartening that the big-dog on the block is getting spanked by the littler dogs. Rest assured, however, Polaris is working on a fix for this and will get everyone's Dragon calibrated like it should be.

MaxSled Ultimate Weight Challenge

It seems we've drawn some attention to our weight article. Jerry Bassett, former American Snowmobiler Publisher and Owner, wrote about it in his blog, <http://snowmobilia.blogspot.com/> (scroll to the January 5th entry). Jerry wrote about some keen observations from the article we published. Yamaha has found some interest in the article as well, and has even used it in their presentation of



the '08 models. They are even going so far as to use portions of our video on their video introducing the 2008 models and distributing over 350,000 DVDs with our information on them. Way cool!! Weight seems to be a core theme and the timing of the article is right. We've gotten feedback from our readers, and we much appreciate feedback. Here's one:

Ted, from Buena Vista, Colorado wrote:

I read your article on sled weights. It was fine as far as it went. Weight is more important on mountain sleds than any other by far it isn't even close. You don't have one Mt sled listed in your weight list. Does this mean the western Mt. riders are not invited to Max Sled? Just let us know.

We wrote back:

We understand and agree that weight is a bigger factor in the mountains, and also on the race track. We had racers asking if we weighed any race sleds, but we simply could not get any to weigh. In the Midwest, it's tough to find mountain sleds to compare. We could only find a couple, and since there wasn't enough to do a decent comparison, we didn't feel it would give it justice. We are 90% flatlanders and only get to ride the beautiful mountains once or maybe twice a season. We're also only a few in our staff and don't have the resources to do a lot in the mountain segment. We leave that up to our friends at SnoWest. They are much more experts than we could be. Maybe one day we will be able to add some mountain riders to our staff who could really beef up that segment for us. For now, we certainly welcome any mountain riders to Max

Sled for news and info, even if there's not much on mountain sleds.

Ted appreciated the answer and invited us to Buena Vista for a ride. There will be a follow up to the weight article with more wet weights this spring. Max Bits readers will be the first to know.

Read our [Ultimate Sled Weight Challenge Article](#).

MORE STUFF

TeamFAST Airwave Suspension

Last month we visited with the Karpiks and TeamFAST and brought our 2006 Yamaha Apex GT to Eveleth, MN for a suspension "change". We wanted to try out the new Airwave Suspension and while we realize the Apex GT has one of the industries' most advanced suspensions in it already, what better way to compare the Airwave?

The Airwave was first introduced at HayDays last fall. The Karpiks know suspensions and they've co-developed this one with Jeff Zakowski of AIRLINK Performance. In a most basic explanation, the Airwave replaces the rear spring arm with an air spring. The result is a suspension that is so smooth, you'll feel like you're riding on air...which you actually are. We had one installed and you'll read more about it this month at MaxSled.com. More info about the Airwave is found at www.teamfast.com.



G-Force Consulting

If you have a newer Polaris ATV or Arctic Cat snowmobile, chances are Gary Gustafson had a hand in the electrical components of them. Gary was the former Electrical Engineering Project Leader for Polaris ATVs and Electrical Engineering Group Leader for Arctic Cat snowmobiles, but he has branched off on his own to start G-Force Consulting. G-Force is a company dedicated to designing powersports electronics and has been a key developer in the electronics for the new TeamFAST Airwave suspension as well as working with Honda and Yamaha on some of their projects. While G-Force is a B-to-B company, you'll probably hear more about them. And if you have a need for high-tech electrical consulting, call G-Force for a free initial consultation. G-Force can be reached at 218-751-1418 or check them out online at www.g-forceconsulting.net.

COMING THIS MONTH

Dates to Remember

Here's some exciting news; the release dates are announced from the manufactures for their **2008** model lineups. Ski-Doo will release part of their lineup on **February 23rd** and the remainder on **March 4th**. Yamaha releases their information on **February 25th**. Arctic Cat's release is **March 10th** and Polaris is releasing theirs on **March 13th**. Stay tuned to MaxSled and Max Bits for

exclusive information on the new models.

RUMOR MILL

We've mentioned in a previous MaxBits that BLADE is working on an ATV, but could there be a brand new BLADE snowmobile in the works? Rumor has it BLADE is working on something new with an updated ride position, new motor and more. The Karpiks have been instrumental in the direction snowmobiles have evolved over the years with their engineering designs and innovations. Look for even more of that as BLADE continues development.

That's it for this issue of *Max Bits!* Stop by MaxSled.com each week for updates and information and pass Max Bits along to a friend.

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