

Weedsport Winter Wanderers

Welcome

You can catch us on the web at
www.weedsportwinterwanderers.org

At the last monthly meeting, Club President Jeff Hollfelder resigned his position. I have only personally known Jeff since November, but his hard work and dedication to our club can be seen in many aspects. Jeff was President for 10 years, serving way over the normal term length for that office. He is stepping away from snowmobiling to spend more time with his family. I know he will be missed by all of us, and we hope to see his smiling face in the future.

By now most of you are probably wishing you could get one more ride for the season, I know I am. In talking to Rob Weatherstone he went riding on 03-23 up on the "Hill" and said there was lots of snow but rough. Unless we get a miracle, by the time you read this, the riding season will be over. With that being said, there is still a lot to do, the trail markers all need to be taken down, and some of the guys are already doing work on the groomers to get them ready for next year. The automatic transmission groomer, a Bombardier 252 Skidozer, is down for repair needing an expensive part. The search is on for a replacement 2 speed gearbox that is a hard to find item for a 1982 Canadian built groomer.

At the March meeting both the Board of Directors and the club members present, voted to stop hosting the Great Eastern Whiteout. The decision was made mostly to the increasing amount of workload as well as the number of volunteers needed to run it. There is a possibility we may sponsor part of the event in the future. The Board of Directors is working closely with Joe Raechal on changes to the event.

Steve Baird has also resigned as Raffle Director. Steve is getting out of snowmobiling for awhile to spend more time at home with his family.

He has done an outstanding job with the raffles raising lots of extra income for our club and has offered to help anyone willing to take over the position. We will all miss him and hope to see him on the trail in the future.

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The annual NYSSA Forum will be April 17th – 19th at the Holiday Inn in Liverpool.

Please don't forget to ck the website for calendar updates & events during the "off season". Donna Arpino our webmaster has been working hard to give us an outstanding place to post our information. There is even a "Classified" section to sell items.

Contact Donna at darpino@weedsportwinterwanderers.org

Hopefully you have received the letter from the club and have taken the time to read it. Nominations for officers will be taken at the April 4th meeting. We need help with all areas of the club and hope to see you there. Your input and ideas are always welcome, without our volunteers we could not function.

Contact me at snowsledder@hotmail.com
Steve Brown, Club Secretary

Calendar of Events

Manufacturers Sneak
Preview

2010 Snowmobiles
April 4th at the OnCenter
4 - 9 PM

April Club Meeting
04-07-09

Jordan-Elbridge Comm.
Ctr.

Starts at 7:00 PM

Iron Dogs at Lakewood, PA.

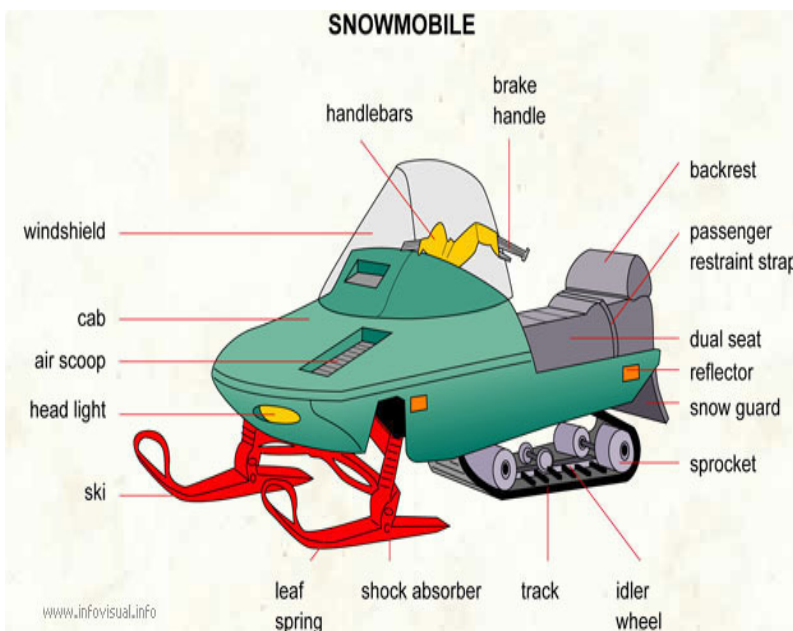
Vintage Show on 04-26-09

Ck out the website at
<http://www.pasleds.org/lakewood.html>

Board of Directors Meeting
04-28-09

Jordan-Elbridge Comm.
Ctr.

Starts at 7:00 PM



Vintage Corner

Timeline: The Vintage SRX

David Wells
Snow Goer

The first Yamaha to carry the SRX model designation was the company's 1974 Sno Pro racer, with a very few units handcrafted for the fledgling professional racing circuit. They weren't big winners or the most publicized Sno Pro sleds and most snowmobilers never even saw one.

The SRX designation was not used in 1975. It returned in 1976 and '77 for Yamaha's race-ready oval sprint sleds that were offered in limited numbers to qualified independents for the "Stock" class competition of the day. Built to go fast and turn left until there was no more hundred-plus octane aviation gas remaining in the tiny 2.6-gallon fuel tank, the sleds had aluminum skis, a tachometer (a speedometer was optional), no windshield and only a pretense of trailability.

Ed Schubitzke electrified the snowmobile world by winning the 1976 Eagle River World Championship on a slightly modified SRX — a truly incredible performance for a stock snowmobile that would run with the best of the modified race sleds from the other brands. "Fast Eddie," Bobby Donahue, Dick Trickle, Bob Hulsebus, Oscar St. Onge and numerous others went on to compile an enviable competition record with the '76 and '77 SRX racers. In addition, factory driver/engineer Morio Ito and his mechanic Tom Marks used an SRX as their test mule for coil-over-shock suspension development for the forthcoming SSR oval racer.

From The Track To The Trails

In 1978, the SRX became a trail model available to anyone who wanted to purchase one. Positioned as a lake runner, this first liquid-cooled Yamaha trail sled retained the basic appearance of the earlier stock racers but in many details it was a different machine.

Numerous components were strengthened including the jackshaft, the driveshaft and the skidframe, which was beefed up with more travel. Skis were steel. Engine cooling was accomplished with the same system of a small radiator and heat exchangers, but the tunnel-mounted exchangers were lengthened for increased cooling capacity. Bellypan vents also helped cooling. Steel cleats were deleted from the molded rubber track. The seat looked the same but was actually a new design. Full instrumentation was provided and a 7-gallon gas tank was fitted, as was a short windshield.

The new 440 engine was engineered to run longer than what was needed for oval sprint racing. Using the 1977 SRX engine base and crankshaft with different cylinders that featured less aggressive port timing, the new engine had smaller Mikuni VM series carbs, a lower 7.7 to 1 compression ratio and a less aggressive ignition curve. It produced about 80 hp on premium pump gas instead of hard-to-find aviation fuel; and it could be built up to crank out lots more power. But unlike all the other Yamaha trail sled motors, this engine retained the pre-mix lubrication system of its racetrack predecessors.

With the basic formula established, the SRX quickly became a favorite of the serious go-fast crowd on tracks, lakes and trails.

The 1979 version was quite similar to the '78, but there were some significant powertrain changes. The engine was reconfigured to run on regular gas while retaining the 80 hp output by reworking the pistons and further reducing the compression ratio to 7 to 1. But unlike other Yamaha trail sleds, it still required pre-mixed oil and gas. Heat exchanger capacity was expanded again and the new YP drive clutch was fitted. The hood color changed from the traditional Yamaha white to jet-black.



Snow Goer

“Beat Thy Neighbor”

For 1980, Yamaha decided it could have its cake and eat it, too, by making the SRX more palatable to the average trail rider.



Snow Goer

Addition of Yamaha’s Autolube oil injection eliminated the fuss and mess of pre-mixed fuel, but also reduced user control of the gas-oil mix.

Easier-pulling Mikuni butterfly carbs replaced the traditional VM-series units. The drive clutch was upgraded, new nitrogen-charged shock absorbers were used and the belly pan vents were eliminated even though pre-production photos showed them. The race-required tether switch was an option. Gold was introduced as a trim color, with the tunnel and bellypan gold-anodized for an unmistakable new appearance.

Some felt the previous pre-mix version ran stronger. “When I bought mine, my dealer told me that knowing what I was going to use it for, he thought I’d be happier with a left over ‘79,” recalled New York ice drag racer Tony Bellucco.

However, the 1980 model was definitely a sales success and Yamaha continued to build marketshare with the SRX as its trail performance image leader. Autolube gave it a convenience advantage over every other hot trail sled on the market and it’s appearance and actual performance ensured that Yamaha was taken very seriously in the increasingly important trail racer market.

1980 Yamaha SRX

Manufacturer: Yamaha Motor Company Limited at Hamamatsu, Shizuoka Prefecture, Japan Model Number: SRX 440D 8K2

Powertrain Specs

Engine: Yamaha RT 439 liquid-cooled piston-port twin

Displacement: 439cc

Carburetion: Two 36mm Mikuni B (butterfly) series

Compression Ratio: 7.0 to 1

Ignition: Capacitor Discharge (CD)

Lubrication: Autolube oil injection

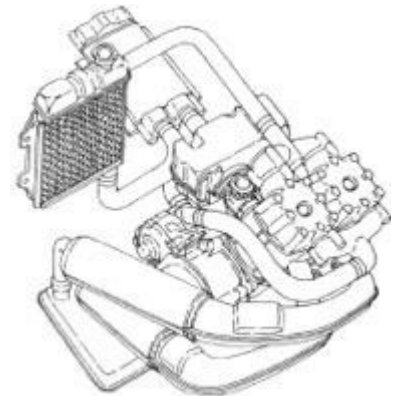
Exhaust: Twin, tuned pipes into a single muffler

Power Output: 80 hp @ 9,000 rpm

Electrical Output: 75 watts

Drive Clutch: Yamaha YP

Driven Clutch: Yamaha



Snow Goer

Chassis Specs

Type: Riveted and welded aluminum tunnel and bellypan with steel bulkhead, rubber boots over steering gear and fiberglass hood

Weight: Claimed 399 pounds dry

Front Suspension: Mono-leaf springs with KYB hydraulic shock absorbers

Ski Stance: 35 inches

Rear Suspension: Slide rails with torsion springs and 2 nitrogen/oil shocks

Track: 15- by 116-inch fiberglass-reinforced molded rubber with internal drive

Brake: Self-adjusting mechanical disc

Fuel Capacity: 7 gallons (US)

Oil Capacity: 2.6-quarts (US)

Standard Equipment: Speedometer, tachometer, engine temperature gauge, oil gauge, quartz-halogen headlight, under hood storage pouch

Key Option: Tether switch for competition use

Price: \$2,895 MSRP excluding freight, set-up and other charges

