

Benton County Snowmobile Club



GREETINGS AND SALUTATIONS FELLOW SNOWMOBILING ENTHUSIASTS!

The end of another season is upon us. It's May, and thoughts of snowmobiling are just faint memories. This is a really important season for us sledders. Humidity and aged gas can wreak havoc on you next fall. This final regular installment will deal with those issues. DRAIN YOUR GAS. Siphon your gas out of your tank and if possible, drain your carbs if you have them. This is very important. Gas will start turning to varnish in as little as 30 days. With covid not allowing us to drive much, my sending unit in my car quit registering how much fuel is in the tank. You can deal with a lot of things, but not knowing how much gas you have is not one of those. A mechanic friend of mine suggested I put some fuel injector cleaner into the tank, as he had tried it, and his sending unit started working again. I tried it and voila! My gas gauge started working once more. That saved me about \$500! So, old stale gas DOES cause all sorts of problems. If your engine is fuel injected, put some Stabil fuel preservative in the last few ounces of gas remaining in your tank and run the machine till it starts to sputter. Dryer sheets keep out mice. If your sled is prone to mouse attack, put some Downy dryer sheets in all the nooks and crannies on your sled. Just take them out next fall. Some people raise the back end of their sled off of the ground, allowing the suspension to not be under pressure. Personally, I don't do that, but many do. Make sure your snowmobiling clothes are hanging up and not shoved in some travel bag somewhere. Most of all, STAY IN TOUCH. Wednesday night is maintenance night at the groomer shed, come and show your support!



AL'S CORNER:

Rust is your enemy, WD-40 is your friend. WD-40....one of the two greatest inventions humans have created, (along with the microwave oven). Originally formulated for keeping oxidation from forming on nuclear missiles in their silos. Water Displacement. The 40th attempt to get it right. Yes, it is your friend. Your sled's metal parts can be protected with it. The shock shaft on your sled's shocks, can rust over the summer. Rust actually makes small jagged open pockets in metal, causing seal failure. Although these pockets are very small, they can do a lot of damage. Get yourself some WD-40 and SPRAY those shock shafts, along with any other exposed bolt that you can see. It certainly isn't for electronics, as it does conduct some electricity, but I spray it on the snowmobile trailer electrical connector, and the connector on the tow vehicle too. If it's metal, you can protect it from oxidation with diligent use of the number 2 (arguably #1) of man's greatest inventions. However, they have redesigned the WD-40 can with a new spray nozzle. When it is folded down, it sprays a wide arc, and when brought up to the 90° position, it makes a narrow far reaching stream when sprayed. I have found that after only a couple of movements of this spray nozzle, it quits working and leaks. Not the greatest design imo. The answer? While you can buy WD-40 in bulk and put it into your own spray bottle, I buy TWO cans. One, leave the spray nozzle down permanently, and the other, put it up in the 90° position and leave it there permanently. This solves the leaky, useless, overly designed spray nozzle predicament. You remember when there was just a swizzle stick taped to the side of the can? Yup, those were the good old days. Please keep up with your maintenance, you'll thank yourself next fall!

Thanks for reading folks!