

FRESH TRACKS

FEBRUARY 2021

BY *ski-doo*

**THE 2022
BUYER'S GUIDE
ACCESSORIES
& APPAREL**

FOREWORD BY CARL KUSTER

BUCKET LIST RIDES

**DISCOVER THE 2022
SKI-DOO LINEUP**



Fresh tracks. The ultimate form of discovery.
These imprints show a rider's desire to see what they've never seen.

To venture further than they ever have. To experience a ride like
never before. To make their mark on the undiscovered corners of winter.

Fresh tracks are what we push for every year. But our fresh tracks
aren't just made on the snow. They're made in the factory,
on long test runs and through endless trial and error.

Every year, we break new ground on sled technology, riding gear and
accessories to advance our sport and great pastime forward.

We keep pushing, so you can keep making newer, fresher tracks
and keep up your search for the next level of

*THAT **ski-doo** FEELING*



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Ski-Doo 2022 Lineup



CARL KUSTER on the 2022 Summit X with Expert Package // Carl is wearing the Helium Jacket, Packable Jacket in Army Green, Helium Highpants, XP-X Peak Helmet, Ski-Doo Edge Goggles, Tec+ Boots, and Mountain Gloves

FOREWORD

by Carl Kuster

SNOWMOBILING. IF YOU'RE LUCKY, YOUR FIRST SNOWMOBILE MEMORIES ARE FOGGY.

This would prove they're ingrained as "first memories." I think my first Ski-Doo memory was riding on the seat in front of my father when HE was still a young man. I was in the middle of the single digits. I remember the Olympique badge and "the cog." And I vaguely recall wood paneling on the dash area. From my very young perspective, there seemed to be all these mesmerizing parts and contraptions moving in unison directly in front of me. We were sidehilling a soft snow drift beside a lonely backcountry road. Right then and there, I realized two things:

- #1 My dad was cooler than I ever dreamed.
- #2 I would ride snowmobiles for the rest of my life.

This is just one of many treasured memories from the first half of my life that allowed snowmobiling to shape me into who I am. The second half of my life? I'll spend it sharing and teaching the craft of snowmobiling to as many people as possible, creating miles of endless grins, exhilaration, laughter, friendship, stories and satisfaction.



**Right then and there,
I realized two things:
#1 My dad was cooler
than I ever dreamed.
#2 I would ride
snowmobiles for the
rest of my life.**

2022 brings a lineup bristling with the greatest technology derived from rigorous field testing and the will to be the best. We're truly blessed to have such cool products to explore and this year we have some new models as well!

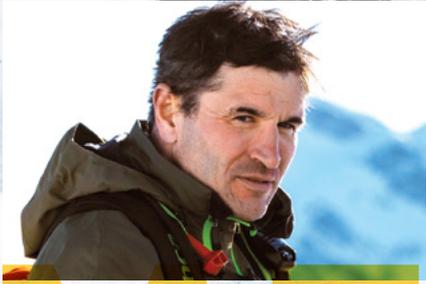
The Ski-Doo & Helium gear these days is undoubtedly the unsung hero of the snowmobile experience. This gear goes through the same meticulous testing as the sleds to ensure confidence, comfort and performance. From head to toe, you're covered in the same technology that's in your machine. Quality. It makes the difference.

Today you're probably planning your next riding season, excursion, adventure or outing. If you're new, come along, we'll show you! If you've been "in this for a while," you know what to do, but always remember to share and connect others to the outdoors, the scenery, the feeling. After all, the great sport of sledding is best when shared.

So, here's to a long cool winter ahead with your favorite people and destinations. Get outside. Get on a sled. And remember to reshare and relive the highlights that got you here.

Viva La snow!

Sincerely,
Carl Kuster



Rob Alford
© alfordrob



Carl Kuster
© carlkustermtnpark



Ashley Chaffin
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Jay Mentaberry
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M E T O U R A M B A S S



Tatum Monod
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John Gibbs
Admin of Facebook Group:
Ski-Doo Owners Club



Matt Downey
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Troy Oleson
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Brett Rasmussen
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SKI-DOO ADORS

Scan here to see the stories
behind the faces of Ski-Doo.



THE VIRAGOS

by Brett Smith



**A virago is
a woman of
strength and
spirit. They
wouldn't be
here if it
was easy.**

Coreen Paul looks tired but her brain is running too many calculations to betray exactly how weary she is. When she confirms the live video feed runs, she plops back down on the bed and picks up a GPS device to plan the final 895 kilometers of riding. Next to Coreen sits Rebecca Charles who fumbles with the shoulder straps of her riding bibs in a manner that suggests she's never done this before. That's far from true. She's just that exhausted and her barely open eyelids provide further evidence.

Despite her fatigue, Rebecca gabs while she slips on, zips and buckles up her layers. She tears up describing how beautiful the ride across the sea ice was at 3 o'clock in the morning. She talks about the unique riding methods she employed to keep her Ski-Doo running below 180 degrees after she lost an ice scratcher and how she's currently in the depths of the absolute most difficult thing she's ever done in her life. And this is a woman who has completed the 1,000-mile Iron Dog race four times and comfortably knows how to rebuild a snowmobile. She even likens it to something that doesn't seem comparable: giving birth. But not in the way one might think.

"I'm hoping my memory of this is like childbirth and we forget the images of the sled like this [hand points to 12 o'clock] or like this [hand upside down]," she says. She recounts the experience of

having an arm and leg pinned underneath her sled in one of many tip overs, common while riding in the deep, sugary snow of Labrador, the mainland portion of the Canadian province of Newfoundland and Labrador.

The viewers on the other side of their screen are the 3,900 followers of the Team Virago Facebook page. They're interested in this live update because Coreen and Rebecca are more than two-thirds of the way towards a never-been-done feat by a female duo: completion of a team race called Cain's Quest, a 3,100-kilometer slog referred to by organizers as "The World's Longest & Toughest Snowmobile Endurance Race." After four days and 2,200 kilometers through the wilds of Labrador, this was their first opportunity to personally check in with their fans and supporters; they showed off festering blisters, tales of riding with iced over goggle lenses and what it feels like to go 20 straight hours through wilderness so inaccessible that sleds and snowshoes are the only options and dangers to avoid include ice ridges, unexpected open water and polar bears.

They continue to chat even as they liberally apply strips of frost tape to their foreheads, cheeks, noses and temples until their faces resemble homemade versions of “The Phantom of the Opera” masks. Then they ask for something that clearly disheartens them: no socializing at the checkpoints, please. They don’t have a second to spare. At the 13 checkpoints already completed, crowds of cheering fans and inspired, starry-eyed little girls welcomed Team Virago, even in the small hours of the morning. They gave hugs, selfies, interviews and discussed what it was like out there.

Now, sitting in a warm, comfortable hotel room in Nain, the northernmost permanent settlement in the province, they were in danger of timing out. Once the clock restarted after this mandatory rest, it wouldn’t stop until the finish line. But with five checkpoints and 895 km to go, they sat 16 hours behind the leaders. If they crossed the checkered flag more than 18 hours back, they would not be credited with an official finish.

Forty-eight teams competed for the \$100,000 Cain’s Quest purse in 2020, which coincidentally began March 7, the first day of International Women’s Week. By the time Rebecca and Coreen reached checkpoint 13 in Nain, half the teams had already dropped out.

A virago is a woman of strength and spirit. They wouldn’t be here if it was easy.

DREAM TEAM

Given the geography, Coreen and Rebecca had little chance of even meeting. Richibucto-Village, New Brunswick, and Wasilla, Alaska, are in different countries. They’re five time zones and 8,000 kilometers apart.

Rebecca didn’t discover snowmobiling until her late 20s. With her 35 sled dogs and Iditarod dreams, she moved from Massachusetts to Alaska in 2004. In 2012 she discovered the Iron Dog. She got serious about riding and maintaining snowmobiles and two years later, she raced it.

Coreen grew up in Northwest River where snowmobiles were the main source of transportation even for utilitarian tasks like grocery shopping. The family had more sleds than cars (four at one point) and Coreen fondly remembers doing backcountry trapping runs with her dad on his Elan and Mirage 377. Ski-Doos are eponymous in Labrador; the activity is called ski-dooing instead of snowmobiling.

In 2012, Coreen became the first woman to enter Cain’s Quest. She teamed with her husband, Jason, to form “Better Half Racing.” They finished 12th overall after a final day of 22 straight hours riding. After leading Jason’s support team in his 2018 attempt, Coreen mused out loud at an afterparty that she wanted to return at the next event in 2020 but with a female teammate.



Robert Garner of Team Maine Racing overheard Coreen's bold goal and he made a virtual introduction with a strong rider he knew in Alaska: Rebecca Charles. Garner is a three-time Cain's Quest winner and three-time Iron Dog competitor and has benefited from Coreen's volunteer support on Team Maine.

"Coreen is one of the most courageous people that you'll ever meet and it's not like a crazy courageous," Garner says. "She is far more capable than most men you might meet. And Rebecca is tenacious."

They made a formidable match; both were tough and seasoned riders with survival skills. Rebecca has mechanical proficiency (Cain's Quest competitors must make their own repairs) and Coreen brought navigation knowledge and years of involvement with the event. For two years, they planned. They visited each other's hometowns to bond, ride, set up their Ski-Doo Backcountry X-RS 850s and study and design race routes. They scraped up sponsorship and donations from 47 different sources to help offset the nearly \$100,000 in total expenses (registration is \$8,100 alone). They assembled a support crew of 12 people to meet them on course. By the time they reached Labrador City in March 2020, they felt as prepared as possible.

"I'll feel relief on the starting line," Rebecca told the Canadian Broadcasting Company at registration. "I'm so done with the planning. I'm ready to get out there and start riding."

R-E-S-P-E-C-T

Boosting winter tourism in Labrador was the intended goal behind the 2006 founding of the race. Mainland Labrador is 113,600 square miles, slightly smaller than the state of Arizona but with only 30,000 residents, and has .004% of AZ's population. It's full of wilderness where groomed riding trails outnumber the mileage of roads. But that's the catch: Cain's Quest racers can't run on

maintained trails. They have 18 sequential checkpoints to hit along the route. How they get to each is up to them as long as they avoid prohibited paths. The backcountry riding is rife with pitfalls. Getting stuck is common and drains precious energy and time. Open water, raftered ice, hidden rocks, ground storms and getting lost are just a few more hazards. The most difficult task is staying mentally strong. Riders have reported hallucinating and having visions.

"You're forced to go longer and harder and in difficult conditions and there's no break when you want one," Coreen says. "But when you get to a layover, you're so overtired, you don't know if you want to eat, sleep or shower. You just can't process it. You get that night shift hangover. It's a battle with your own mind."

It's tempting to want to set a fast pace at the start. But it's not just bodies and minds that have to survive. The snowmobiles are under extreme duress. Because racers must be prepared for survival situations, they carry 70-80 lbs. of cargo and run 20-30 hours straight. Tunnels and exhausts get bent, belts fray, shocks blow, fuel pumps get choked. Any maintenance must be made "on the clock" so a major repair can be costly.

Rebecca got an early awakening to the difficulty of eastern Canada backcountry riding. "These are not even trails," she says. "It's just people picking routes through the forest." The dry snow of Labrador piles up thick and eats sleds. Yanking on 600 lbs. of machine and materials becomes tiresome.

The race can't be won on day one but it can be lost and snowmobilers help each other. Team Virago picked up the vibe that others thought the female teams were going to need a lot of "babysitting" (a pair from Finland competed as well but scratched at checkpoint 12). So they helped others as often as possible. Their first opportunity came early when a rider from Team 79 slipped off trail into a brook and wedged his right ski under an ice ledge. It took an hour of precious race time for the four riders to





When you have to fight just for the opportunity to be there, you're far less likely to quit.

free the sled but it earned the women plenty of capital, especially as word spread of the rescue.

"When we started helping other teams and proved we could pull our weight, I think we gained quite a bit of respect," Rebecca says.

BEATING THE CLOCK

Before Rebecca and Coreen went live with their video update in Nain, the winners had crossed the finish line in Labrador City and race organizers eliminated the final mandatory layover for the remaining competitors. Anyone who wanted to officially finish had to ride straight through by 9:57 a.m. For Team Virago, that meant going 895 km, or 60 km more than the highway distance between Quebec City and New York City.

Nain is so remote there are no roads connecting it with other villages. In Natuashish, the trail markers mysteriously disappeared and Coreen pulled from her memory a route she used to shuttle kids to volleyball tournaments when she lived in the area. When their support crew had problems, they refueled with the help of another team. During the night, the temperature dropped to negative 40 degrees, that unimaginable-to-most low point where the Celsius and Fahrenheit scales intersect. Their GPS stopped working, their clothes and windshields frosted over and the rubber lines of Coreen's heated goggles froze and snapped in two. They were left with grit and instinct guiding them around the sled-swallowing snowdrifts on Sail Lake and through the thick willow

tree forests outside Churchill Falls. The branches smacked them so hard it felt like a caning. The final 280 km seemed like the longest ride in Rebecca's life. Her head hit the mountain bar when she nodded off. Over the two-way radio she declined Coreen's offer to stop and hug for a warmup. She worried she might not have the strength to get back on if she dismounted. "L-l-l-let's-k-k-k-keep-g-g-g-going," she said through chattering teeth. Over the five days of riding, she lost 10 pounds of bodyweight.

Rob Garner had no doubts they would finish. He calls Team Virago a "Built, not bought" outfit. "When you have to fight just for the opportunity to be there, you're far less likely to quit."

With two minutes left on the clock, Team Virago finished Cain's Quest in 13th place. They earned the Taillight Award, an honor for the last team to officially cross the finish line.

Rebecca says the experience made her a better person and rider. "Coreen taught me things I didn't know I could do," (like how to use a tree branch in place of a broken ice scratcher). "This was the biggest thing I'll ever do in my life," Rebecca continues.

"I didn't tie a rope and drag Rebecca to the finish," Coreen says. "She got herself there." Rebecca laughs and says never again, but she would volunteer with a future support crew. Coreen says, "Never say never."

Suddenly, the distance between Richibucto-Village and Wasilla doesn't seem so great.

HOW TO PLAN AN OVERNIGHTER

by Troy Oleson

Every new season, my mind is occupied with all the adventures I want to take. Wisconsin and the Upper Peninsula of Michigan provide endless opportunities to enjoy thousands of miles of trail with breathtaking views. My favorite way to take advantage of those trails is on a multi-day overnight trip.

Here are my recommendations and tips for a successful trip.

CHOOSE YOUR ROUTE

First, I always check with the local snowmobile clubs that groom the trails to ensure the area I want to go has open trails and ensure the trail conditions are sufficient.

Next, fuel stops. In some remote areas, fuel stops are few and far between. Ensuring every sled in the group is sufficiently fueled to make the next leg of the journey is essential. With the **BRP GO! App**, you can see the fuel stops and plan according to your travel group's needs.



*Scan here
for more info.*



**In Northern Wisconsin
and the Upper Peninsula
of Michigan, there are many
beautiful waterfalls and
lookout areas along the trail
to stop and take in the view.**

After ensuring everyone will have enough fuel to make the trip, I look for any unique areas of interest along the route. In Northern Wisconsin and the Upper Peninsula of Michigan, there are many beautiful waterfalls and lookout areas along the trail to stop and enjoy the view. These stops are great for the scenic views, but also give riders a chance to stop and stretch.

Lastly, where to spend the night. Whether it's a hotel, motel or resort, I always look for spots that support the local trail systems. Supporting the businesses is absolutely necessary to ensure the trail system will be there for years to come.

RIDING GEAR



Today's riding gear is more advanced than ever. Like many riders, I wear three different layers and pack an additional layer in my tunnel bag. I start with an ultralight base layer, such as the merino base layer, followed by a moisture wicking flexible layer like the Tech Mid Layer Fleece and my exterior layer consists of the **X-Team** or Mcode Jacket coupled with the **X-Team Highpants**. The knee padding on the highpants provides a great cushion for the times I want to ride more aggressively.

PRO TIP

A packable jacket in your tunnel bag doesn't take up much room and is an additional layer of warmth for those extreme cold days.



The input you give to your sled begins with your hands, so having different, comfortable glove options is critical. I always have 3 different sets of gloves with me. A heavy pair (Absolute 0 Gloves) for the subzero days, Grip Gloves for most of my riding and, additionally, a pair of **X-Team Crew Gloves** for when I need to help a fellow rider or to inspect my sled.

PRO TIP

Having a pair of gloves just for trailside repair is vital to keep your riding gloves clean and dry.

TOOLS & EXTRA PARTS



For multi-day trips it's nice to have a few extra items with you for quick adjustments or repairs. Ski-Doo's **Deluxe Tool Kit** is efficient on space and has everything you need to complete any minor trailside repair.

Depending on which sled you ride, carrying a quart of XPS oil and extra parts is something you'll want to consider in the event you're unable to reach a trailside dealer or fuel station.



LinQ Oil Caddy



LinQ Fuel Caddy

ADDITIONAL MUST-HAVES

Like other items mentioned above, a first aid kit should be on your sled every time you ride.

I also carry an Iridium satellite network GPS tracking device. In remote areas without cell reception, this device provides a way to communicate in the event of an emergency. At the very least, always make sure a family member or friend at home knows your route and has scheduled check-in times.

PRO TIP

Carry a small spray bottle of non-freeze windshield cleaner and a microfiber towel to keep your field of vision clear after each day's ride.

STORAGE



Storage space is clearly at a premium for trips like this. To carry everything listed above, I prefer the multiple compartments and extra space of the **LinQ Adventure Tunnel Bag**.

And if you still need extra storage, a backpack can always be used, but make sure to keep it as light as possible.

PRO TIP

Even though my LinQ bag is waterproof, I put extra clothes in a 3 gallon zip lock bag to ensure a wet pair of gloves doesn't soak into my clothes.

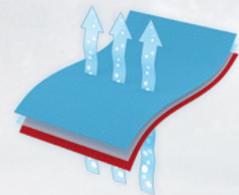
Planning a multi-day ride is extremely rewarding, giving opportunities to see places and areas you can't normally go. With just a little prep, you can make your trip a huge success.

Plan for the worst and hope for the best!
See you on the trails.

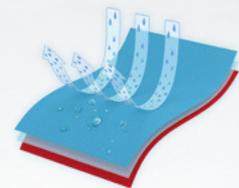


THE HARDER YOU RIDE THE HARDER IT WORKS

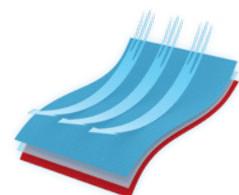
The perfect balance between **breathability**, **durability** and **performance**. The nonporous membrane shields you from all wind and water, while the material itself acts like a lung breathing and expelling more moisture and humidity the harder you ride. Add this hard-working technology to your next ride—featured on the Helium and Absolute 0 Jackets & Highpants.



**OPTIMALLY
BREATHABLE**



**100%
WATERPROOF**



**100%
WINDPROOF**

**EXTREMELY LIGHTWEIGHT
& HIGHLY DURABLE**

LIFETIME WARRANTY

A rustic workshop or garage setting. In the foreground, a pair of black snow boots with white snow on them sits on a wooden log. Behind them, a black wood-burning stove is lit with a fire. To the left, a teal puffer jacket hangs on a wooden post. In the background, another teal jacket hangs on a wall, and a grey bag with 'HOTO' written on it is visible. The floor is wet and has some snow on it.

THE 2022

BUYER'S GUIDE

DEEP SNOW APPAREL

HELIUM JACKET

Stand up to nature's toughest challenges without being weighed down. The incredibly lightweight Helium Jacket is the ideal outer layer for any deep snow and mountain rider.

- Lifetime Warranty
- Backpack Friendly Design
- Lightweight Protection
- Seams and Logos 100% Sealed



+ LAYER UP

Get optimal warmth as you ride with the Packable Jacket as the perfect mid-layer.

**"THE BEST WOMEN'S
JACKET TO DATE!
THE JACKET IS WARM
AND COMFORTABLE.
THE FIT IS PERFECT."**



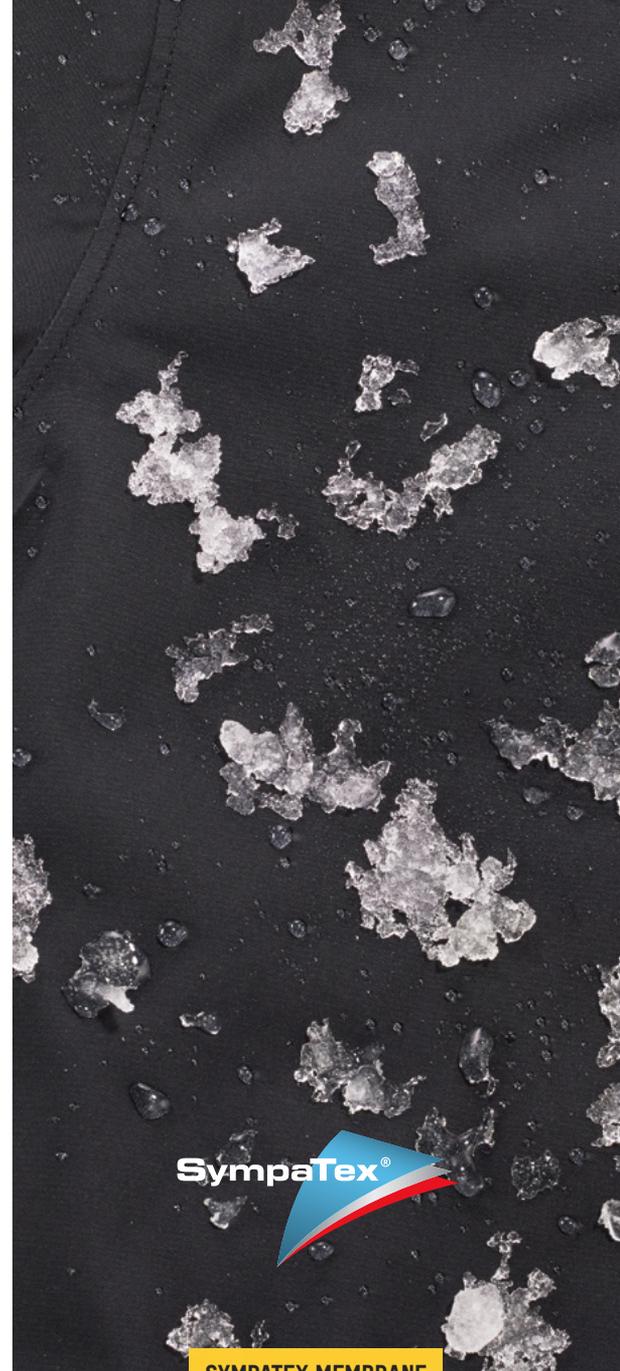
Ashley Chaffin



MEN'S Blue Teal, Army Green, Orange

Also available in Tall Sizes.

440919



SYMPATEX MEMBRANE

HELIUM HIGHPANTS



LADIES' Coral
440892



MEN'S Charcoal Grey, Black
Also available in Tall Sizes.
441667



LADIES' Black
441668

Trust Sympatex technology to always deliver ultimate comfort, performance and better mobility. 100% waterproof, windproof, highly breathable, and with a lifetime warranty, this highly advanced membrane just doesn't quit.

*Scan here
for more info*



ONE-PIECE CROSSOVER APPAREL

3-IN-1 MCODE JACKET

Sometimes you like powering down a trail. Other days you like cruising through deep backcountry powder. Sometimes it's mild. Sometimes it's extra cold. Worn separately or zipped together for maximum warmth, the waterproof, breathable outer layer and the insulated inner layer make the 3-in-1 Mcode Jacket perfect for those riders who love versatility and variety.



MCODE JACKET WITH INSULATION



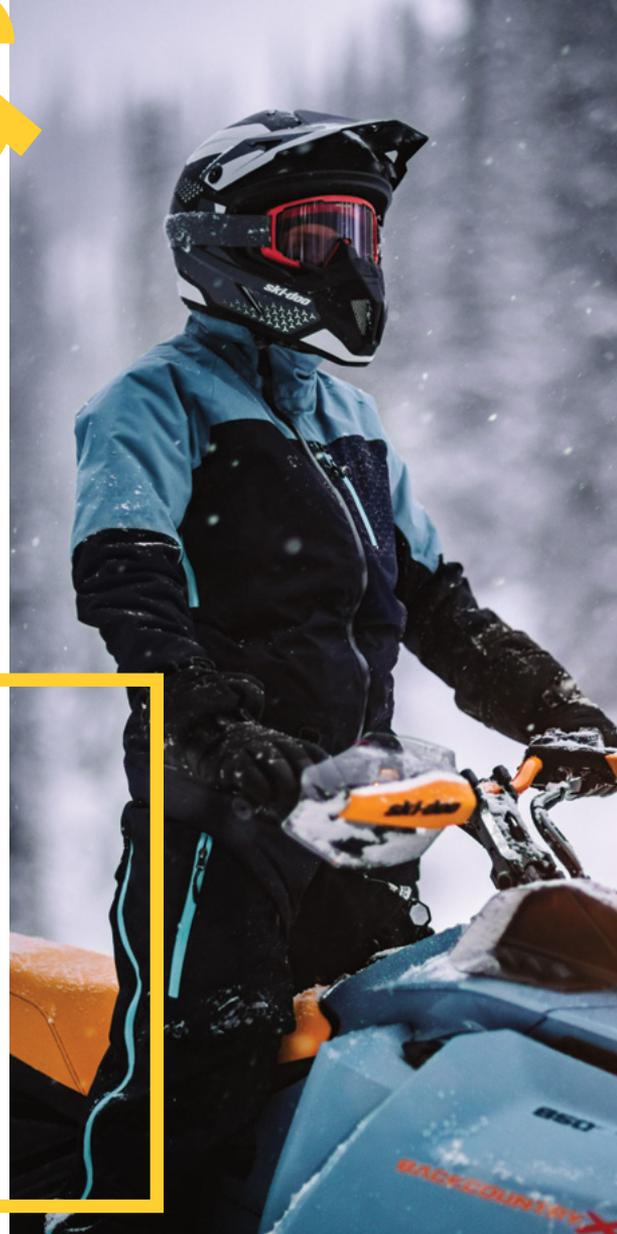
MEN'S Blue Teal, Army Green, Black
440897



LADIES' Blue Teal, Army Green
440915



SUITS &



ONE-PIECE SUITS

Full coverage, zero snow intrusion and full mobility when it counts. Trust our lineup of windproof, waterproof and highly breathable one-piece suits to keep you going in the deepest mountain conditions, on the coldest days on the trail and everything in between.



REVV ONE-PIECE SUIT

MEN'S Blue Teal, Army Green
440913

REVV INSULATED ONE-PIECE SUITS

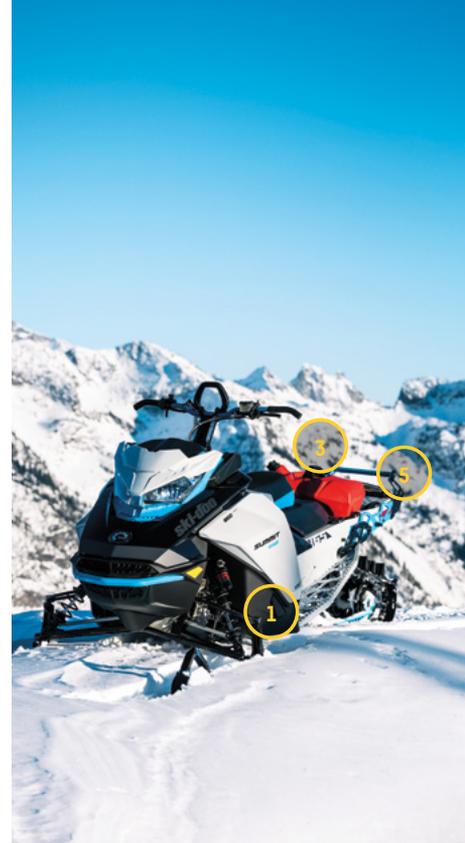


MEN'S Heather Grey
440914



LADIES' Light Blue
440912





SUMMIT EDGE

**ADD-ONS TO
RAISE YOUR GAME**

- 1** **NEW**
FOX FRONT SHOCKS – LIGHTWEIGHT
1.5 ZERO QS3-R 860202275
- 4** **NEW**
LinQ SNOWBOARD /
SKI RACK 860202191
- 2** **NEW**
FOX REAR TRACK SHOCKS –
LIGHTWEIGHT 1.5 ZERO QS3-R (CENTER)
/ LIGHTWEIGHT 1.5 ZERO QSR WITH
LOCKOUT (REAR) 860202276
- 5**
ADVENTURE
REAR BUMPER
(OCTANE BLUE / BLACK)
 860202160
- 3**
LinQ FUEL CADDY –
3 GALLONS 860202247



**DEEP SNOW
ACCESSORIES**

SNOCROSS HELMETS & GOGGLES

COMFORT AND PROTECTION WHERE IT COUNTS



NEW XC-4 ELEVATION HELMET



Charcoal Grey
448632

Light Blue

Hi-Vis Yellow

NEW XP-X PEAK HELMET



Lava Red
448767

Charcoal Grey

Army Green

NEW SKI-DOO TRENCH GOGGLES (UV)



Charcoal Grey
448689

Black

Red

Coral

NEW SKI-DOO EDGE GOGGLES (UV)



Lava Red
448699

Charcoal Grey

Hi-Vis Yellow

HELMET & GOGGLE PAIRINGS

XP-X PEAK HELMET WITH THE SKI-DOO EDGE GOGGLES



XC-4 ELEVATION HELMET WITH THE SKI-DOO TRENCH GOGGLES



TRAIL APPAREL



ABSOLUTE 0 JACKET

Have absolutely zero worries when facing the harshest sub-zero conditions. The Absolute 0 Jacket was designed to deliver premium comfort on long rides and incredible warmth on the coldest days out on the trail.

PRIMALOFT GOLD INSULATION

High-performance insulation for the ultimate warmth to weight ratio.

E LinQ SYSTEM

A complete combined system that allows connecting the helmet using the inner wiring system in the jacket and the DESS cord to the vehicle.

 100% waterproof, windproof, and highly breathable.



“WILL KEEP
YOU WARM
AND DRY NO
MATTER WHAT.”



Charles Gagné

ABSOLUTE 0 JACKET



MEN'S Black, Heather Grey
440890

ABSOLUTE 0 TEAM EDITION JACKET



MEN'S Black with graphics
440901



ABSOLUTE 0 JACKET

ABSOLUTE 0 TEAM EDITION JACKET



LADIES' Black, Heather Grey
440902

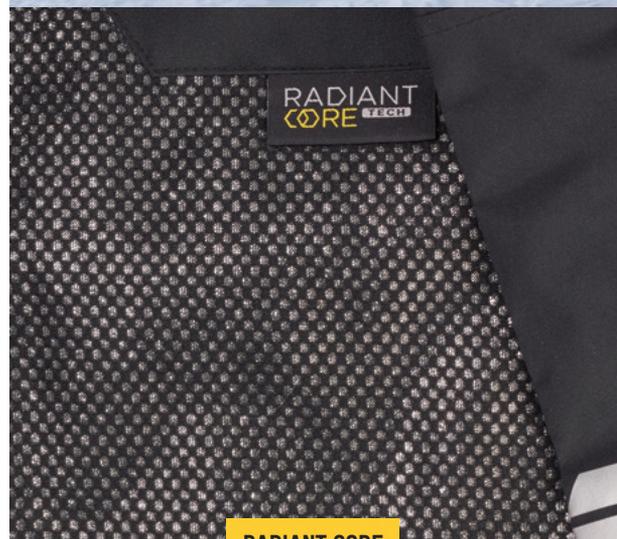
LADIES' Black with graphics
440923

ABSOLUTE 0 HIGHPANTS



MEN'S Black, Heather Grey
441664

LADIES' Black
441663



RADIANT CORE

This sleek thermal reflective technology produces added heat conversion to keep you out riding longer.

Scan here for more info



TRAIL PERFO APPAREL

X-TEAM JACKET

A high-performance rider needs high-performance gear. The X-Team Jacket has racing DNA at the core and insulation technology throughout to always keep you pushing for the finish line.

- 100% waterproof, windproof and highly breathable.
- Radiant Core technology to keep you warm.
- New Lycra Thumb Cuff for added comfort and to keep the elements at bay.
- Polar fleece at the front of the body and top of the arms for added warmth.*

*Except for Legacy Jacket.



X-TEAM JACKET



MEN'S Red, Hi-Vis Yellow, Heather Grey, Black

Also available in Tall Sizes.

440894

LEGACY JACKET



LADIES' Coral, Heather Grey, Light Blue, Black

440895



MEN'S Army Green, Black

440896

PERFORMANCE



HOLESHOT JACKET



MEN'S Heather Grey, Black, Black with graphics
440899



LADIES' Coral, Light Blue, Black
440893



E LinQ SYSTEM

A complete combined system that allows connecting the helmet using the inner wiring system in the jacket and the DESS cord to the vehicle.

X-TEAM HIGHPANTS



MEN'S Black, Heather Grey
Also available in Tall Sizes.
441660

LADIES' Black
441659

VOYAGER HIGHPANTS



MEN'S Black
441666

LADIES' Black
441665

TRAIL PANTS



MEN'S Black,
Black with graphics
441670

LADIES' Black,
Heather Grey
441669

TRAIL ACCESSORIES



RENEGADE ENDURO

BE READY FOR THE EXTRA MILE

1 ADJUSTABLE WINDSHIELD
(MEDIUM TO HIGH) 860201493

2 E LinQ 860201719

3 HIGH BEAM AUXILIARY
LED LIGHT 860201651

4 **NEW**
LinQ LOCK 860201968

5 AUXILIARY LED LIGHT 860201650

6 LinQ ADVENTURE
TUNNEL BAG 860202444



MXZ TNT

EQUIP YOURSELF FOR WHATEVER'S AROUND THE CORNER

- 1** E LinQ 860201719

2 ADJUSTABLE WINDSHIELD (LOW TO MEDIUM) 860201820

3 LinQ STACKABLE FUEL CADDY – 4 GALLONS 860202246

4 NEW LinQ TRAIL PRO BAG 860201986
- 5** ADVENTURE FRONT BUMPER (LAVA RED / BLACK) 860201898

6 EXTREME SKID PLATE (LAVA RED) 860202178

7 GLOVEBOX EXTENSION / CELLPHONE HOLDER 860202072

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FOR THE LONG HAUL



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Army Green
929027



Lava Red



OXYGEN HELMET



White
929019



Black



Matte Black

SKI-DOO EX-2 MOTION ELECTRIC HELMET



Red
448629



BV2S HELMET



Black
447404

MODULAR 3 SKI-DOO HELMET



Black with graphics
448628

MODULAR 3 HELMET



Black
447963

White

MODULAR 3 ELECTRIC SE HELMET



Black
447964

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EXPEDITION SE

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PAYS OFF.
SO DO QUALITY
ACCESSORIES.**

- 1 LIGHTWEIGHT Y-SHAPED ALUMINUM BUMPER 860201881
- 2 E LinQ 860201719
- 3 HEATED SEAT 860202032

- 4 1 1/4" TRAILMAKER FRONT BUMPER RECEIVER 860201825
- 5 FRONT BUMPER LED WORKING LIGHTS 860201771
- 6 FULL WRAP-AROUND FRONT BUMPER 860201822
- 7 SIDE PANELS PROTECTORS 860201677
- 8 LinQ AXE HOLDER 860201854
- 9 CHAIN SAW HOLDER 860201827

- 10 LinQ ICE AUGER HOLDER 860201828
- 11 LinQ FUEL CADDY - 3 GALLONS 860202247
- NEW**
- 12 LinQ MODULAR CARGO BOX 715005494
- 13 LinQ SLEIGH 860201938
- 14 HD 2500 WINCH 860202331



HOW TO GET READY FOR YOUR RIDE

THE 3-STEP LAYERING SYSTEM

+ LAYER UP

The secret to a warm, dry ride is in the layers. From the base to the mid to the outer, each layer has an important function to keep you as comfortable as possible.

BASE

Make sure this layer is snug to the body and directly in contact with the skin. This layer's primary role is to wick away moisture, so if it's bunched up or too loose it can't do its job.

This layer typically comes in two weights:

- Merino for aerobic activity, moisture wicking & some thermal properties
- Thermal for light wicking & the most optimal warmth

MOUNTAIN LAYERING

When the layers of snow keep getting deeper, know your three layers are working extra hard to keep you warm, dry and pushing for the peak.



MID

The mid layer is all about heat and versatility. Depending on the day and conditions you'll want to be able to add or remove this layer to adapt to the ride. Plus, vents and zip-up collars give more options to keep you warm or cool as needed. Neither baggy nor too tight, this layer should be somewhat looser to maintain ease of motion.

OUTER

The first line of defense against wind and moisture. This layer functions to repel wind and water from the outside, but should still be breathable, allowing moisture collected by your interior base layer to escape. Depending on your choice of jacket, this layer also adds extra insulation and warmth.

SUB-ZERO LAYERING

Those extra-cold, bitter days feel a lot less harsh with the right insulation in every layer.

SPRING LAYERING

Cold in the morning, warm in the afternoon. Proper layering doesn't get any more crucial than it does for spring riding.



SPORTSWE



WEAR YOUR PASSION ANYWHERE

Show your Ski-Doo pride with our classic and brand new lineup of gear inspired by your lifestyle and the environments you ride.

- 1** MEN'S SUMMIT LONG SLEEVE TEE 454401
- 2** MEN'S CABIN OVERSHIRT 454385
- 3** MEN'S PULLOVER HOODIE SKI-DOO 454386
- 4** MEN'S SKI-DOO SIGNATURE T-SHIRT 454421
- 5** FREESTYLE CAP 448681
- 6** SKI-DOO SHORT BEANIE 447869
- 7** MEN'S PACKABLE JACKET 440916
- 8** MEN'S CLUB HOUSE SWEATER 454383
- 9** LANDING HAT 454298
- 10** MEN'S SKI-DOO FLANNEL SHIRT 454395
- 11** MEN'S ONE TRACK MIND T-SHIRT 454400

AR



HATS & GLOVES

GET A GRIP ON WINTER



- 1 ABSOLUTE 0 MITTS 446318
- 2 X-TEAM LEATHER GLOVES 446328
- 3 GRIP GLOVES 446234
- 4 MOUNTAIN GLOVES 446222
- 5 REVERSIBLE BEANIE 448677
- 6 TEEN STORM HAT 448678
- 7 LANDING HAT 454298
- 8 SKI-DOO SHORT BEANIE 447869

BUCKET LIST RIDES

From your own backyard to the other side of the planet. From a hidden gem to world-renowned POW—where there's snow, there's That Ski-Doo Feeling.

Explore these destinations approved by Ski-Doo Brand Ambassadors around the globe and add them to your bucket list.

But, this only scratches the surface of what's out there. Check out #ThatSkiDooFeeling on social media to see where riders like you access the greatest places on earth.



REVELSTOKE & SICAMOUS, BC

Access one of the most iconic sledding regions in the world via Carl Kuster Mountain Park and the Uncharted Society.

MOUNT VALIN, QC

"The perfect combo of off-trail deep snow and an incredible on-trail network. Best snow in Quebec. Accommodations are widely available serving as a hub for many destinations." -Charles Gagné

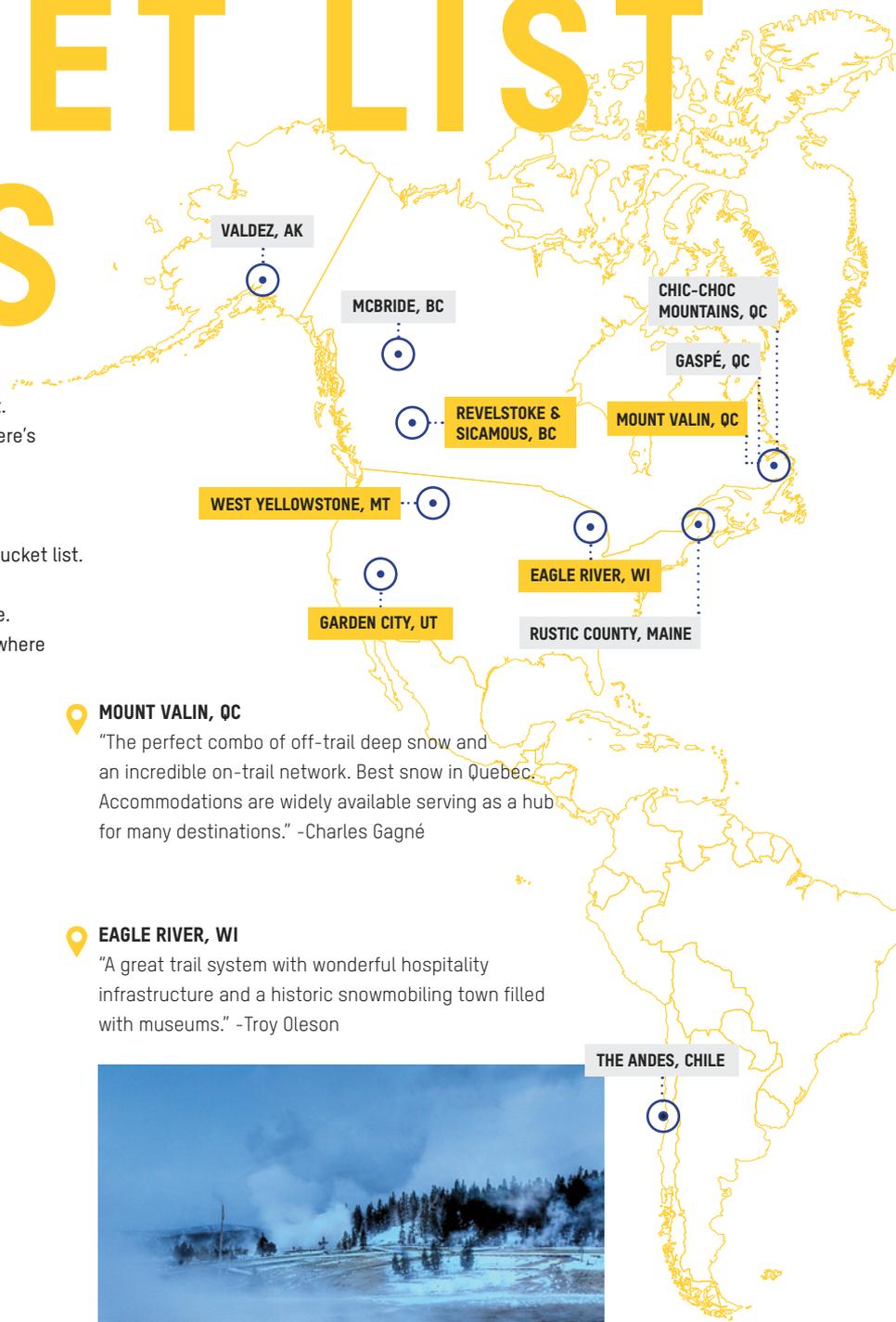
EAGLE RIVER, WI

"A great trail system with wonderful hospitality infrastructure and a historic snowmobiling town filled with museums." -Troy Oleson



WEST YELLOWSTONE, MT

One of the most iconic areas in the world with both deep snow and trail riding with great hospitality for sledders.





ARCTIC OCEAN, MEHAMN, NORWAY

RIKSGRÄNSEN, SWEDEN

ROVANIEMI, FINLAND

PRIISKOVY, RUSSIA

KAMTCHATKA, RUSSIA

HOKKAIDO, JAPAN

Scan here to book and discover more bucket list rides with the Uncharted Society



KAMTCHATKA, RUSSIA

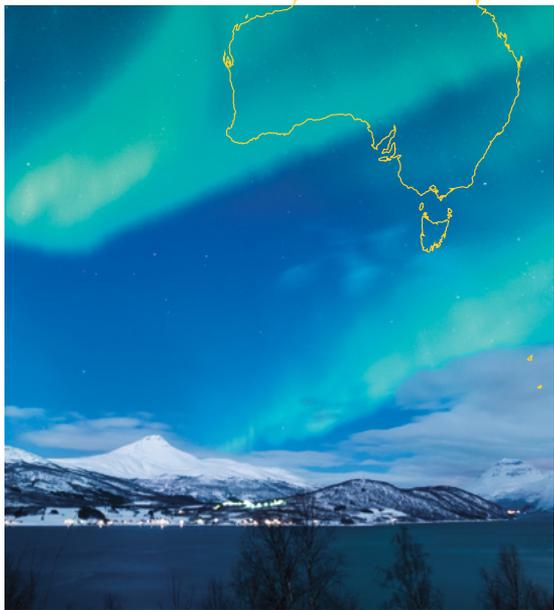
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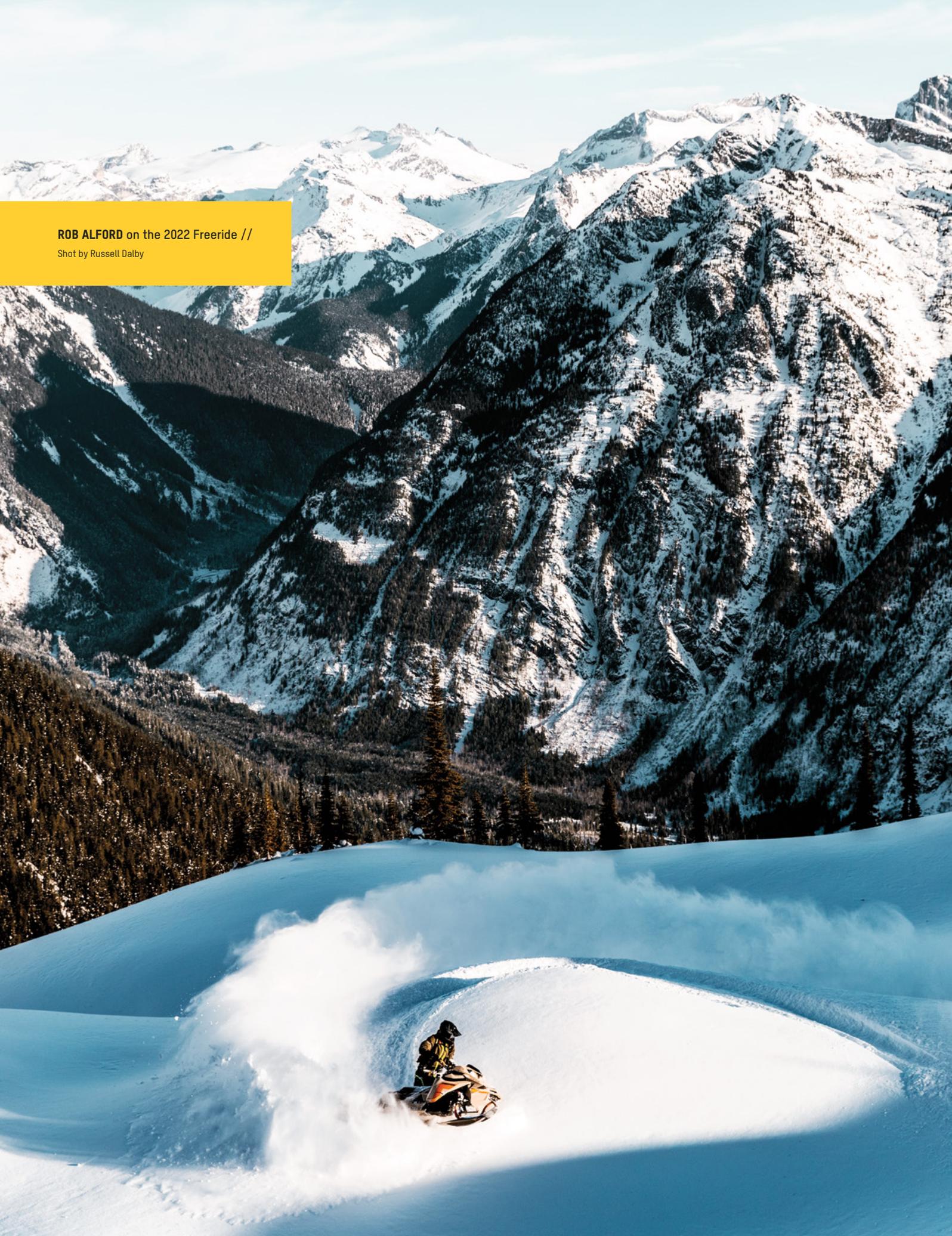
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📍 Andes, Chile

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ROB ALFORD on the 2022 Freeride //
Shot by Russell Dalby



JESSE COOK: CHASING THE DREAM



by Brett Smith

Jesse Cook still remembers the first time he carved through powder. He floated above the snow and felt the sensation of riding a personal watercraft. He noticed how he didn't have to let the snowmobile's skis pick the direction and when he leaned the sled came with him, leaving giant arcs on the flatlands behind him.

For a 10-year-old living in Stillwater, Minnesota in the mid-1990s, this was a rare treat and an opportunity to push his trail riding sled beyond the limits of its intended purposes. He harbored that feeling until he saw "Slednecks," the 1998 snowmobile freeride film that spawned a two-decade-long series of videos and ignited an explosion of backcountry interest.

It didn't matter the time of year, a "Slednecks" tape sat engaged in the Cook family VCR while Jesse saved his money and dreamed of making the 1,500-mile drive to Revelstoke, British Columbia, Canada, a mountain riding mecca frequently featured in the videos.

Cook was 19 when he bought his first mountain sled and finally made the trip. In April 2005, he rolled through town to see only a few inches of snow. "I thought we were getting screwed," he says. "I didn't realize that when you get to the top of the mountain there's 20 feet of snow and a totally different environment."

An underground utilities specialist, Cook takes his Ski-Doo to the mountains every year. He's now been to Revelstoke 15 times and also rides in Steamboat Springs, Colorado; Jackson Hole, Wyoming; and Michigan's Upper Peninsula. While living in the Midwest makes

for long drives, Cook never lets the traumatic accident of his youth hold him back from his passion: two weeks after his 13th birthday, he lost his left leg above the knee.

NEW CHALLENGES

Ripping through a Stillwater, Minnesota ditch on his vintage Honda ST90, Jesse thought he was going to catch a little airtime. The approaching rise had just enough lift to get him over the driveway. But he didn't see the two-foot-tall metal drainage pipe hidden in his intended ramp. His front wheel slammed into the open end of the pipe and the tall, curvy handlebars caught him in the waist. The bike whipped to the left, smashing his lower left leg between the chassis and the ground. Cook tried to walk when he came to but immediately crumpled back to the ground.

His cousin ran to a nearby house to call an ambulance. The man who answered the door was an Eagle Scout and knew how to properly apply a tourniquet and keep Jesse calm, alert and awake. Jesse just wanted to fall asleep but the man wouldn't let him.

"He literally saved my life," Cook says. "I lost a lot of blood and the surgeon said, without first aid, I was minutes from dying."

The growth plates around the knee were completely smashed. The leg couldn't be saved, but he actually feels lucky the way it worked out. His amputation is above the knee but he has his

Other people's standards should never determine your own. Be a derelict.

entire femur bone, most importantly the socket, which means he can bear weight on it and still put his leg through the stress of riding a dirt bike or snowmobile.

He spent a week in the hospital, but nobody told him what he wouldn't or couldn't do. His parents and visitors only emphasized everything he would do in life. "That gave me hope and motivated me and I've done that for other kids and young adults who lost a limb," he says. "I went back and repaid my service to those after me who went through amputation."

Back at home, Jesse returned to motorcycles; the following year he bought a Suzuki RM125. He built an 8-ft. tall kicker ramp and dragged it out to a gravel pit to learn freestyle tricks.

As the "Slednecks" video series expanded, so did Cook's curiosity about backcountry snowmobile riding. He wanted to get out of the Midwest and into the mountains.

FINDING THE COMMUNITY

In the summer of 2016 @1_legged_sledder popped up on Instagram. But it took 16 months before he addressed being a rider with an extra challenge. Standing in his garage next to his backcountry sled, wearing street clothes with his left pant leg pulled above the knee to reveal the exotic prosthetic supporting his 6-ft. 4-in. frame, Cook wrote:

"Other people's standards should never determine your own. Be a derelict. Unexpected problems? Good. Now have the opportunity to figure out a solution. If you can say the word 'good' that means you're still alive, still breathing. Get up, dust off, reload, recalibrate, reengage, and go out on the attack."

He wants to inspire others and show people that more is possible than they might think, but being an amputee isn't what defines him and he doesn't want to overuse it. He even recently changed his username to @jesse_m_cook because he didn't want to be known as that "One Legged Sledder Guy." He doesn't hide from the fact that he's an amputee, he just doesn't overamplify it. He wants to be Jesse Cook, Chelsea's husband, adventure seeker. "I've never tried to rely on it for excuses or popularity," he says. "I don't want to be 'good for an amputee.' I just want to be good."

And he's eager for others to share that attitude. When two-time Paralympic snowboarder Michelle Salt wanted to try backcountry riding, she had trouble finding an amputee with big mountain experience. Then she stumbled upon Cook's photos and they met for an informal clinic. "He was really able to show me how easy it was for him," Salt says. "It was so natural looking." Salt lost her right leg 10-in. above the knee in a 2011 motorcycle accident and she can't put full weight on her prosthetic. Watching Cook ride encouraged her and she's now in her third season as a backcountry rider.

Cooks says he often gets messages from the parents who thank him for giving their children hope through the simple fact that he's out there doing what he loves. His messaging, whether it's direct or indirect, gets noticed.

"I'm just trying to inspire people," Cook says. "If people think they can't do this or that, or it's too difficult, I want them to keep after it, keep working hard, get up and get after it. I'm just trying to show people that more is possible than you think."

British Columbia's Andy Messner wouldn't have known Cook was an amputee if they hadn't met on Instagram. During winter 2020 Messner took a group to explore Revelstoke's 'honey holes,' the secret riding spots that only the locals know about. "You could spend 100 days riding with Jesse and never know he was an amputee," Messner says. "He makes it work. And he is the kind of guy you want to be in the backcountry with. He's always looking out for other people."

Recently married, Jesse now has a permanent riding partner in Chelsea, another lifelong Midwesterner who fell in love with the mountains when she rode double up in Revelstoke. Now she rides her own sled.

While Cook crosses off locations from his bucket list of destinations (he still wants to visit Sweden) he can't shake one feeling: he's already living the dream.



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EARLY SEASON BRITISH COLUMBIA

Shot by Aaron Leyland // "The best early season snowmobile days generally start in the dark and end in the dark. The days are short, the snow is cold, the sun (if there at all) is low in the sky almost all day and 10 minutes after sunset it's pitch black. That's what we have going on here, the crew making their way home after a long day in the powder."



FRESH TRACKS

FEBRUARY 2021

BY *ski-doo*



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FOREWORD BY CARL KUSTER

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