

Shell Advance Snow Ultra

As a touring rider, I want a proven, reputable snowmobile oil that I can find easily wherever I tour. Moreover, like many of the other new high tech 2-stroke engines, my 2007 Ski-Doo GTX Limited 600 SDI snowmobile requires premium quality lubrication like that provided by the best synthetic oils. The premium quality lubrication provided by the Shell Advance Snow Ultra is a synthetic blend specifically formulated for



the increased demands being placed on 2-stroke power plants like mine. I've used it for years and countless thousands of kilometres without any engine problems. Best of all, it doesn't stink or smoke like many other oils. Ask for Shell Advance Snow Ultra at Shell gas stations and Canadian Tire stores and go on line for more info at: www.shell.ca/lubricants

Triton Trailers

Until you get to the snow, your tow vehicle and trailer are far more important than your snowmobile. Yet over the years, I've witnessed more snowmobilers pulled off on the shoulder of the road with trailer problems than for any other reason. Frequently, the breakdown occurs with a trailer that is too old, poorly maintained or that was the cheaper choice at purchase time.

More than almost any other snowmobile-related purchase, paying for quality in a trailer is an investment that will pay you back many times over in durability, reliability, peace of mind, enjoyment and saved time and money. That's why I recommend a Triton Trailer.

My Triton is a 2-bed enclosed, model LT12 R-101. Besides keeping my sleds spotlessly clean, this all-aluminum trailer is virtually corrosion-proof and it's the lightest one I've ever pulled. The result is easier towing and good fuel economy — and its torsion springs make for a smooth, controlled ride, too.

At 12' in length, my Triton is long enough to accommodate my 2007 Ski-Doo GTX Limited 600 SDI snowmobile and opens wide enough to clear my high windshield. Through the lockable front hatch, I can access my sleds conveniently or store extra gear. Meanwhile, Triton provides me with two loading/unloading options on this model: tilting the trailer bed or using the handy ramp, which stores securely under the bed when not in use. Personally, I prefer the ramp.

From a user-friendly viewpoint, my Triton has many beneficial features. Among my favourites are: its top quality, low profile tires, which reduce the loading steepness of the trailer bed height; its integrated, one-piece wiring harness, which means that I've never had an electrical problem; and its SurLock/QuickSlide Channel tie-down combo, for easy securing of any sled. Add in a set of ski guides and I'm set for another season of hassle-free towing from Triton! www.tritontrailers.com

