

Storage Tank Alert: What You Need to Know

Blaine Garwood, CGRS, Inc.

Year 2011 has been, and still is, an active year for compliance issues regarding the storage of petroleum products as several states have been revising, amending and implementing new rules governing both Aboveground Storage Tanks (AST) and Underground Storage Tanks (UST). For instance, as of September 1 Utah UST rules amendments have moved from the stakeholder stage to the public comment period. Additionally, on April 14, Colorado's new rules for ASTs took effect. Of extreme importance to all ski resorts is the implementation of SPCC rules. After several years, the EPA's much anticipated SPCC rules changes are slated to take effect November 10 of this year.

In Utah, the proposed rules changes center around who, how and when funds from the Petroleum Storage Tank Trust Fund may be accessed. Specifically, the Act now permits payments to be made from the Fund for the cost of consultants that are hired by third parties who have been affected by a release.

Colorado provides the widest and most sweeping changes to AST regulations. Changes include clarification on tank capacity, upgrading, recertifying and moving ASTs, fencing and security, location and installation at fleet vehicle fueling facilities, vent cap requirements and requirements for placing tanks out of service and/or closure of tanks (just to name a few). Of great importance to Colorado ski operators are changes to the requirements governing periodic inspections and testing. All AST operators must now begin performing annual inspections by April 13, 2012. Additionally, ASTs must have formal external and internal inspections, and leak testing performed and documented according to the requirements of STI SP001 or API 653 inspection standards. However, the change which may have the most impact on the ski industry is that the new rules make it a requirement to comply with EPA SPCC rules.



The notion that the EPA SPCC changes take effect on November 10, 2011 is a bit misleading. What this means is that any currently operating facility with greater than 1320 gallons capacity in aboveground storage must be in compliance with the SPCC rules by this date. That is, you should continue to maintain, and amend the plan to reflect the new rules and implement the plan by November 10, 2011. If you plan to install new fuel storage, it is important to make sure your current plan is amended to reflect your new capacity.

Of course, there are nuances to most of the rules making them potentially difficult to decipher and the determination if you are in compliance a guessing game. If you are having difficulty determining your compliance status, please call your consultant or tank supplier.

President's Corner

By Johnny Green

Well it doesn't happen very often, but every once in a while there's a major change on the SAVMI Board.



At our last board meeting, George Pena, Beaver Creek Resort, announced his retirement effective June 30, 2011; the end of the 2010/2011 fiscal year. George has been an active member of SAVMI and has supported the organization for a gazillion years. (I won't embarrass him by actually stating the number. Let's just say he's been around a while.) He's seen the conference grow from a couple of Colorado ski mechanics sharing ideas in one of their shops to a strong, internationally recognized event that consistently attracts more than 300 ski area and supplier personnel. During his tenure, George has been responsible for securing several major conference sponsorships including Collett Enterprises, Inc., DDI Equipment, and Eaton Sales & Service. Additionally, George has also been critical in coordinating more than a few sessions. Some of the topics he helped bring to the conference include storage tanks & spill prevention, inventory control & management, and numerous human resource classes. George has always been (and I know he will continue to be) a major supporter and advocate of SAVMI. His presence on the Board will surely be missed.

At that same meeting, we voted to accept Brent Clyncke as George's replacement. Brent is the Shop Supervisor at Beaver Creek Resort and has worked his way up through the ranks. He has 17 years of experience in the industry and recently served on the Beaver Creek Employee Council. Brent is an avid fly fisherman and also enjoys skiing, biking, backpacking and simply spending time with his wife & daughter. Brent brings "new blood" to the organization and we're very excited to have him on board.

We will be meeting again very soon to start discussing next year's conference. If you have any suggestions for improvements, sessions, or possible sponsors, please contact any of your Board members and share your ideas. Our contact information can be found at savmi.org.

Thank you,



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- 2011/2012 Renewal Forms
- 2011 Conference Recap
- Additional Event Photos

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Chevron Delo ELC – Meeting the Ski Industry’s Needs

Jeff Snyder, Chevron Lubricants

Chevron Delo Extended Life Coolant (ELC) is an ideal product to meet the heat transfer and thermal management needs of the Snow Sports Industry. Chevron Delo ELC is an industry leading antifreeze coolant for mobile and stationary equipment application. The unique formulation maximizes the useful life of the product, up to 4 times as long as conventional technology products, while providing exceptional equipment protection from cold weather damage and corrosion while maintaining efficient heat transfer. The Chevron Delo ELC products do not require the addition of supplemental coolant additives, in either a liquid or conditioned water filter form, to obtain the service life of 750,000 miles/8 years/12,000 hours with correct top-up practices. The service life of Chevron Delo ELC may be extended further with a 1 time addition of Delo Extender at 500,000 miles/4 years/10,000 hours to reach a total service life of 1,000,000 miles/8 years/20,000 hours.



Chevron Delo ELC offers a lot of value as a product application in the Snow Sports Industry:

- The extended service interval of Chevron Delo ELC allows for longer effective use of the product in application in comparison to both conventional technology and other extended life coolant technologies. That could equate to 4 times less generation of used antifreeze coolant. Even though Chevron Delo ELC is biodegradable in its unused form, less generation of antifreeze coolant waste means less labor cost and a lower environmental impact based on product application choice.
- Chevron Delo ELC provides excellent protection of both mobile and stationary equipment while maximizing hardware life. The unique formulation allows for effective, long term corrosion protection, even at elevated temperatures, of commonly found cooling system metals; including aluminum. In comparison to silicated products or products requiring supplemental coolant additives, Chevron Delo ELC provides enhanced heat transfer keeping your equipment operating ideally. Additionally, cooling system component life is maximized by not having potentially abrasive particulate flowing through the cooling system that can settle and accumulate in lower temperature, slower moving areas of the cooling system; such as water pump seal life or heat exchanger plugging.
- The easy to maintain, longer life Chevron Delo ELC can help reduce operating costs and better schedule maintenance activities. Using Chevron Delo ELC eliminates the cost of supplemental coolant additives, in either a liquid or conditioned water filter form, the regular testing of these additive levels and the manpower required to perform these maintenance tasks. The longer life of Chevron Delo ELC will allow longer service intervals between drain and refill maintenance services, reducing the manpower, product and disposal costs associated with these maintenance activities.

Chevron Delo ELC offers a lot of advantages as an industry leading antifreeze coolant for both mobile and stationary equipment in the Snow Sports Industry. To learn more about the Delo family of products, please visit our website www.deloperformance.com or contact your local Chevron representative.

The Best Keep Getting Better!!

Bill Michel Jr., Gray Oil Company

What is a synthetic lubricant? Why should you consider synthetic lubricants? There are many applications in the ski industry in which some sort of synthetic lubricant really is the 'right' answer. Let's explore these questions.

Remember from 'Lube 101', finished lubricants are comprised of base oils and additives. The term 'synthetic' describes the base oil, and is used for both crude-oil derived base oils that have been highly processed and to base oils that are chemically synthesized. Most product data sheets or material safety data sheets do not specify which type of base oil is used. The American Petroleum Institute developed a naming system in which base oils are classified by either their characteristics, or by their molecular composition. API Group I, II, and III represent 'characteristic-based' classes. These base oils may be created by increasingly aggressive refining of crude oil (or by gas-to-liquid conversion). Group IV is defined by the molecules that comprise the base oil and specifically refers to Poly Alpha Olephins, Poly Alkylated Glycols, and some other specific molecular compounds. Originally, 'synthetic' was intended to refer to these 'Group IV' base oils, but now, Group III (and even some Group II) base oils are considered 'synthetic'. Confusing?

So, how should you choose between the various products that are available to you? It's a matter of your priorities. You have a limited number of hours each evening to groom slopes, and you can't afford to have lubricant related issues nor lose valuable grooming time doing preventive maintenance. You desperately want to avoid stranding skiers on the lifts, so, why risk a lubricant related failure of your electric motors, gearboxes or backup generation? These priorities line up well with the characteristics of products like Mobil Delvac 1 diesel engine oil, Mobil Synthetic Gear Oil 75W90, Mobil Polyrex EM grease and the newly reformulated products that carry the Mobil SHC brand.

Mobil Synthetic Hydrocarbon (SHC) Lubricants have always been at the forefront of technology. Mobil works closely with manufacturers to design products that meet their cutting-edge specifications. The SHC brand reflects Mobil's emphasis on maximizing productivity and efficiency. Working closely with OEM's from all over the world, Mobil SHC Lubricants are developed to provide a reduction in operating costs as well as drive productivity by:

- *Providing excellent wear protection to extend equipment life*
- *Extending oil drain or greasing intervals, resulting in a smaller carbon footprint*

- *Increasing energy efficiency (up to 3.6%), resulting in lower production costs;*
- *And much more!*

Mobil SHC Lubricants have been re-formulated in order to keep pace with ever-changing OEM specifications, enhance their already spectacular low temperature fluidity and viscosity index, enhance seal compatibility, provide up to 3.6% energy efficiency (vs. mineral oils of the same viscosity grade), and provide an increase in oxidative and shear stability for longer oil life. *These changes make our best even better!*

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NSAA Fall Education Seminars



Safety & Risk Management Series 2011



In our 19th year of continuing Fall Education Seminars, sponsored by MountainGuard Insurance, NSAA will be hitting the circuit at nine locations around the country to bring you the latest industry statistics, claims data legislation, and safety and risk issues — and we are adding a new location for the Pacific Northwest ski areas in Hood River, Oregon. NSAA will be unveiling the results of the newly updated 10-Year Injury Study, as well as highlighting terrain park issues, our new Accident Investigation Resource Guide, and OSHA and ADA updates. We will also be analyzing a number of non-traditional, on-e-off risk and safety issues — running the gamut from reckless skiers, alcohol, tree well safety, concussions, and other unique challenges facing resorts. Make sure you save the date!

for more information go to www.nsaa.org

August 7-10 - Devils Head Resort, Wisconsin
(With the NSAA Summer Meetings & Tradeshow)

September 14-16 - Sunday River, Maine
(With the Northeast Winter Sports Summit)

September 19-21 - Lake Placid, New York
(With SANY/PSAA Fall Tradeshow & Seminars)

September 23 - Massanutten Resort, Virginia

October 5 - Breckenridge, Colorado

October 7 - Snowbird, Utah

October 12 - Hood River, Oregon *NEW!*

October 14 - Northstar-at-Tahoe, California

October 20 - Angel Fire Resort, New Mexico



NSAA
Fall Education
Seminars



Congratulations to the 2011 SAVMI Award Recipients

SAVMI would like to acknowledge this year's award recipients and their contribution to the ski area vehicle maintenance industry.

Tim Crouse Memorial Award

Frank Martinez
Beaver Creek Resort

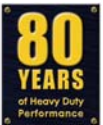
Vehicle Maintenance Support Award

Ramon Montoya
Beaver Creek Resort

SAVMI Safety Award

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Prolong the Life of Your Engines, Transmissions & Clutches

Martin Ausburn, PowerFluids, Inc.

Is your ski area looking for a unique lubricant especially engineered for use in high rev higher stress engines such as snowmobiles? Then I'd like to introduce you to Power Fluids PF-Moto This product significantly reduces friction and heat in both water and air cooled engines, extends component service life and lessens maintenance costs and down time. It lets your high rev engines perform at peak levels with longer component life and less maintenance time.

Since Power Fluids PF-Moto is only effective where there is metal to metal contact, fiber to metal, such as transmission clutch packs and wet brakes are not affected.

This metal conditioner is specially designed to reduce heat build-up which in turns reduces wear and sludge buildup. As it cycles through an engine it breaks down and cleans out existing sludge, gum and varnish that can cause rough shifting, clog clutches or other components, and can be drained during a regularly scheduled oil change. PF-Moto keeps the face of spring tension washer clean so they flex properly for smoother shifting. It also extends component service life and lessens maintenance costs and down time. Your snowmobiles and ATVs will perform at peak levels with less maintenance time, while generating fuel and maintenance savings to you.

Power Fluids PF-Moto is engineered so it can be used with any petroleum or synthetic oils and gear lubes. It contains no solids to retard penetration and will not cause any material build up or change even the finest of machine tolerances. Since Power Fluids PF-Moto treats the metal and not the oil, it does not affect the viscosity or lubrication properties of the oil in any way.



For more information on this product, as well as the entire line of Power Fluid products, please visit www.powerfluidsinc.com or e-mail sales@powerfluidsinc.com.

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Compressed Natural Gas in a PistenBully Becomes a Reality

John Glockhamer, Kässbohrer All Terrain Vehicles, Inc.

Nearly three years in development, the PistenBully 600 TwinPower has become a reality.

The eco-friendly PistenBully is powered by a mixture of diesel and gas. This is an exciting development for the following reasons – natural gas is plentiful, less expensive than diesel fuel and it burns cleaner producing fewer exhaust emissions.

The TwinPower can use either compressed natural gas (CNG) or biogas. Gas can be mixed in with the diesel fuel to substitute for up to 70% of normal diesel consumption while operating. It is important to note that for nightly grooming operations the on-mountain performance and power are no different from the standard diesel PistenBully 600.

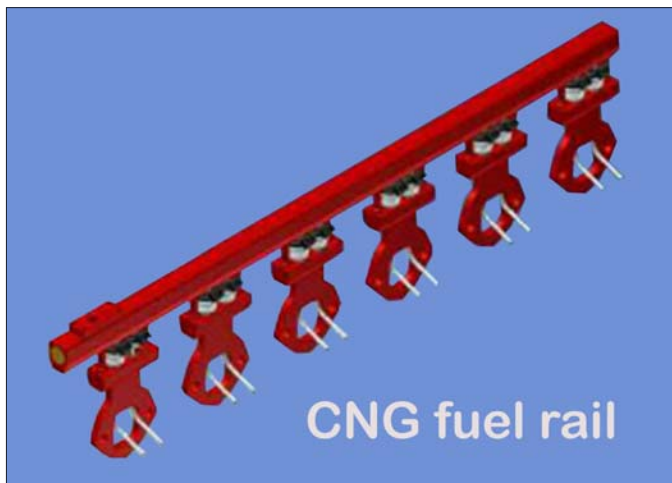
So how does it work? An additional fuel tank for the CNG or biogas is mounted on the cargo deck. The diesel engine is fitted with a fuel injection system for the natural gas. A second engine control unit (ECU) is required. During operation the natural gas is injected into the combustion air at a pressure of about 60 psi. The natural gas mixes with the diesel fuel in the combustion chamber for ignition. It is possible to have 100% diesel or a combination of diesel and CNG. This is done automatically. The relevant signals from the engine are sent to the original engine control unit and are also passed on to the gas ECU. Based on engine load, the ECU determines the maximum possible portion of gas that can be injected and reduces the diesel amount accordingly. The gas is mixed with the combustion air on the intake stroke. The diesel fuel ignites in the cylinder and burns the CNG at the same time. Overall, the average reduction in diesel fuel usage is about 35%.



The following bullet points summarize the concept of the PistenBully 600 TwinPower:

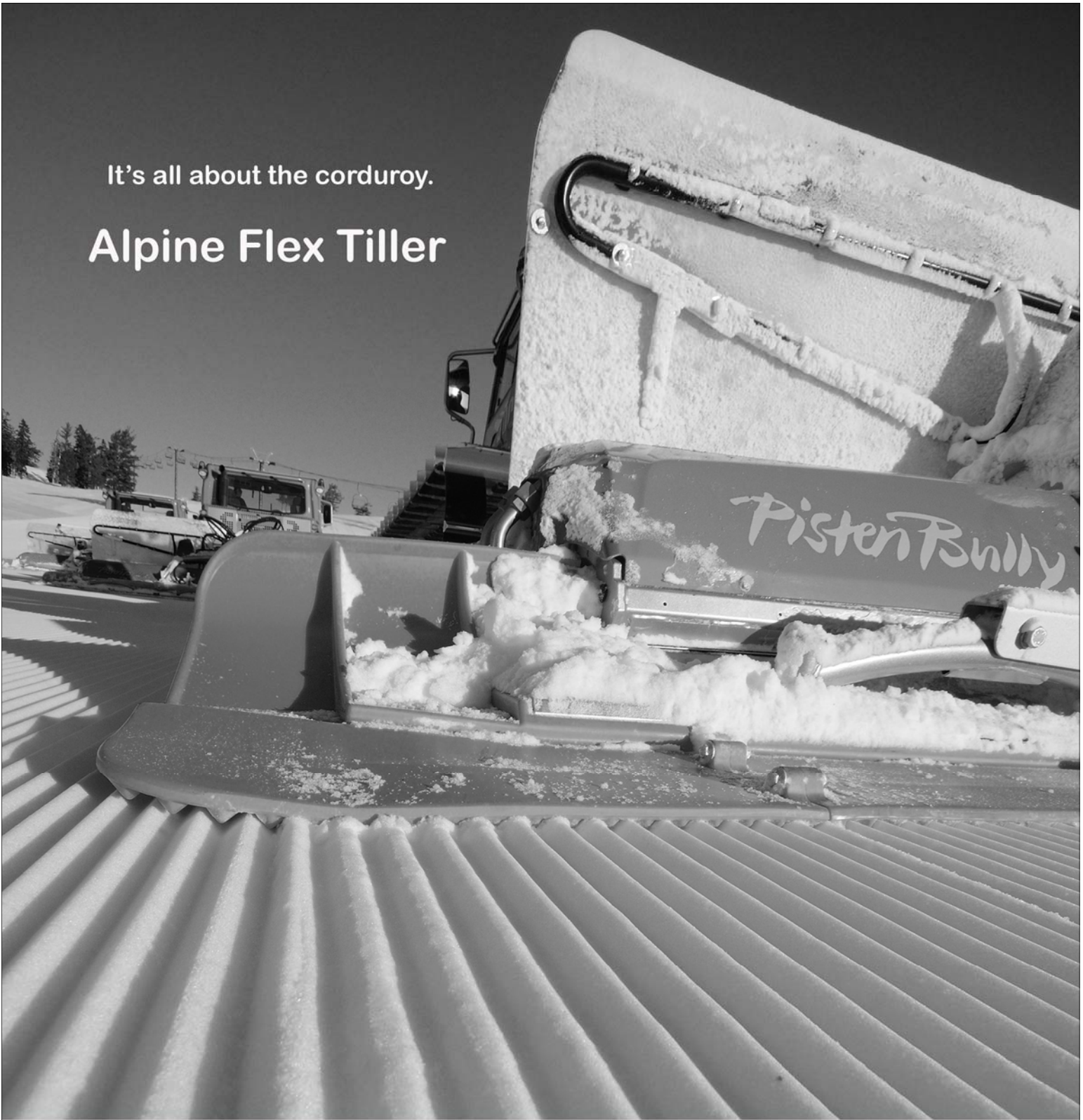
- Part of the diesel fuel is replaced by natural gas.
- Cost effectiveness is assured by the lower price of natural gas.
- Reduction of exhaust emissions (especially in the area of NOx and diesel particulates).
- This system can be used in high horsepower applications of 400 hp or greater.
- Driveability and performance are nearly unchanged compared with a serial engine.

Juergen Magg, the engineer in charge for the TwinPower project, comments, "We have developed a snow groomer that can be used just like a conventional diesel-powered model and brought it to the series production stage. Our TwinPower technology enables us to employ this eco-friendly hybrid solution with big-engine vehicles."



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Editor's Note

SAVMI is a non-profit organization with representation throughout North America. SAVMI is dedicated to the education and exchange of information between ski areas and suppliers.

We invite you to send information, articles, ads, pictures, and comics you feel will be informative or entertaining to your fellow members.

The next newsletter will be published in December 2011. **Material deadline is November 18, 2011**

Thanks to all who have contributed content for this issue.

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