

Volume 32 • No. 9 • 2019

THE WINNING EDGE

YOUR TOTAL MOTORSPORTS MAGAZINE

The depth sledders will go.....

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To enjoy a swap & show!

KYLE KURTSHALS OF ALMONT, MI FIGURED HE
WAS ALREADY SOAKED TO THE BONE SO WHY
NOT HAVE SOME FUN AND MAKE A SPLASH!



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WHAT'S HOT

Industry News



Marion, Michigan Snowmobile Club Gets a Jump on Winter

The Marion Snowmobile Club entered a float August 3, in the 2019 Marion Old Fashion Days Grand Parade in Marion, MI promoting the 2020 Marion Snowfest. Before the snow flies the club has a snowmobile swap meet October 12, 2019 .

Summer and fall is a Great time to promote your

winter events. A wise director of a Michigan Tourist Bureau office in Michigan's U.P. said long ago you need to promote Winter activities in Summer and Fall and Summer events in Winter and Spring. Hats off to the Marion Snowmobile Club for making up a great float and promoting their events as well as the sport.



ROX SPEED FX SNAKESTRAP

A TRULY MULTI-USE GRAB HANDLE

Grand Rapids, Minn. (July 22, 2019) – Rox Speed FX has been known as an innovation leader that consistently develops products to make your powersports experience a better one - Enter the SnakeStrap.

The SnakeStrap has been intelligently designed to be utilized as a multi-use grab handle for your snowmobile or ATV handlebars, or even added to various locations on the ROPS of your UTV.

The unique quick-flip design folds down in a second when not in use and incorporates billet-machined clamps and pivot ends that are crimped and bonded over 3/16" cable. The rubber over-molded handle provides the best ergonomic detail for assured grip and rigidity.

PART#	MSRP (US)	INTRO PRICE (Until 9/9/19)
FGH-100	\$69.95	\$49.95

For more information, call Rox Speed FX directly at 218-326-1794 or visit Roxspeedfx.com.

THE WINNING EDGE

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THE WINNING EDGE MAGAZINE:

YOUR TOTAL MOTORSPORTS MAGAZINE

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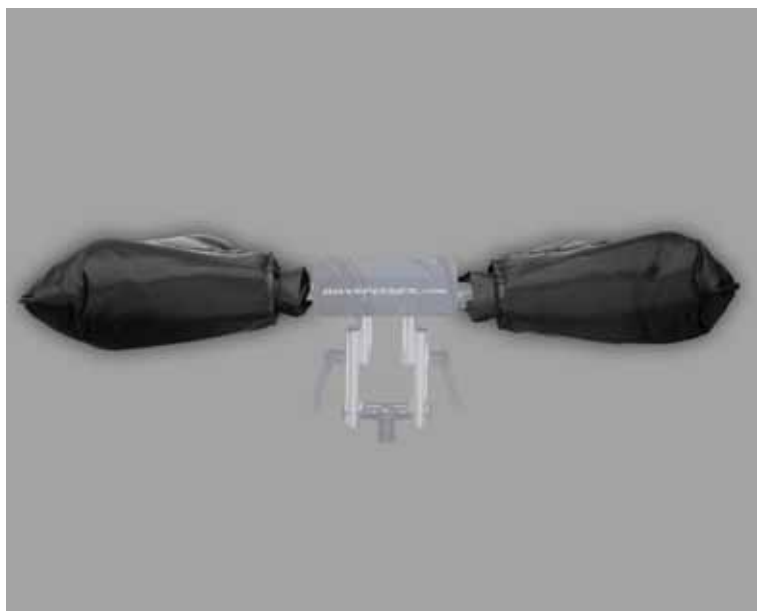
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ROX SPEED FX SOFT GAUNTLET

A UNIVERSAL COLD GUARD FOR ALL HANDLEBARS



Grand Rapids, Minn. (July 22, 2019) – Rox Speed FX has been an ergonomics powersports leader for 20 years. And when it comes to handlebar hand protection, no other company leads that segment like Rox.

The new Soft Gauntlet is intelligently designed to be used on ANY handlebar - Snowmobile, ATV, Motorcycle, Bicycle, Snowblower or even Grandpa's Wheelbarrow.

The unique design incorporates a waterproof outer shell with a thick layer of thermal insulation to ensure warmth and protection from the elements. The easy slide-on/-off attachment works with or without an existing handguard, and can be rolled-up like a shirt sleeve, while not in use.



PART#	MSRP (US)	INTRO PRICE (Until 9/9/19)
G1-SO-K	\$54.95	\$29.95

For more information, call Rox Speed FX at 218-326-1794 or visit Roxspeedfx.com to order directly.

About Rox Speed FX

Based in Grand Rapids, Minnesota, Rox Speed FX is enjoying its 20th Anniversary as a true powersports innovation company, backed by a team of passionate engineering, manufacturing and marketing professionals. Their mission is to provide safe, comfortable, leading-edge quality products that will enhance all riding experiences. Find the latest Rox Speed FX innovations at www.Roxspeedfx.com.

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2.86 Two-Ply Template 286T-TEMP-2



This **two-ply** template has superseded part number 286T-TEMP, and has several new studding patterns to accommodate additional track lengths. Sleds *with* center tunnel protection must use patterns in orange shaded area, whereas sleds *without* center tunnel protection can use any pattern shown for their track length.

2.86 Single-Ply Template 286S-TEMP-2



This **single-ply** template has superseded part number 286S-TEMP, and now includes twelve studding options, whereas the previous template included four. These changes were made to accommodate additional track lengths.

2.52 Two-Ply Template 252T-TEMP



This two-ply template will be replacing three of Woody's templates: COMB-TEMP, 128-TEMP, and LONG-TEMP-2. Patterns from those templates, plus more, will be included on this new template to lessen part numbers and increase options. Its quality will also be upgraded to a styrene material.

Grand Digger® - Color Options Multiple Part Numbers



Woody's is now offering a full line of colored Grand Digger support plates for single-ply tracks. These powder-coated colors include black, white, blue, green, yellow, orange, and red. Package sizes are offered in quantities of 48 for round, square, and double.

8" 1300 Series Dooly™ / Slim Jim® DP8-1300 / SP8-1300



Newly available for the Polaris Pro Steer ski is an 8" carbide Dooly and Slim Jim. This popular runner series for Polaris fits on 64 sleds in 2019 alone. All Dooly and Slim Jim runners are sold individually.

4" / 6" / 8" 5000 Series Dooly™ DC4-5000 / DC6-5000 / DC8-5000



Due to frequent requests, a 5000 series Dooly is now being offered for most C&A and all Curve skis, excluding the Outlaw and Mini ski. This runner reduces darting, eases steering, and is available with 4", 6", and 8" of carbide. All Dooly runners are sold individually.

4" Ace™ 6 New Part Numbers



Ace runners have only been available with 6" & 8" carbide... until now. This premium runner is the tallest in the industry and has a rectangular profile for aggressive turning capabilities. Excellent on Crossovers and in deep snow! Available for select popular skis. Sold as a pair.

Navigator™ Ski Protector NAVA-9975



This accessory protects new skis from wear, fixes lightly worn skis, helps reduce darting, and is now available for the following Arctic Cat skis, 2015-current: Pro Lite, Pro Climb, Pro Cross. Sold as a pair.

WHAT'S HOT

Racing News

The 'untold story' of the Decker's selling the Eagle River World Championship Snowmobile Derby Race Track.

It is well known that the Decker's sold the Eagle River race track in 2018 after nearly 35 years of owning and operating the famous facility, but much of the history surrounding the Decker's entry into the race track business, and their decision to ultimately exit the race track business, is not so well known.

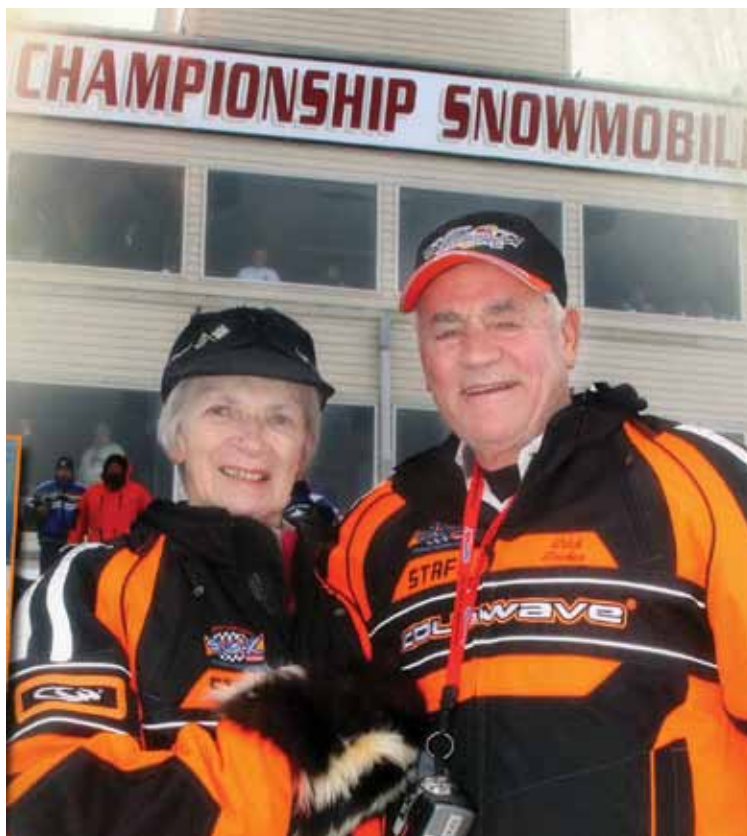
The year was 1985 when it all began, that was the year Richard Decker, the Decker family patriarch, spearheaded the purchase of the facility.

The Decker's really had no desire to get into the race track business at the time (or ever). The Decker's were still immersed in racing (Team Decker), and had recently started two new business: 'Decker Racing Enterprises' (Steve, Mike, Allen and Chuck), the high-performance snowmobile company, and 'Decker Sno-Venture Tours' (Richard and Audrey), a guided snowmobile touring operation taking adventurous snowmobilers to every trail-riding hot spot around the world.

In the early stages of these respective new ventures, the demand had way exceeded expectations for both businesses, and the Decker's had contemplated moving operations to the North Woods area for a variety of reasons. Around that time, they were approached by the Eagle River Lion's Club who were the ones responsible for running the Derby over the years, and thought the Decker's would be a better fit to carry on the famous tradition at that juncture because of their racing background, and offered them the chance to buy it.

Decker family meetings ensued. They were intrigued at the prospect of involving themselves in the most famous snowmobile race track in the world, but asked each other how they could possibly spread themselves that thin with the hecticness of everything else going on in their lives. They knew it would be a huge commitment in every way.

The boys had made the decision not to move to Eagle River, but rather to keep home base for their performance company in



RICHARD AND AUDREY DECKER WERE A TEAM SINCE THEY FIRST MET. TOGETHER WITH THEIR FOUR SONS THEY BUILT A LEGACY IN SNOWMOBILING BOTH ON THE TRACK AND OFF THE TRACK THAT WILL LIVE FOREVER.

Marshfield which is about three hours south of Eagle River. Richard and Audrey, however, made the daring decision to go ahead and buy the track. It was an ambitious move to say the least. What interested them the most was having such a famous landmark to operate their touring business from. And since the boys were not that far away, they could come and help with the track as needed.

Those were the events leading up to the Decker's entering the race track business in Eagle River. And over the coming years, the Decker's would rejuvenate and revitalize the famous track like never before. Tons of man hours and money would be poured into the facility, including building an elaborate double-decked expo hall facility, along with the wildly successful multi-level "hot seats" that line the front straightaway and the corners which spectators now flock to in lieu of standing out in the cold on the sloping banks (which in itself remains a great tradition for die-hard fans need-

ing to be up close and personal to the sport's sights, noises and smells).

Under the leadership of the Decker's, the Eagle River races flourished like never before for both racers and fans alike. The Decker's even ran summer oval races on wood chips, summer drag races on wood chips, and eventually 3-wheeler, 4-wheeler and UTV races.

There's an old saying: "There's always a time to get in, and there's always a time to get out." But the wisdom is in knowing when. The Decker's have timed things pretty well throughout their lives. Sometimes it was just blind luck, sometimes fate. The Decker's began their racing career in the late 60's, setting themselves up perfectly to ride the incredible racing wave through what would become known as the Golden Age of Snowmobile Racing, the 70's. The Decker's did the same with their multi-lined motorsports dealership they started in 1971. The Decker brothers, with their record-setting racing background, which stretched from the late



ON OCTOBER 3, 1985 THE DECKER FAMILY ANNOUNCED THEY WERE BUYING THE DERBY AND SURROUNDING PROPERTY FROM THE LIONS CLUB. OVER THE YEARS THEY IMPROVED THE TRACK, GROUNDS AND BUILDINGS TURNING THE DERBY FACILITY INTO THE BEST VENUE IN SNOWMOBILE RACING. PICTURED (L-R) ALLEN, MIKE, AUDREY, RICHARD, CHUCK AND STEVE DECKER.



FORMER LIONS CLUB EVENT CHAIRMAN "DOC" T.J. DOYLE WELCOMES AUDREY AND DICK AS NEW OWNERS AND MANAGERS OF THE DERBY TRACK WITH A CHECKERED FLAG.

60's through the 90's, launched their snowmobile performance business when the time was red hot, the 80's and 90's. Richard and Audrey did the same with their touring business which still operates to this day.

The Decker's have nothing to prove anymore. Fifty-five years in the snowmobile world and industry bear that out. They do however have the third-generation Decker's to concentrate on. Natalie Decker, Chuck's daughter, has exploded onto the stock-car racing scene. At age 21, she has already advanced to the NASCAR

trucks series. Many other third-generation Decker's are forging their way into the sports world too, in a multitude of arenas. The Decker name won't die out anytime soon, thanks to the foundation laid over a half century ago by Richard, Audrey, Steve, Mike, Allen and Chuck.

Those in charge of the track now are more than competent and capable. They are longtime industry leaders in their own right: Russ Davis, Tom Anderson, Scott Anderson, and Craig Marchbank. The Decker's have known these individuals for decades. The track has been left in very good hands.

It was a long good run by the Decker's, emblematic of all that they do.



IN 2018 THE DERBY TRACK AND GROUNDS WERE PURCHASED BY A GROUP OF INVESTORS THAT INCLUDE: SNOWMOBILE USA AND WORLD SNOWMOBILE HEADQUARTERS FOUNDER TOM ANDERSON, FORMER SKI DOO VICE-PRESIDENT OF MARKETING RUSS DAVIS AND SNOWMOBILE HALL OF FAME PRESIDENT CRAIG MARCHBANK.

INDUCTEES - 2019

Christine Jourdain Barker

Program Developer & Club Organizer

Howell, Michigan



Born into a snowmobiling family has given Christine Jourdain Barker from Howell, MI, a lifetime of involvement into the sport. In 1995, the American Council of Snowmobile Associations, ASCA, was formed and she was chosen as its Executive Director, a position she continues to hold 24 years later. During that time Christine provided dedicated and tireless leadership to the advancement of snowmobiling through the state associations,

development of leadership skills, advocating land use and access and the creation of national partnerships with numerous other outdoor land use groups. She has created and organizes the "ASCA Fly-In" in Washington, D.C. that each year brings snowmobilers from across the nation to meet, face-to-face, with over 250 of their legislators. She schedules all of these meetings, along with additional seminars with US government agency officials to educate snowmobile association attendees. Another of her pro-

grams is the "Enlightenment Rides" that take members of the US Forest Service on rides to educate them about snowmobile issues affecting the National Forests. There

are numerous other programs she manages along with her skillful management of the daily duties of managing ASCA. Whatever they are, Christine can be found not only "in the middle" but also "front and center" of the action. ASCA has since grown to become known as the "Voice of US snowmobiling". For her tireless devotion to the snowmobilers of ASCA, Christine Jourdain is being inducted into the International Snowmobile Hall of Fame, Class of 2019.



Les Ollila

Trail & Program Developer
Grand Rapids, Minnesota



One of the brightest lights in Minnesota's trail development and building is Les Ollila. The Grand Rapids native spent 36 years in their DNR before retiring in 2011. A lifetime advocate for trails, Les continues to push for improved trail systems in the state even in his retirement. As a staunch advocate for trails, he was a major player right from the start in the development of the 165 mile long Taconite State Trail that took several years to finish.

Other trails he was instrumental in developing are the Arrowhead and C.J. Ramstad North Shore State Trails that are premier trails in the state. Today Minnesota offers over 22,000 miles of funded trails, many of which Les had a hand in developing. While he worked mainly in the MN DNR Region 2 of Northeast Minnesota, his influence on trail programs can be seen throughout the state. In addition, Les organized groomer demos which have grown to statewide proportions, along with Governor Rides with legislators, Innkeeper Rides and support of other rides to educate non-snowmobilers about the sport and its influence on the economy. While he is retired from active duty with the MN DNR, Les continues his efforts to improve the state's snowmobile trail systems by still serving on many committees and snowmobile trail building organizations. This dedication to the sport has seen him being the recipient of numerous awards honoring his service. Now Les Ollila can add one more award as he is being inducted into the International Snowmobile Hall of Fame for the Class of 2019.



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Don & Diane Reed

Volunteers Curtis, Michigan

Snowmobiling started for this couple while they were stationed at the KI Sawyer Air Force Base in the UP of Michigan. What has followed is a 21 year commitment by both of them to promote and expand the sport in the Seney area of Michigan's Upper Peninsula. Following their military retirement, they have taken this very small and almost unnoticed town and turned it into a Mecca for snowmobilers. Don has worked his way up through the local club and regional levels to having served the Michigan Snowmobile Association as president. During all this time, Diane has been at his side with her knowledge of computers and a special talent for coordinating the numerous events they have created. Diane many times is behind the scenes but still front and center of the action. Just one of their numerous events is the Snowmobile Veterans Ride, which in 14 years has grown to over 350 participants and is now the largest such event in the US. Both Don and Diane spearhead this event. They also run the annual Groomer's Ball



and groomer show. Don is the area Trail Boss and has trained 25 groomer operators, served 10 years on the BOD of MSA, rewrote the DNR Grant-in-Aid Handbook, served as vice-chair of the Mid-West Chapter of the American Council of Snowmobile Associations and served many other numerous snowmobile organizations with his skilled knowledge and dedication to the sport. Diane and Don live and breathe snowmobiling 24/7/52 with an infectious enthusiasm that they are quick to share. They work as a well organized and very talented team in all their endeavors. It is for this reason they are being inducted together into the International Snowmobile Hall of Fame, Class of 2019.

Wally Thill

Volunteer Fredonia, Wisconsin



As a loyal employee of Mercury Marine when they made their first snowmobiles back in 1968, Wally Thill bought his first snowmobile. He soon became involved in organized snowmobiling and became a Director for the newly formed Association of Wisconsin Snowmobile Clubs (AWSC). That was 50 years ago and he remains a Director today. With his 50 years of service to the AWSC, Wally has championed the sport from the

woody's

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grass roots of its formation and early struggles through its many legislative victories and has been at the front of each effort. In the early days of the AWSC, Wally was instrumental in the forming of many area clubs. Always promoting safe and responsible snowmobiling, he recognized the importance and value of clubs and organized snowmobilers. Wally has served many years as Chairman of the AWSC Legislative Committee, Insurance Committee and also Audit Committee where his financial skills are utilized. A realtor by vocation, Wally also is active in politics and the betterment of his community. He started an area wide Ambulance/EMS service, became an EMT and served as Commission Chairperson of the service. Noted as a man of extreme character, Wally is well respected by his peers and associates. Along with his wife, Mary Ann, Wally is a tireless worker for his community and the promotion of the sport of snowmobiling. His 50 years of dedicated service prove this attribute. For this, Wally Thill is now being inducted into the International Snowmobile Hall of Fame, Class of 2019

ISHOF Snowmobile Club of the Year 2019

**Barnstormers of Sayner, Inc.
Sayner, Wisconsin**



Born in 1967 in Henry Sayner's barn - thus the name Barnstormers, and chartered in 1969, this club now celebrates 50 years of life. Its original 37 members have now grown to over 280. They come from all over the snowbelt and four states. The club grooms 80 miles of trails, 95% of

which are located on DNR land. Their location is central to six different towns giving them the name "The Hub of Vilas County" as their trails all interconnect with these towns. Grooming funds come from five yearly fundraisers with some of the proceeds also being donated to six different local charities. A website keeps members and snowmobilers informed of the club's activities. Being located in Sayner, home of the Eliason snowmobile, the first personal sized snowmobile built in 1924 and on display there, helps the club bring many visitors to their trails. The Sayner Barnstormers are the International Snowmobile Club of the Year for 2019. For more information on the Sayner Barnstormers, visit www.saynerbarnstormers.com

ISHOF Dealer of the Year 2019

**sponsored by Snow Goer
Rob's Performance Motorsports
Johnson Creek, Wisconsin**



This Ski-Doo dealership can count 35 years of award winning sales and service to its customers. Located in the small town of Johnson Creek in Southern Wisconsin, its reputation for quality spreads throughout the state. Rob Strauss, owner, strongly believes in the value of clubs as being necessary for the sport to grow, prosper and

survive. Over 90% of the dealership's many Team Members are members of area snowmobile clubs. Over 40 area clubs and associations have benefited from his generosity to the tune of more than \$10,000 in contributions for support this past year alone. The dealership has won 17 Ski-Doo District, 7 Ski-Doo Regional and 4 Ski-Doo National Dealer of the Year awards. Now Rob can add one more award, the International Snowmobile Dealer of the Year for 2019 to this amazing dealership's success story. For more information on Rob's Performance Motorsports. visit www.robsperformance.com.

International Groomer of the Year Award

**Sponsored by
Arrowhead Groomers & Track Inc.**

The International Groomer of the Year is an annual award developed by the International Snowmobile Hall of Fame in cooperation with Arrowhead Groomers and Track Inc. to give credit to a groomer operator who has put so much time, energy and devotion to providing smooth snowmobile trails for the rest of us enjoy. Congratulations to all groomer award recipients.

Know someone to be recognized by ISHOF for International Groomer of the Year in the future? Nominate them here



Steve Wolfe 2019 Award Arbor Vitae, WI

Steve Wolfe caught the grooming bug early when he used a bed spring to groom trails in Chaseburg, WI back in 1977. That passion continues today but now he is in charge of 30 volunteer

groomer drivers and supervises 90+ miles of trails. Steve moved to Arbor Vitae and soon became Trail Boss for the Cross Country Cruisers Snowmobile Club. He also trains, schedules and does the necessary paperwork needed to administrate the state funded trail system for two counties. Not one to pass off the long nights in a groomer, Steve also takes three shifts each week to keep in touch with the process. He was also a Safety Instructor with 20+ years of experience. When not grooming, Steve works with landowners, stakeholders, county and state officials to improve the grooming program and fine tune its functions. Steve Wolfe is a great ambassador for the sport of snowmobiling and has now earned the title of International Groomer of the Year.

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Edgar Hetteen Memorial Award of Merit

Edgar Hetteen was one of the true pioneers of snowmobiling and this very prestigious special award by ISHOF honors those individuals or companies for their unique contributions to the sport. It is specially named for Edgar Hetteen for all his contributions to snowmobiling and given for special recognition for accomplishments and years of service in a variety of categories to those who follow the vision of Edgar Hetteen. This special award is sponsored by ISHOF Founder, Elmer Cone and Family.



Woody's - International Engineering & Manufacturing Robert Musselman - 2019 Award Hope, Michigan

Established in 1968 in the small town of Hope, MI by Jim Musselman and Woody Kozlow, International Engineering and Manufacturing, Inc. has grown to be known for one of their most popular products as simply Woody's. Using their metallurgy skills and knowledge, they soon developed a carbide runner followed shortly with a carbide tip stud for the racing side of snowmobiling. These two products set the standard for traction control that remains today. Now, under the 3rd generation of family ownership and leadership, the company has grown to 53 full-time employees. Their traction control products dominate both the racing and recreational needs of snowmobilers. Their quality products are produced and marketed with high integrity. Woody's can count over 25 US and Canadian patents. Attesting to their success is the fact that the people in leadership at Woody's are snowmobilers. They ride. They are recreationists. They have a passion for the sport and for producing quality products for their customers to enjoy with added safety. For these reasons, we are happy to award International Engineering and Manufacturing, Inc. and their famous trademarked products under the Woody's brand, the 2019 Edgar Hetteen Memorial Award of Merit

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Remember When?



A COLLECTION OF RAIDERS, SOME OF WHICH WERE FOR SALE DREW A LOT OF INTEREST. THE RAIDER WAS PRODUCED BY BOB BRACEY OWNER OF THREE R INDUSTRIES IN THE 1970'S. MR. BRACEY BUILT THE TWIN TRACK "TRAIL ROAMER" IN CAPAC, MICH.

THE A-1 SWAP & SHOW BEGAN!



CANADIAN MARK TAYLOR CAME BY WITH THIS UNIQUE SCORPION SNO-PRO RACER. HE WAS TRANSPORTING THE MACHINE FOR AN INDIVIDUAL WHO PLANS TO RESTORE IT.



SHOW CO-HOST BILL MILLER'S 1972 VIKING DREW PLENTY OF COMPLIMENTS. LIKE MUCH OF DIANE & BILL'S COLLECTION THE MACHINE IS IN MINT CONDITION.

ENTHUSIASTS GATHER TO KICK OFF 2000/2001 SNOWMOBILE SEASON



A RARE "SCAT MOBILE" OWNED BY MATT BEEMER OF ATTICA, MICH. LOOKS AS NICE AS THE DAY IT ROLLED OFF THE ASSEMBLY LINE. IN PLACE OF A TRACK THE "SCAT MOBILE" RELIED ON THREE BIG TIRES INSIDE THE TUNNEL. IT WAS POWERED BY A J.L.O. ENGINE.



THIS SIDE VIEW OF THE "SCAT MOBILE" SHOWS ONE OF THE WHEELS EMERGING FROM THE REAR OF THE MACHINE. IN ADDITION TO RUNNING WITH FRONT WHEELS, SKIS COULD BE ADDED FOR WINTER USE.

RETIRED RACER TURNED COLLECTOR - DANA WILTSE OF STANDISH, MICH., BROUGHT BY THIS WELL PRESERVED 1970 BOA SKI RACER. POWERED BY A 793CC HIRTH THREE CYLINDER ENGINE THIS BOA SKI FEATURED A 33 INCH SKI STANCE, BOGEY WHEEL SUSPENSION, TILLOTSON CARBS AND A HIGH - TECH FLEX TUBING EXHAUST. IT IS REPORTED TO HAVE HAD AN EXCELLENT RACING RECORD. THE MACHINE IS PARKED NEXT TO DIANE MILLER'S RACE WINNING SKI-DOO.

Text & Photos by Steve Landon

New Lothrop, Michigan, November 11, 2000;—Exhausted from all the Presidential election scuffling - snowmobile enthusiast took a well deserved break. Stepping back to a less hectic time in history, snow lovers young and old gathered for the First Annual A-1 Upholstery / Great Lakes Snow Drifters Snowmobile Show and Swap Meet.

Held on the farm of Bill and Diane Miller - this years event was a total success drawing collectors, vintage snowmobile enthusiast as well as a number of folks looking to clean out their garage of extra parts and accessories. Thanks to the rural centralized location, the one day event drew visitors from Flint, Saginaw, Midland, Lansing and surrounding Mid Michigan communities.

Vintage Snowmobile Collecting is growing by leaps and bounds. Once dust cover relics of a more simpler time, vintage snowmobiles are coming to life.



Long extinct brands such as Rupp, Snow Pony, BoaSki, Raider, Mercury to list a few are names commonly spoken among today's snowmobiler's. Machines once destined to spend the rest of their days in a scrap yard are roaring back to life on trails and race tracks across the nation. People who once considered themselves to poor to purchase a new machines are now looked upon as proud collectors as they ride down the trail with their vintage pride and joy. As with the case with car, plane, and boat collectors, snowmobiler's have taken their love of the sport to a new level.

Snow show co-host Diane Miller is certainly no stranger to snowmobile competition. In the 1970's and 80's Mrs. Miller made her mark in oval track competition across the snowbelt running both sprint and enduro circuits. She is

best known for being the first women to race in the Soo I-500 in Sault Ste. Marie, Michigan. Showing some of their own machines including Diane's winning '73 ski-doo, Bill and Diane went all out to make this years show exciting for all.

From the early '70's right through the mid 1980's Dana Wiltse of Standish, Mich., was a household name among fans of Michigan snowmobile racing - in fact Dana was the first driver to use Woody's carbides in competition. Long retired from the oval - Mr. Wiltse has turned his attention to assisting his son's sno-cross racing effort, helping the Midwest International Racing Association - M.I.R.A. - oval track enduro circuit and running the families Chevrolet Dealership. Entering the world of snowmobile collecting was the furthest thing from his mind



RETIRED ENDURO RACING CHAMPION DANA WILTSE AND HIS WIFE JANNIS OF STANDISH, MICH., POSE WITH A FEW TROPHIES FROM DANA'S "GLORY DAY" ON BOTH SPRINT AND ENDURO CIRCUITS. THE TROPHIES PICTURED ARE FROM LEFT TO RIGHT; 1973 IRONWOOD "GOVERNORS CUP" • 1976 TRAVERSE CITY "T.C. 250" ENDURO FIRST PLACE TROPHY AND THE 1971-'72 MICHIGAN INTERNATIONAL SNOWMOBILE ASSOCIATION - M.I.S.A. "DRIVER OF THE YEAR" TROPHY.



DANA WILTSE'S BOA SKI WAS QUITE A FIND. THE MACHINE HAD BEEN STORED IN A HEATED BUILDING FOR 29 YEARS. IT STILL HAD THE ORIGINAL PAINT, LETTERING AND RACE STICKERS.

until he came across a mint 1970 BoaSki racer - now he is "Hooked on Classics".

"I bought my" BoaSki from a gentleman who had purchased it at an auction. Originally I had plans of possibly selling it to a collector of this particular brand. Now that I've had a chance to attend a vintage show / swap meet, I think I may have another bad habit developing. I may just become a collector myself!

Researching the history of this race sled has been really enjoyable. The sled was raced by 3D Sports of Midland, Mich., for the last 29 years it has been stored in a heated building. Having spoken to the son of one of the owners this is what I have learned so far; My BoaSki attempted to qualify at the Soo

I-500, however, it failed to make the field because it kept blowing belts. In addition to trying to make the Soo, it was raced in several local sprint races and was reported to have had an excellent record - one I hope to discover in the future. Currently I have the original drivers manual that came with the sled. One of the previous owners I spoke to said he has other original papers. Recently I was informed that an 8 mm film of it trying to qualify at the Soo I-500 still exists - I hope get a copy in the future.

I must admit I enjoy having

the sled around - in fact since purchasing it I have started digging out some of my old racing pictures, trophies, and paraphernalia. It's fun to share it with people the early days of racing," Wiltse Explained!

While race machines remain popular with a number of collectors, the old trail sleds still draw a great deal of interest. It seems every motor-head with a machine shop and a dream at least toyed with the idea of building a snowmobile back in the 1950's and '60's. Some of those ideas eventually turned into reality before fading into just a memory as the hey-day of the sport came to an end. Today eagle eyed collectors like Tom and Linda Dobbrastine of Weidman, Michigan are keeping those early machines alive and running. At this years show the Dobbrastine's displayed a rare "sno bi kin" one of two known to exist. While their machine was getting a lot of notice Matt Beemer was out touring the grounds on his perfectly restored and somewhat rare "SCAT MOBILE" powered by a J.L.O. engine. The "SCAT MOBILE" relied on three large tires running down the tunnel in place of a track. The machine could be adapted to run ski's or tires on the front end giving it year round use. These machines were just a few of the rare beauties on display at this years show - no doubt more unique sleds will turn up at future shows as snowmobile collecting continues to expand.



IN ADDITION TO COLLECTING VINTAGE POLARIS SNOWMOBILES - ROGER JORDAN OF COLOMA, MICH., HAS QUITE A UNIQUE COLLECTION OF POLARIS CLOTHING PATCHES AND OTHER UNIQUE ITEMS.

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Flashback

ABOVE: WILLIAMS/BENNER RACING 1990 (L-R) LARRY WILLIAMS, BOB BENNER, RICK ZUDELL AND JERRY BITSON

RIGHT: ROB SASS

THE WILLIAMS BENNER RACING TEAM IN 1989

By Steve Landon

Editors Note:

Over the years we have tried to preserve the history of enduro racing and snowmobile racing in general through pictures and writing. Some amazing people have been a part of the sport, among them Bob Benner and Larry Williams who were behind one of the best teams in the history of the sport. Recently I came across the interview I did in November of 1989 discussing with Bob and Larry about the upcoming 1990 season and their career up to that point.

Bob Benner would later be inducted into the Michigan Motor Sports Hall of Fame. Former drivers Dan Kirts, Karl Schwartz and Brian Musselman would also go on to enter the Hall of

RIGHT: WILLIAMS RACE TEAM, #72 CELEBRATE WITH DRIVERS KARL SCHWARTZ AND RON WILLIAMS AFTER WINNING THE 1982 ALPENA THUNDER BAY 250. THE TEAM WENT ON TO FINISH SECOND TO BRIAN MUSSELMAN AND GERARD KARPIK AT THE SOO 1-500 ENDING THE SEASON TAKING THE TRIPLE CROWN OF ENDURO RACING.





TOP LEFT: JEFF KIPFMILLER WHO HAD HIS SHARE OF WINS WAS CLEARLY ONE OF THE BEST DRIVERS ON THE CIRCUIT GOING INTO 1990.

TOP RIGHT: LARRY WILLIAMS FIRES UP THE WELDER AS BOB BENNER LOOKS ON.

BELOW: BOB BENNER AND LARRY WILLIAMS SPENT COUNTLESS HOURS IN THE SHOP WORKING TO GET THEIR MACHINES READY FOR THE SEASON AND NEXT RACE.



Fame. Musselman is an inductee in both the Michigan Motor Sports Hall of Fame and Snowmobile Hall of Fame, Kirts is in the Snowmobile Hall of Fame and Schwartz is in The Michigan Motorsports H.O.F.

Take a moment to step back with us 30 years long ago.

In the sport of snowmobile racing few teams have gained the respect and following of the Flint, Michigan based William/Benner Race Team. Over the years they have compiled an incredible 21 enduro race wins and over 100 wins in various classes from Outlaw to Formula 56. Since 1980 they have averaged two wins a year on Ski-Doo race sleds.

In 1990 the Williams/Benner crew will field two teams in what could be their most productive season ever. Jeff Kipfmiller will again lead the charge, while veteran co-driver Rick Zudell is expected to get his own sled. Back-up drivers will be Rob Sass, best known for his years with now retired Terry Spencer and Jerry Bitson, a two year veteran from Muskegon, Michigan.

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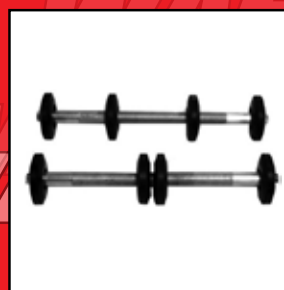
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JEFF KIPFMILLER LOOKS ON AS BOB BENNER REPLACES A SKI AT THE 1986 SOO I-500. THE TEAM WON THE RACE.

DAN KIRTS #4 AND JEFF KIPFMILLER #45, TWO OF BENNER'S AND THE SPORTS BEST DRIVERS GO HEAD TO HEAD IN SPRINT RACING ACTION. KIPFMILLER HAS OFTEN BEEN COMPARED TO KIRTS. IN 1989 HE BEAT KIRTS IN TOTAL WINS.

Recently we had a chance to talk with Bob Benner and Larry Williams about their unique and winning past.

W.E.: Tell us how you got started in racing and a little of your early history in the sport.

Benner: I started back in 1970 helping another guy out, the following year I bought a sled of my own and have been racing ever since. Back then I was running the Michigan sprint circuit where, in 1971 we tried a few enduro races. Over the years I've raced Moto-Ski, Skiroule, Yamaha and Ski-Doo all with the same success. In 1976 Dan Kirts started driving for me and in 1978 Dan drove for Sizemore Cycle, a Ski-Doo team out of Indiana, while I served as crew chief. In 1979 I started racing Ski-Doo Sno-Pro sleds and we have been with Ski-Doo ever since.

Williams: I began sprint racing in 1971 with my brother Ron running Chapperal's. We raced sprints until 1981. When the sprint circuit began to die we decided to try the enduro circuit after Karl Schwartz, who had run enduro the previous year with Terry Spencer, suggested we give it a try. The following year we formed a team with Karl Schwartz and Ron Williams driving a Ski-Doo Sno-Pro sled. In 1980, our final year of sprint racing, we swept every class we raced in. Often times throughout our sprint career my brother and I would finish first and second, so it made for good competition.

W.E.: You had some bad luck at Lincoln, Michigan during your second enduro race back in 1982. You managed to recover and win Alpena the following week and eventually the Triple Crown all in your first season.

Williams: In 1982 we had some bad luck at the opener in Albright Shores when we blew a clutch right out the side of our sled. The following week at Lincoln we were in a bad accident and we were wondering what we had gotten ourselves into. After that mess we were seriously giving some thought to quitting. We had bought our sled from Bob Benner and after the accident I went and talked to him about our plans to retire. That was out of the question in Bob's mind, he said we didn't get into this to quit. However, we didn't have any money left to work with, so Bob put us on a bill and the following week we went to win Alpena and later Triple Crown.



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W.E.: After such a great rookie season what made you decide to combine forces with Benner?

Williams: At the end of the 1982 season Bob and I were both having trouble finding support for our racing efforts, Bob had decided to retire, it was too much work for one man to do. Instead we decided to get together and combine efforts for one year and the rest is history.

W.E.: During the Sno-Pro years you were noted for your own Benner front-end which was reported to be safer and much smoother handling. Tell us about the history of this front-end set up.

Benner: I used to race dirt track cars years ago and this design was basically a sprint car front end. I think it was a much superior front end to the four-bar design, there's absolutely no bump steer in it whatsoever, it's bullet proof and won't break as often because there are less moving parts. As far as I'm concerned it's a better front end. There has been some other take-offs from it, the Wahl front-end is one of them, and there are several other versions out there, but I was the first one to put their design to use on a Sno-Pro sled, and I have built several of them for other people.

W.E.: How is the design different from the standard Sno-Pro front end?

Benner: It has a solid front axle like a Model T Ford, the axle goes from one ski across to the other ski, it has coil over springs and shocks over top the axle, the whole front axial moves up and down like the old Ford cars did and that's basically what a sprint car front end is.

At one point we had six teams on the enduro circuit racing my front end. In fact at Albright Shores one year, five of the six sleds in the qualifying shootout had my front end and three of the six engines on the track belonged to me. The front-end was not restricted to Ski-Doo, I also built some for the Yamaha SSRs.

W.E.: In the late 1970's your racing efforts really began to turn around with Dan Kirts driving your Ski-Doo Sno-Pro sled. What really made things start to click?

Benner: The first year with Dan in 1976 we won several sprint races and managed to finish up in the money. In 1979 we won our first enduro and every year he raced for me we won at least two races a year, and one year we won three.

W.E.: You have often pointed out that Dan Kirts was hard on equipment because of the way he drove, in fact you have compared your current driver Rick Zuddell to him. What made Kirts so good?

Benner: I don't believe there is a harder driver in the country than Danny Kirts. He would never quit. It seemed the further down he'd get in a race the harder he would drive. If we had a break down or something that put us behind he would flat drive the hell out of the sled to try and get the win.

W.E.: Why did Kirts leave the Benner effort?

Benner: Dan got a chance to drive for the Manta Factory team



RICK ZUDELL HOISTS THE WINNING TROPHY FOR WILLIAMS/BENNER RACING AT THE 1987 LINCOLN LIONS 250 IN LINCOLN, MI.

and I told him to go ahead, they were offering him a lot of money and there was no way I could guarantee him that kind of money. Needless to say my luck hasn't changed since Danny left, in fact we have won more since he left and he has only managed one. (Kirts won in Albright Shores in 1988 on a Polaris for Felzke Farms of DeWitt, Michigan.)

W.E.: There was a time in your career when you had set every track record in the state. What was the motive behind this and how did you accomplish it while others failed?

Benner: At one time we owned every track record in the state, back then there was some incentive to be the top qualifier. Most tracks at the time were offering \$1,000 to the top qualifier and \$100 a day to the day's top qualifier during time trials.

In 1986, the year we won the Soo I-500, we got into a battle between our driver Jeff Kipfmiller and Dan Kirts, who was then driving for Tim Lockwood. The record went back and forth several times before the track deteriorated to the point it was unsafe to keep going and Dan got the record.

W.E.: You have had some back-up drivers over the years like Cliff Besaw and Rick Zuddell. Tell us a little bit about these drivers and their importance to your efforts.

Benner: Cliff came over to us after racing a year on his own with Diane Miller. We rebuilt his sled to keep as back-up as he worked with us for a year before I put him on as back-up to Kirts. He was an excellent back-up and one tremendous driver, and we won a lot of races together.

After Cliff left we needed a driver. I had watched Rick Zuddell for three years on the amateur circuit before asking him to join

our team. Rick is one hell of a driver, he is a hard driver, sometimes he drives a bit too hard. Some people can drive fast and be easy on a sled, and some can drive fast and hard on a sled, that's just experience.

W.E.: Jeff Kipfmiller, who currently is the winningest driver on the enduro circuit, came to you after racing Sno-Pro Arctic Cats. Give us some of your views on Jeff as a driver.

Benner: I think Jeff is the fastest driver in the country and the easiest driver on a sled. He knows when to drive hard and stay out of the rough stuff and tries to save the sled. Some of the other drivers don't quite use their heads and often lose races because they don't know how to save their equipment.

W.E.: You were the only team to ever win the S00 I-500 on a Sno-Pro sled, what made your effort so different from other racers?

Benner: We came close to winning it several times, but a lot of little things kept us back. Jeff really did a fine job of saving the sled for the 500 miles we had to go. He went out there and set a nice fast pace and when the track got rough he just drove around the bumps and stayed out of trouble.

W.E.: You were clearly out-gunned in the battle over cc's, but still managed to overcome a slow start and win the final two races. What kept you back early?

Benner: In the early part of the season we had a few accidents and some clutching problems that kept us back, but that's motorsports. We just went back to the drawing board, built a new sled and went racing.

Let's face it, Arctic Cat and Polaris have Ski-Doo out powered, so you have to out-smart them. If you can't beat them on the track you have to beat them someplace else, you beat them in the pits!

I think the boys out there are going to have a big surprise this winter. We did a lot of work over the summer and discovered a lot of horsepower.

W.E.: What makes this team work so well together?

Williams: Bob and I are both perfectionists, there is someone in our garage ten hours a day working on snowmobiles. Our jobs help a lot since Bob works second shift and I work days, so our hours enable us to spend more time on the equipment. (Both are G.M. employees.)

The work really never ends, it's almost a year round project. If we don't have the sled, we're working on parts for when we get it.

A lot of racers put three or four hours a day into their racing, we put eight to ten hours a day in, and even at night we're thinking about ideas that might improve our standing. The only way we will lose is if something in the sled breaks.

While some teams might be working in the pits to get ready the day of the race all of our sleds are ready to go Wednesday night. This means they have been gone through and any repairs made. The work begins the moment we pull into our driveway

after a race.

Winning is important to us, but our biggest thrill comes from when we tear down that sled to see that everything performed just the way we built it.

W.E.: They say the winning in enduro racing lies in the performance of your pit crew. Would you agree the pit crew is everything to a good winning team?

Williams: No doubt about it, a good pit crew makes a big difference between winning and losing. The main concern of your driver should be driving, not changing skis. A lot of good drivers that should be winning aren't winning because of their need for a good organized pit crew. Jeff and Rick sum it up best when they say all they do is show up and pull the trigger, that is all we want them to worry about.

W.E.: You are one of the few teams that race two sleds, other teams have tried this without much success. Why do you do it?

Benner: It's just fun racing two sleds. I've done just about everything else there is to do in racing and I would love to finish first and second in a race. That would be the ultimate one and two something we have never done.

W.E.: Any predictions for the 1990 season?

Williams: We have a few surprises coming this year, but the results remain to be seen on the track.



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Nasty Weather Fails to Stop Snowbirds Vintage Show and Swap

THE REGISTRATION TENT IS REFLECTED IN A POOL BORN AFTER THE FIRST DOWNPOUR. THE ONLY THING MISSING IS A KAYAKER PADDLING BY.

By Steve Landon

Kaleva, Mich., July 20, 2019 - Since the first snowmobile emerged from a dusty inventor's garage long ago, snowmobilers have been known as a hardy and determined bunch. Sledgers will let nothing stand in their way of enjoying their favorite pastime, even in July. That proved to be the case at the 11th Annual Benzie Manistee Snowbirds Vintage Show and Swap where Mother Nature threw everything she had in an attempt to drown out the fun for the second year in a row. Much to her dismay the old gals antics failed last year and again in 2019 proving you just can't keep good sledder's down.

Presented by the Benzie Manistee Snowbirds Snowmobile

Club in conjunction with Kaleva Days this year's event was expected to draw in a record number of sleds and vendors for the annual gathering. Despite the fact Michigan was enduring a routine July heat wave optimism was higher than ever, especially among snowmobile enthusiasts eager to get a jump on the season. The only major concern folks had was the prospect of a few patchy thunderstorms forecasted to arrive late in the day long after everything would have wrapped up.

In the pre-dawn hours on Saturday areas south and west of the village had been hit hard with strong winds, rain, fallen trees and power outages. In Kaleva only bright sunshine and billowing white clouds filled the sky, however, as usual weather forecasters were outsmarted once again by "Ma" Nature. The old lady decided to deliver some down right nasty weather far



A PAIR OF POWERFUL REBUILT RACE READY HIRTH MOTORS WERE LOOKING FOR A NEW HOME.

earlier than expected. Just before noon the weather started getting rough. Visitors who moments earlier had been strolling down the isles of vendors and checking out show sleds were suddenly scurrying for cover from raging wind and driving rain. EZ-Up owners enlisted those who sought protection under their tents to help hold them down as they huddled together in mass. It was certainly a day to remember and one not likely to be forgotten anytime soon.

Despite being soaked to the bone by record rain fall the show must go on right? That is exactly what it did. For a brief moment the sun peaked through the clouds, the winds subsided and



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the rain slowed to a light sprinkle. A few buyers squared up on delayed purchase's as the club announcer called for those still on scene to head to the registration tent for awards. The rain returned but the awards went off without a hitch, in fact there was not a dry eye or article of clothing in the place as winners accepted their awards.

"The past couple years the weather hasn't been favorable for our show and swap. We have a great group of people in the sport, they seem to come out no matter what the weather.

We had a couple more show sleds than last year. The swap meet just keeps growing, I believe this was our biggest turnout ever. I know the weather probably stopped some people from coming out. The hundred-year rain we had clearly played a major role in calling it a day far earlier than we had planned. I believe Kaleva got over six inches of rain.

We had a few problems with judging due to the rain and wind. The display cards were soaked and many got blown off the sleds, it was hard to write anything down. I believe overall it was a great show, everyone that brought a show sled got a gas card or a gift card or some sort of prize. We have some great sponsors and dedicated volunteers that keep the show going. We'll be back next year, after two years of rain we're due for a break in the weather", Snowbirds member Brad Lakso said.

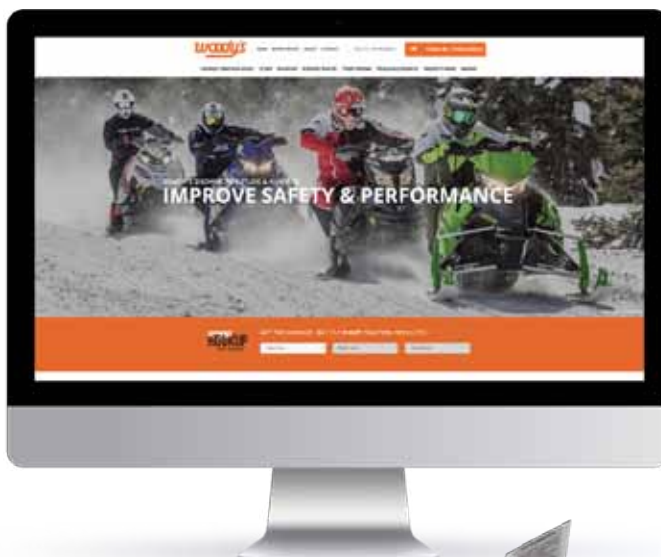
This year's feature makes Mercury, Johnson and Evinrude snowmobiles got plenty of attention. From the heavy models of the 1960's and early '70's to the sleek machines like the Mercury Sno-Twister of the mid 1970's, each brand was well represented.

Michael Allen and his wife Mechele and daughter Megan made their first visit to the show. payoff. The family's impres-

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Peak power and efficiency for screamin' high-performance. Purpose-built for high horsepower sleds. Specially formulated rubber compound found in no other snowmobile belt. [One year warranty.](#) Made in USA.

The Ultimax belts family includes Ultimax MAX, Ultimax PRO and Ultimax XS snowmobile belts; Ultimax HQ, Ultimax UA and Ultimax XP drive belts for ATVs, UTVs and SxSs; and Ultimax MD (Multi-Duty) belts.

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performance & **Safety**

WHAT'S THE *POINT* OF TRACTION?

- » Quickly accelerate & stop
- » Maximize steering control
- » Balance rider-forward sleds
- » Optimize performance & safety
- » Avoid darting, loss of control, broken tail lights & snow flaps, accidents, & injuries

GET HOOKED UP
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We put the action in traction™

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THE ALLEN'S "BEST DISPLAY" CONSISTED OF: A 1968 MERCURY 150E, 1971 MERCURY 250, 1971 MERCURY ROCKET, 1974 MERCURY SR 440, 1975 MERCURY SR 340, 1969 MERCURY TRAILER, MERCURY SLEIGH (CUTTER), 1968 BOLEN'S DIABLO ROUGE AND ASSORTED MEMORABILIA.

sive display of Mercury Snowmobiles and Memorabilia took the award for "Best Display".

"We learned early on about the make of snowmobiles featured this year. We have a nice collection of Mercury's so we decided to come up. It's too bad the weather turned out as it

did. The snowmobile club did an outstanding job putting it all together in spite of the conditions. We're all pretty honored with the award and look forward to coming back next year", Michael Allen said.

"Best of Show" original winner Dave St. John - Belle River, Ontario, Canada returned this year with his ever people pleasing ski-doo and moto-ski display. St. John who travels to many large and small shows around the US and Canada has become a regular at Kaleva. Upon thanking the Snowbirds for his award and another outstanding job he made request shared by everyone on hand. After two straight years of rain he asked if it might be possible to shut it off next year. You can bet everyone in the little village of 500 will be praying to get the waterworks stopped in 2020, it's been a rough soggy couple of years.

In addition to "Best of Show" other top award winners were; "Best Featured Sled" honors went to Charley Burley - Johnson Skee Horse - of Columbiaville, MI, The "Club Choice" award went to Wyatt Wilkins - St Charles, MI.

In addition to hosting another unforgettable event this years swap and show date coincided with another significant day in



POTENTIAL BUYERS CHECK OUT A COUPLE OF SKI-DOOS WHILE THE SELLER DESCRIBES THEM.

KEVIN KURTZHALS TOURS THE GROUNDS ON HIS WHEELED JOHNSON RAMPAGE. COMPLETE WITH A CUSTOM MINI SLEIGH.



American history. It was 50 years ago on July 20, 1969 Neal Armstrong and Buzz Aldrin first set foot upon the moon. Beyond the moon landing 1969 was a pretty big year in snowmobile racing. Six months earlier in February the first Soo I-500 snowmobile race in Sault Ste. Marie, MI saw Dan Planck, Otis and Leonard Cowles take the checkered flag on a ski-doo lovingly called The Puffer. Hard to believe how far snowmobiling and space travel has come in just 50 short years.

Sheer determination and willingness to never give up made the Soo I-500 and the moon landing possible. That type of determination and never give up attitude still lives today in the members of the Benzie Manistee Snowbirds. Despite being drenched two years in a row they have persevered through it all to present a truly enjoyable event for all. Thanks to that attitude and the support of their fine sponsors the show and swap will be around for many years to come.

To learn more about the Benzie Manistee Snowbirds Snowmobile Club like them on face book <https://www.facebook.com/BenzieManisteeSnowbirdsClub/>



THESE THREE BEAUTIES – JOHNSON SKEE-HORSE, BOLENS SPRINT AND ARCTIC CAT PANTHER COMPLETE WITH SLEIGHS LOOKED LIKE THEY HAD JUST COME OFF THE SHOWROOM FLOOR.



EVEN AS DARKNESS APPROACHED FROM THE GROWING STORM ENTHUSIASTS CONTINUED STUDYING THE MANY DISPLAY SLEDS.



A NICE EVINRUDE DISPLAY SHOWED THE TRANSITION FROM HEAVY RIDER TO LIGHTWEIGHT SPEED MACHINE.



ABOVE: A 1969 JOHNSON SKEE-HORSE AND SLEIGH HAD ROOM FOR JUST ABOUT EVERYTHING BUT THE KITCHEN SINK.

JOHNSON SNOWMOBILES WERE ONE OF THE LEADERS IN THE 1960'S, SLEDS LIKE THE 1968 LIGHT TRAIL AND THE 1965 SKEE-HORSE WERE A COMMON SIGHT ON THE TRAIL THE SLED ON THE END IS A CUSTOM BUILT CREATION.

28th Annual



Naubinway, Michigan

TOP OF THE LAKE SHOW & RIDE

SPONSORED BY THE TOP OF THE LAKE
COMMUNITIES ASSOCIATION

topofthelake.org

FRI. FEB. 14

8:00 AM TO 10:00 AM - BREAKFAST

Breakfast served by Top of the Lake
Communities Assoc. - Naubinway Pavilion

11:00 AM - RIDE

Ride to Cranberry Lodge, 13 miles one way.
All snowmobiles welcome

4:00-8:00 PM - GET TOGETHER

at the snowmobile museum

6:30 PM - NIGHT RIDE

Night Ride & Bonfire,
3 miles to the Millecoquins Bridge

SAT. FEB. 15

8AM TO 10 AM

Line up for Show, downtown Naubinway,
Register at Museum

10 AM TO 3 PM - SHOW

Snowmobiles on Display, downtown Naubinway

4:30 PM TO 5:30 PM

Banquet at the Engadine/Garfield Township Hall

5:30 PM TO 8 PM

Speakers, John McGuirk & Don Hamilton
Merchant Drawings, 50/50, Museum Raffle Drawing
Museum Auction - donated items accepted,
proceeds go to the Museum Building Fund

SUN. FEB. 16

12:00 NOON - SUNDAY RIDE

St Ignace to Mackinac Island on the Ice Bridge
(conditions permitting)

FEATURED
SLED

THE BOA-SKI
BROTHERHOOD WILL
BE PRESENT FOR
THEIR YEARLY
REUNION



Feb. 14th & 15th, 2020

info@snowmobilemuseum.com
www.snowmobilemuseum.com
www.topofthelake.org

For more info contact Charlie or Marilyn at
906-477-6298



VINTAGE RACER PAUL WISSNER DISPLAYED HIS SHARP #7X BOON TOWN VINTAGE RACING CLUB YAMAHA EXCITER ALONG WITH A CUSTOM TEAM SLEIGH.



MEGAN, MICHAEL AND MECHELE ALLEN ACCEPT THEIR "BEST DISPLAY" AWARD IN THE POURING RAIN.



IT GOT A BIT CROWDED UNDER THE REGISTRATION TENT FOR AWARDS BUT IT WAS SOMEWHAT DRYER THAN IT WAS OUTSIDE.

Visit the World Snowmobile Headquarters



It's More than a Snowmobile Museum!

FREE Admission with donations kindly accepted.

World Championship Snowmobile Derby Hall of Fame

55 years of Derby Race History, Championship Sleds,
Radloff Derby Gallery and more Racing Photos.

International Snowmobile Hall Of Fame

Honors 117 pioneers, volunteers, industry leaders and promoters
who together created and sustain this sport... see their induction photo
plaques on display. View their stories here and also on www.ishof.com

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See a unique mix of Antique and Vintage recreation and race machines.
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- Snowmobile USA Show & Sale • ISR International Snowmobile Racing Inc.



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Open Year-Round Mon. through Sat. • 10am to 4pm • Closed Sundays & Holidays

Also Open Sundays during Derby and Race weekends.

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