

Volume 32 • No. 10 • 2019

# THE WINNING EDGE

YOUR TOTAL MOTORSPORTS MAGAZINE

## Fall Snowmobile Harvest



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2009

LOOKS LIKE KRYPTONITE FINALLY GOT TO THE MAN  
OF STEEL, AT LEAST HE DIED PEACEFULLY ON HIS  
VINTAGE SCORPION SNOWMOBILE.

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# WHAT'S HOT

*Industry News*

## VP RACING FUELS BOOSTS DISTRIBUTION AND SERVICE WITH CALIFORNIA FUELS & LUBRICANTS

San Antonio, TX (October 1, 2019) VP Racing Fuels, Inc., the World Leader of Race Fuels has announced it has signed a new distribution agreement with California Fuels & Lubricants, of Garden Grove, California, servicing the Los Angeles and Orange Counties.

"California Fuels & Lubricants is a first-class, professional organization, known throughout Southern California for the best service in the region," said Bruce Hendel, VP's Vice President, North American Sales - Race Fuel and Consumer Products. "We've been looking for a distributor organization that embraces our full line of VP Racing products. CFL will carry not only our popular championship proven race fuels but our fast-growing line of racing and performance lubricants as well as our additives and small engine fuels".

California Fuels & Lubricants will distribute the full line of VP products, including VP race fuels and VP racing lubricants, servicing tracks and drivers throughout Southern California. Also, CFL will market VP's Branded Retail programs, featuring the fastest growing retail branding program in the country. These programs include VP branded gas stations, VP FastLube™ oil change centers, and VP PowerWash™ carwashes.

"Joining the VP family of distributors is a real win for us at CFL," said President & Co-Founder, Jaime Duenas. "VP's reputation for the highest quality race fuels and lubricants is unmatched, they are known for fueling winners, and we look forward to continuing that legacy."

Founded in 2004 to service gas stations, commercial fleets, and industrial facilities, CFL has established a superior reputation with clients in industry



and government, at the local, regional and national levels. Customer trust and superior service have been the cornerstones that define CFL.

For more information about VP and its products for racers, enthusiasts, and general consumers visit [vpracingfuels.com](http://vpracingfuels.com).

### About VP Racing Fuels

VP Racing Fuels is best known as the World

Leader in Fuel Technology®, fueling champions in virtually every form of motorsport on land, sea, and air since 1975. VP is the Official Racing Fuel of the IMSA WeatherTech SportsCar Championship, Blancpain GT World Challenge America, AMA Supercross, NMRA, NMCA, World of Outlaws Sprint Cars, Late Models, DIRTcar, PDRA, SCORE, Best In The Desert, ARA, and USAC among more than 60 VP-sponsored series and sanctioning bodies.

As part of a retail branding program, gas stations and convenience stores across North America are being branded as VP Racing Fuels, with each providing distribution for VP's other product lines, including ethanol-free VP Small Engine Fuels, formulated for 2- and 4-cycle outdoor power equipment; VP Madditive® performance chemicals; VP Hi-Performance Lubricants; VP PowerWash™; and VP PowerMaster® hobby fuels for R/C racing. VP's most recent diversification efforts include the introduction of VP Hi-Performance Lubricants in conjunction with the launch of quick lube facilities branded VP Racing FASTLUBE™, VP Racing POWERWASH™ car wash systems, VP Appearance, and VP TANK GUARDIAN™ product lines. More information is available online at [VPRacingFuels.com](http://VPRacingFuels.com).

# Rick Tiede to make his return to Team Woody's

International Engineering & Manufacturing, Inc., maker of Woody's traction and control products for snowmobiles, is pleased to announce that Rick Tiede has accepted the position of Director of Marketing effective September 30th. Rick will be responsible to develop and manage marketing strategies including promotional and advertising, as well as the Race Support Program.

Rick is not an unfamiliar face to the Woody's team. He spent 11 years at International Engineering prior to venturing out to pursue other opportunities. Robert Musselman, President of International Engineer-

ing, stated, "We are pleased and excited for Rick's return to Woody's and we can't wait for the season to arrive. Rick brings a wealth of industry experience and knowledge back to our team and we look forward to a successful relationship driving into the future!"

"I'm ecstatic for my return to the industry and Woody's Traction products," Rick added. "There are only so many lucky people in the world who get to make their passion a career and I'm one of those few. It's a privilege and an honor to come back home to Woody's"

## THE MASTERS RACING CIRCUIT

### Masters Racing Schedule

**Jan 18, 2020, Saturday:**

North Country Snowmobile Club  
Terra-X. Ontonagon, MI.

**Feb 1, 2020, Saturday:**

Triest Forest Products-Vollwerth's  
Meats Mid America Championship  
Hillclimb, Whealkate Bluff, South  
Range, MI.

**Feb 22, 2020, Saturday:**

Ojibwa Casino WINTERNA-  
ALS Snowmobile Hillclimb, Whealk-  
ate Bluff, South Range, MI.



**March 28, 2020, Saturday:**

Mont du Lac Hillcross/Terra X, Du-  
luth, MN.\*

**June 20, 2020, Saturday,**

Ojibwa Casino Hillclimb, Whealk-  
ate Bluff, South Range, MI.

**Thanks everyone! See you at a  
MASTERS Sanctioned race this  
winter and next summer!**



# WHAT'S HOT

*Beyond The Edge*



## Crazy Horse Racing hitting full throttle with new Port City Racecars program

**Over a dozen orders in for Super Late Model, Late Model chassis for 2020**

SOUTH PARIS, Maine (Sept. 13, 2019) — Since the news of Crazy Horse Racing (CHR) becoming a dealer for the famed Port City Racecars brand, a level of excitement and overall buzz has filled the motorsports world in Maine, the likes of which hasn't been seen for several years.

Interest in the time-honored and race-proven brand of race car has been strong here in the northeast. With over a dozen deposits received for 2020 Late Model and Super Late Model chassis, CHR founder Mitch Green is thrilled to see his shop bursting with energy as the off-season approaches.

"We have a lot of work ahead of us, but we're very pleased with the big interest in Port City Racecars," Green said. "Gary Crooks and his guys do a fantastic job building them, and we're happy to catch the eyes of so many local racers with his chassis. We're pretty excited for 2020, to say the least."

Founded in Michigan by Harley Boeve in 1975, Port City Racecars has provided the highest quality chassis, leading technical support and high-end race parts to racers around the United States and Canada for over 40 years. The company was bought by North Carolina-based Crooks Racing in 2018.

"We opened as Port City Racecars here in North Carolina on Nov. 5," Crooks said. "This is a bit early to be adding a dealer like this, but I was told we were missing out on a big market up in New England. I had called Mickey Green to chat when we started building an ACT car, and he inquired about them becoming a dealer for us. It seemed to be a good fit, and right now it's working out very well for us."

Among the more recognizable drivers to have already purchased a new Port City SLM car from Crazy Horse Rac-

ing is Beech Ridge Motor Speedway veteran Dan Mckeage. The Gorham native drives the famed 'Naughty 40' and has a tremendous fan following. He's eager to drive his fine new machine.

"I'm really excited about having one of these cars for a couple of reasons," Mckeage said. "We've known Mitch Green and Gary Crooks for a long time. The new Port City cars are absolutely beautiful, they're well made and it won't be a lack of speed that dictates which races we run in 2020."

"I've considered going this route in the past, but it was never really practical. Now, with Mitch being able to provide the quality service after the sale right here in the Northeast it makes sense. The high quality of these cars and that amazing service from Mitch is why we chose a new Port City race car."

Another driver to watch in 2020 as he wheels a brand new Port City car is Raymond, Maine's Ivan Kaffel. The rising star has already won a Super Late Model feature (Oxford, 2018), and has a natural feel for Super Late Model racing. He's more than excited about piloting his new machine next season.

"Our entire team is excited about the move to a Port City car for 2020," Kaffel said. "My Dad is super into it, he is going to be building a top-notch showpiece and I can't wait to drive it. The reason we went this route is because of what goes into these cars, how smart Gary Crooks is and how smart Mitch and Mickey are at Crazy Horse Racing. I think with them joining forces, the combination is unbeatable."

"One thing I'm excited about is the opportunity to work alongside guys like Ray Christian III and Dan Mckeage, both great racers. The chance to share information as we learn





IVAN KAFFEL - NEW PORT CITY CHASSIS



KAFFEL CAR



PORT CITY RACE CARS

really helps. With a brand new piece from Port City Racecars and great service from Crazy Horse, we're ready to win races in 2020."

Crazy Horse Racing was first launched in 2008 by Mitch Green, a former school auto shop teacher of South Paris, Maine. Mitch's son, Mickey, bought the company from his father in March of this year. Mickey is a world class fabricator, innovator and also a seasoned crew chief.

In January of this year, Fort Kent, Maine native and 2017 ARCA National Champion Austin Theriault became a partner at Crazy Horse Racing. It was here where he came of age as a force on the short tracks of New England before moving on to national touring series competition. In fact, it was Mickey who helped groom Theriault for bigger things.

To keep up with off-season trade shows and read about some of the teams running new Port City cars from Crazy Horse Racing in 2020, be sure to 'Like' our Facebook page and follow CHR on Twitter. To learn more about the Port City brand, go to [www.portcityracecars.com](http://www.portcityracecars.com).



PORT CITY ID PLATE

# THE WINNING EDGE

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**"You might not know where you're going but you'll know where you've been"**

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# *"The Ultimate Winner's Circle"*



**An eternal crown awaits you at the finish line,  
so keep running your race.**

**1 Corinthians 9:24-25**

## *A Tribute to Audrey Decker*

**By Mike Decker**

"Audrey Decker ran her last race here on earth and crossed the finishline [first] ahead of husband, Richard, and son's, Steve, Mike, Allen and Chuck, as God himself waved the checkered flag for her, then wrapped His loving arms around her and proudly welcomed her home. It was the race of her life. We'll catch up with you soon, Mother."

On the morning of June 11, 2019, the world



AUDREY DECKER



DICK & AUDREY DECKER

changed forever. That was the day Audrey Decker passed away oh, so peacefully and gracefully, going out with all the dignity one could ever muster, and leaving this earthly realm behind to spend eternity alongside God and in His peaceful everlasting Light. She was at home when she left and was surrounded by her entire family including her most precious-devoted-loving dog, "Buster," who never left her side for 15 years.

Born in Marshfield, WI on September 17, 1932, Audrey was the only child of James and Klara Weber. Audrey earned her journalism degree while attending the prestigious Saint Mary's College in Notre Dame, Indiana. Audrey married Richard Decker (in this very church)





on April 18, 1953 after Richard returned from the Korean War. They began their life together in Marshfield, WI, and had four sons--Steve, Mike, Allen and Chuck. The family's busy life would have them living in Marshfield, Fort Lewis, WA, Marshfield again, Duluth (Solon Springs), Minneapolis on Lake Minnetonka, back to Marshfield again, Minocqua, WI, and then finally in Eagle River, WI.

Audrey and Richard started a 'traveling water ski show' and performed around the country throughout the 50's and into the 60's. The entourage would pull a regulation sized water-ski jump specially designed with wheels from one destination to the next right down the highway. Audrey was the primary tow-boat driver but also skied, including performing a specialty act on nothing but a canoe paddle. That very paddle is on display here today, original paint and all.

Audrey and Richard also launched a guided snowmobile touring operation ('Decker Snow-Venture Tours'), taking adventurous snowmobilers to literally every snowmobile riding hot-spot across America, Canada, Iceland, and Scandinavia; and has remained the number-one rated snowmobile tour operation for almost forty years. When Audrey decided not to lead the tours any longer with Richard, she became the support truck driver logging tens-of-thousands of miles pulling a large support trailer on countless trips through the treacherous mountainous Western terrain, crisscrossing the vast wintery landscapes of Quebec, Ontario, and British Columbia, and making many treks around Lake Superior with its unpredictable and ever-changing weather. All-in-all quite a feat considering the challenging conditions that

were constantly present while maneuvering a huge rig which most men would have a tough time with. And "Buster" was always her co-pilot.

Audrey was a champion snowmobile racer too, and arguably the most famous woman snowmobile racer of all time. She won multiple world titles and championships over her record-setting career, competing more against the men than the women. It all led to Audrey being the first woman inducted into the World snowmobile racing's Hall-of-Fame. That was in 1989. She was then inducted an unprecedented 2nd time in 2018. She was also inducted into the International Snowmobile Hall-of-Fame and museum for her remarkable career, making her a three-time snowmobile racing Hall-of-Fame inductee. Audrey Decker was absolutely revered in the snowmobile world. Her helmet and racing suit from her banner # 1 season is on display next to her "canoe paddle."

Over the long and exciting life the Decker family would lead and embark upon, Audrey proved all too invaluable in all the various Decker businesses, ventures, and racing endeavors. She was without question the Rock of the Decker Family.

Audrey shined ever so brightly throughout her entire life. She was strong. She was smart. She was admired. And she was loved by all who were blessed enough to have known her.

Audrey Decker: loving wife, loving mother, loving grandmother, talented writer, water-ski show tow-boat driver and skier, Hall-of-Fame snowmobile race driver.

**"First Lady of Snowmobiling,"  
The world has lost one of God's most special  
women, while Heaven has gained another.**

# Snowfest

VINTAGE SNOWMOBILE RACES,  
SHOW & SWAP MEET



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# February 15, 2020

## SCHEDULE OF EVENTS

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Fri. Night Early Registration: 4 p.m. to dark  
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Swap Meet: 8 a.m.

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Facebook: Marion Vintage Snowmobile Club

**Marion Fairgrounds / Veterans Memorial Park**  
Marion, Michigan, 49665

Design courtesy of Sherry Landon • Photos courtesy of Steve Landon, thewinningedgemagazine.com





INDUCTEES INTO THE INTERNATIONAL SNOWMOBILE HALL OF FAME FOR THE CLASS OF 2019 ARE: (L TO R) LES OLLILA FROM MINNESOTA, DIANE AND DON REED FROM MICHIGAN, CHRISTINE JOURDAIN BARKER FROM MICHIGAN AND WALLY THILL FROM WISCONSIN.

## ***Class of 2019 Inductees into the International Snowmobile Hall of Fame in Eagle River, WI.***

The Induction took place September 21 at the Eagle Waters Resort where 149 snowmobilers gathered for the Induction Banquet. Attending were 23 of the 117 past Inductees.

The weekend activities included rides on the Chain O' Lakes aboard the iconic Pirate Ship, traditional Wisconsin Friday Night Fish Fry at the local VFW club, museum tours and many hours of reminiscing and renewing snowmobile friendships.

For more information on the International Snowmobile Hall of Fame go to [www.ishof.com](http://www.ishof.com). There you will find bios on all past inductees, information about the ISHOF and how to nominate a person or persons for future Induction.



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# Snowmobile Swap Meet

MARION, MI

Little Northern Michigan Town Enjoys  
Another Big Autumn Swap Meet.



A SMALL PORTION OF THE MANY THINGS ON SALE AT THIS YEAR'S SWAP MEET.

**By Steve Landon**

Marion, Michigan - Record October snowfall in northwestern states, chilly temperatures and fall color on area foliage could only mean one thing, winter is just around the corner. For snowmobilers the rush is on to get their sleds tuned up and ready to hit the trail the moment the first flakes fall. On Saturday

October 12th, visitors from across lower Michigan, Ohio, Ontario Canada and the far reaches of Michigan's U.P. converged on little village to get in gear for the coming year.

Presented by the Marion Snowmobile Club the event is considered the biggest and the best autumn snowmobile swap meet in Northern Lower Michigan. Proceeds and food donations from the swap go to





*FRIDAY'S RAIN LEFT SOME WATER HAZARDS BUT EVERYONE MANAGED TO NAVIGATE AROUND THEM JUST FINE.*

help the Marion food pantry.

In the days leading up to this year's event the weather forecast was looking pretty bleak. Rain and in some cases heavy downpours hammered the area, especially Friday night and into the predawn hours of Saturday. Weather forecasters were calling for cloudy to partly cloudy skies and damp chilly conditions. Most swappers and shoppers were not taking any chances many had umbrellas and tarps at the ready just in case forecasters were wrong. Decked out in warm coats and sweatshirts shoppers wasted no time making their way to the long line of vendors on the grounds of the Marion Fairgrounds/ Veterans Memorial Park looking for needed parts, a dependable winter ride or just some unique and interesting items to add to their collection. From snowmobile patches to trail ready turnkey sleds chances are it could be found at this year's swap meet. In addition to snowmobile items snow blowers other motorized and non-motorized items could be found being offered by various vendors.

One of the more noticeable trends spotted in Marion and other recent swaps was the continued interest in newer sleds. People today especially teenagers and young adults are pretty well tied to their electronic devices they just don't get outside much or simply can't afford to enjoy snowmobiling

*A SHOPPER EXAMINES A REPLACEMENT PIPE FOR HIS MACHINE. THERE WERE A LOT OF GOOD USED PARTS FOR SALE AT THIS YEAR'S SWAP MEET.*





and other winter outdoor sports like previous generations. In Marion a lot of younger folks were checking out and in many cases buying snowmobiles. While their interests may not be big on 1960's and 70's era machines the dependable and affordable 1980's – 2010 sleds are getting a lot of interest especially by young families on a budget. Sadly many of them can't begin to afford the big buck riders produced today or don't care to make such a big investment on a seasonal toy. The older and more classic sleds like the proven Polaris Indy's have a record of dependability. Following A little post-season maintenance and proper offseason storage sleds like the Indy are ready to go next year. Most younger and in some case older riders want this reliability especially in todays ever hectic world.

Vintage snowmobile racing is a big part of the annual Marion Snowfest in February with 31 race classes to choose from it's easy to see why it's so popular. As older racers begin to fade from the drivers seat a lot of younger drivers are beginning to cure their need for speed racing vintage sleds. This year some potential drivers and up and coming stars were spotted stocking up on parts, checking out some race ready machines or a potential candidate that could transformed into a winner. Some old sleds on sale were just two darn pretty for combat on the oval and more than likely will end up in the show arena this year.

Veteran Marion Snowmobile Club member and Master Marion Snowfest race flagman Dave Swiler was very pleased with the turnout and the enthusiasm of buyers and sellers at this years swap meet.

"Our numbers were up. It was a great swap even with all the rain the night before and chilly temperatures. I know a lot of sleds were sold as well as a four-wheeler.

We had a good selection of items and sales were pretty strong. I've heard a lot of positive feedback from everyone I talked to. I tried to personally chat with as many swappers and vendors to thank them for coming.

We had a new food vendor this year, "Lumber Jill's Concessions" she was great to work with, plus the food was awesome! I have her scheduled for next years swap already!

On behalf of the Marion Snowmobile Club I would like to thank everyone for making this event such a great success. We would like invite everyone back in February for the Marion Snowfest", Swiler said.



A POTENTIAL BUYER CAREFULLY EXAMINES AN EARLY 1970'S YAMAHA AS THE SELLER LOOKS ON.



VINTAGE CUTTERS CONTINUE TO BE POPULAR FOR TOWING FRIENDS AND GRANDKIDS OR AS NICE EDITION TO A DISPLAY. HERE POTENTIAL BUYERS EXAMINE A VINTAGE CAT CUTTER.



THIS YOUNG MAN SEEMED PRETTY HAPPY WITH THE FOUR-WHEELER PROJECT HE PICKED UP. YOU CAN BET HE'LL HAVE IT BACK ON THE TRAILS NEXT SPRING.



RIGHT: THESE EXT'S WERE JUST CHOMPING AT THE BIT TO FIND A BUYER WHO WOULD TAKE THEM RACING





EVEN GUYS WANT TO LOOK GREAT ON THEIR MACHINES. THE HARRISON – LEOTA SNO RIDERS SNOWMOBILE CLUB HAD SOME NICE USED SUITS FOR SALE WHILE THEY WERE PROMOTING THE CLUB.



A NICE SELECTION OF JOHN DEERE FOR YOUNG AND OLDER DRIVERS.

Before long Old Man Winter will take center stage, hopefully he'll give us an abundance of snow and temperatures that will allow it to stick around all winter. Based on this year's swap meet attendance it's clear a lot of people are eager to ride this winter.

In the weeks ahead The Marion Vintage Snowmobile Club will begin getting ready for Snowfest set for Saturday February 15, 2020. The annual winter spectacular features 31 classes of exciting vintage racing on a highspeed half-mile ice oval. In addition to racing there is a late season swap meet, and a vintage snowmobile show. An indoor concession building and heated restrooms help to make the Marion Snowfest a fun filled day for the whole family. The 2020 vintage show feature snowmobile make is Yamaha Snowmobiles, however, all makes are welcomed and encouraged to enter the vintage show.

To learn more about the Marion Snowmobile Club, the Marion Snowmobile Swap Meet and the Marion Snowfest like them on Facebook; Marion Vintage Snowmobile Club or visit their Website; [www.marion-vintagesnowmobileclub.com](http://www.marion-vintagesnowmobileclub.com)



THESE GUYS CARRIED A SIGN LOOKING FOR ARCTIC CAT MINI BIKES. THEIR EFFORTS PAID OFF WITH A NICE FIND.





NOTHING BEATS THE SOUND OF A TWO STROKE AND THE SMELL OF SNOWMOBILE EXHAUST ON A COLD MORNING AS A PROSPECTIVE BUYER DISCOVERED WHILE CHECKING OUT A 1973 SNO-JET 440 SST.

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BELOW: A BUYER DISCUSSES A PARTS ENGINE WITH A VENDOR. NOTE THE BACK GROUND BOTH SIDES OF THE MIDWAY WERE FILLED WITH VENDORS OFFERING SEVERAL GREAT DEALS.





# THE VINTAGE EDGE

YOUR TOTAL MOTORSPORTS MAGAZINE

## A-1 Addiction

*Flashback* to 2009



**Story by Steve Landon**  
**Photos by Steve Landon & Diane Miller**  
**Video by Seth Landon**

New Lothrop, Michigan, November 6 & 7 2009; - On a chilly November Saturday ten years ago a bunch of snowmobiler's with a common love for history and fine machines got together in a farm field across from the home Bill and Diane Miller to share stores, show off old sleds, swap a few parts and just have a good time. From that small gather-

THE WINNING EDGE MAGAZINE

ing so long ago the A-1 Swap & Show has grown to become one of the nations largest pre-season vintage snowmobile events. What was once a speck on the rural Mid Michigan landscape is now a city of sledder's.

The A-1 Swap & Show is truly a work of love by Bill and Diane Miller, their family and the countless volunteer's and sponsors who work each year to bring it all together. Not long after visitors have left and the field has gone back to rest Diane can be found mak-

ing calls or sending e-mails to get ideas for the next show. The work, promotion and planning never really ends as she strives to give visitor's the best program possible, and an experience they will share for years to come with friends, family and fellow collectors.

Perhaps the hardest part of the show for guys with displays and swap spaces is staying focused on the task at

hand, setting up and running the booth. Just ask the wives, daughters, and girlfriends who help with much frustration each year as their guys wander off before things are set up or taken down. "You know it's like the guys just shut their brains off when they pull into the grounds. They can't hear or see anything beyond the show and swap area once they arrive, they're like excited

# 28th Annual



Naubinway, Michigan

# TOP OF THE LAKE SHOW & RIDE

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**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. 14<sup>th</sup> & 15<sup>th</sup>, 2020

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little boys at Christmas. It can be funny and frustrating at the same time, especially as the day goes on and you realize you are a widow for most of the day, said Sherry. Land-on". This is true, but for sled head's A-1 is an addiction. The event is truly the two most wonderful days of the year.

Concerns attendance might be affected by Michigan's sluggish economy proved wrong once again as a record number of displayers and visitors filled the field under sunny skies. Temperatures were just right throughout both days of the event.

The 10<sup>th</sup> Annual A-1 Swap & Show officially kicked off on Friday allowing early bird shoppers to take advantage of a number of bargains. The day ended with dinner, a speaker program, Youth Achievement Award presentations and a Racer Tribute.

The Youth Achievement Program (YAP) was set up in 2006 following the loss of Bill and Diane Millers grandson Eddie Barlow and Dana and Janice Wiltse's son Jason.

The award winners are presented with a trophy and money for their education in memory of Jason and Eddie. The Third Annual Award would have a true international flavor with an American and Canadian take home top honors.

Jacob Labre of Chalk River, Ontario, Canada and Cody THE WINNING EDGE MAGAZINE

Decker of DeWitt, Mich., were named this year's winners. The A-1 Youth Achievement Award is for young men and women ages 13 – 19 from the USA or Canada.



For complete details go to <http://www.a1swapandshow.com/youth.html> or call

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YOUR TOTAL MOTORSPORTS PUBLICATIONS 19





THE 2009 "BRACEY CORRAL" NAMED IN MEMORY OF RAIDER, MANTA, TRAIL ROAMER DESIGNER BOB BRACEY FEATURED DRAG SLEDS THIS YEAR FROM TWIN TRACKS TO UNIQUE SINGLE TRACK CUSTOM SPEEDSTERS.



SPEED AND BEAUTY FROM COMMON SLEDS TO CUSTOM RACERS COULD BE FOUND AT THIS YEARS SHOW.



FORMER RACER, JESSE FOSTER A MEMBER OF TERRY AND RYAN SPENCERS RACE CREW WAS ALL SMILES WHEN HE FIRED UP HIS OLD STRAIGHTLINE WARRIOR.

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Team Highland, one of the finest race teams to ever put ski and track to ice were recognized for their contributions to the sport. Founded in the early 1970's, by Basil and Francis Niver of Marion, Michigan "Team Highland" won 15 races, as well as several sprint races, the prestigious "Triple Crown" of enduro snowmobile racing and an incredible five Midwest International Racing Association (MIRA) season point championships before retiring in 1984. In 1992 Team Highland" received a special honor when it became the first full race team to be inducted into "The Michigan Motor sports Hall of Fame" during induction ceremonies held in Grand Rapids, Michigan the last time the team was all together.

Looking to honor a racer or team that had given a great deal back to the sport on and off the racetrack, Diane Miller selected "Team Highland" for the annual A-1 "Racer Tribute"

In addition to having some incredible drivers over the years "Team Highland" was perhaps best noted for the teams semi truck and race trailer. The rig was unique to snowmobile racing at the time and proved very popular with fans. Setting out in a field near Marion, Mich., since her retirement 25 years ago time had not been kind to the old girl. Despite her fading paint and rusty doors she was still standing proud, waiting for her crew's return. A visitor could almost hear voices from her past as they stood by Basil's old workbench. This past summer Basil's son Don hauled the tired rig back to his shop next door to the original site of





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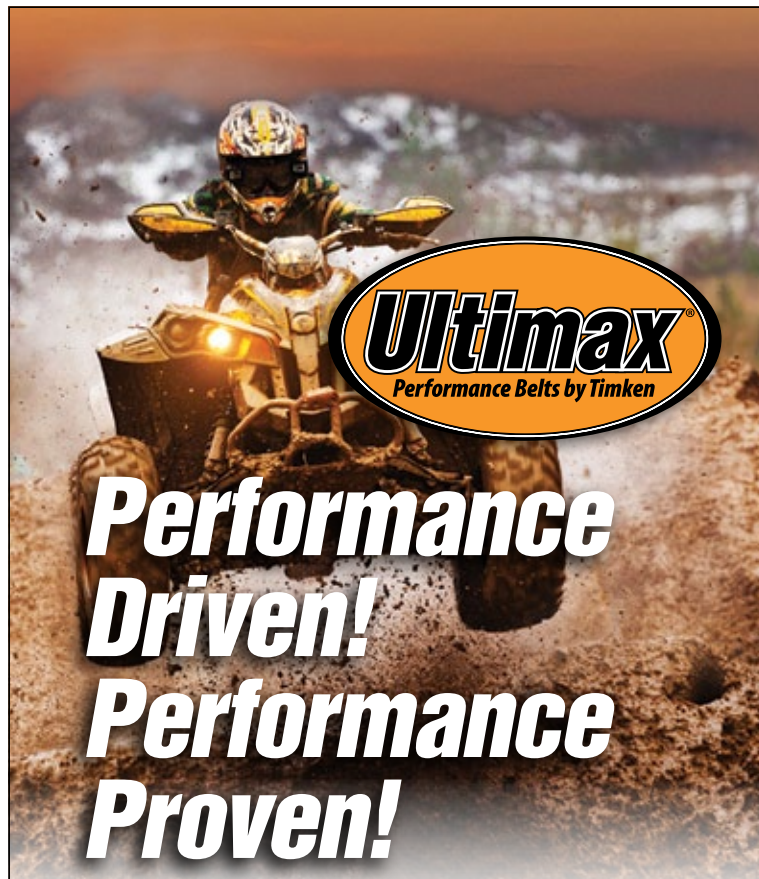
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A-1 FRIENDLY STAFF OF VOLUNTEERS WERE READY TO ASSIST SWAPERS AND DISPLAYERS AS THEY PULLED INTO THE GROUNDS.



FROM TRACKS, FULL MACHINES TO BOOKS AND VIDEO'S, A-1 HAD IT ALL.



Highland Sport Shop. Beyond possible restoration Niver brought in a new slightly longer semi trailer intent on making it look like the old rig. Over the course of the summer and early fall Niver, family, friends and former team members turned the new trailer into a first class unit using many of the original items used in the original unit. By A-1 week-end the new rig was decked out with pictures, trophies and more, she was ready to take visitors back in time. To round out the display Don's son Brian worked to see to it all but a few of the team's original race sleds were on display. The whole team with the exception of a few drivers were on hand for the first time since 1992. You can bet Basil Niver was looking down from heaven with a big smile on his face no doubt amazed at what his old team had accomplished.



RARE AND UNUSUAL SLEDS WERE EVERY WHERE YOU LOOKED.





THE FULLY RESTORED BOSS CAT III WAS TRULY A THING A BEAUTY. IT WAS CERTAINLY POPULAR WITH VISITORS THIS YEAR.

It was certainly a fitting tribute.

Saturday would prove to be the biggest day of the show as visitors and swappers began arriving in the predawn hours by 9:00 am the field was packed with lots of goodies and plenty of eager shoppers who scurried around the field looking for just the right item. Cell phones once again proved to be lifesavers again as shoppers called other members of their parties with locations of items they were looking for.

On the midway you could grab a bite to eat or check out some truly beautiful machines and unique displays. Keeping with the 2009 A-1 feature "Made in Michigan Snowmobiles" a number of sleds from Raider to Big Boss once produced in the Great Lakes State were on display taking

visitors back to an often forgotten chapter in Michigan's Motor Sports history.

The 2009 Bracey Corral, named in memory of Raider / Manta / Trail Roamer Designer Bob Bracey featured drag sleds. The gems this year included a Craig Marchbank ski-doo racer, a unique custom made dragster as well as a number of other straight-line speed machines. Ryan Spencer even put his oval track Arctic Cat in the display just to remind folks sleds also go fast and turn left. Tom and Linda Dobbrastine did another outstanding job directing the corral.

Hearts began to beat a little faster when the Warning family pulled in with

SLEDS WERE NOT THE ONLY THINGS MOVING, BIKES, LAWN MOWERS AND A BOAT ON WHEELS WERE SEEN TOURING THE GROUNDS ALL DAY



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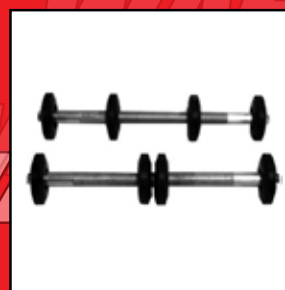




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DIANE MILLER PRESENTS JACOB LABRE - CHALK RIVER, ONTARIO, CANADA HIS A-1 YOUTH ACHIEVEMENT AWARD. JACOB WAS THE FIRST CANADIAN TO RECIEVE THE AWARD.

their long white trailer Saturday morning. Before the door could even begin to open a sizeable crowd had gathered. What incredible gem from the past did they bring this year? Only a few latches stood between the answer and fans. When the ramp came down there was a bit of a gasp, before their very eyes was the Arctic Cat Boss Cat III restored in all its glory. The Boss Cat III is just one of the

SETH LANDON GETS A BIRDSEYE VIEW OF THE A-1 SHOW FROM ATOP THE "TEAM HIGHLAND" TRAILER. LANDON WAS DOING A PROMOTIONAL VIDEO OF THE EVENT.



CODY DECKER - DEWITT, MI ACCEPTS THE 2009 A-1 YOUTH ACHIEVEMENT AWARD. L-R TINA GRAY, CODY DECKER, DANA AND JANICE WILTSE.



CODY DECKER DISPLAYS HIS AWARD WITH HIS SKI-DOO PROJECT SLED.



TINA GRAY PRESENTS JOHN MCGUIRK, THE AWARD FOR WINNING THE ANTIQUE CLASS WITH HIS 1966 MONTGOMERY WARD.



TOM AND LINDA DOBBRASTINE WERE PRESENTED A SPECIAL PLAQUE IN APPRECIATION FOR THEIR WORK WITH THE BRACEY CORRAL AND THE A-1 SHOW.







MICHIGAN LEGENDS DAVE YARHOUSE AND DANA WILTSE SHOW THE GOVERNORS CUP AWARDS THEY WON IN 1974 AT THE WORLD SNOWMOBILE OLYMPUS IN IRONWOOD, MICH.

jewels of racings past the Warning family has brought to the show over the years.

For those who have been a part of A-1 since its beginning. it is really amazing how much it has grown over the years. A lot has happened since that first show both in snowmobiling and in the world we live, yet through it all Bill

and Diane Miller, their family, friends and sponsors have continued to go above and beyond the call of duty to make the show one of the best in the nation. If you have not attended you are missing one of the best preseason experiences in the sport of snowmobiling.

Plans are already in the works for the 2010 A-1 Swap and Show set for November 5, 6 2010. For more information call 989-845-7906 • visit their website at <http://www.a1swapandshow.com/> or drop them an e-mail at [a\\_1upholstery@hotmail.com](mailto:a_1upholstery@hotmail.com)



DAVE YARHOUSE, FRANCIS, BRIAN AND DON NIVER ACCEPT AN AWARD ON BEHALF OF "TEAM HIGHLAND".

Watch an **EDGEAVISION** preview created by Seth Landon.

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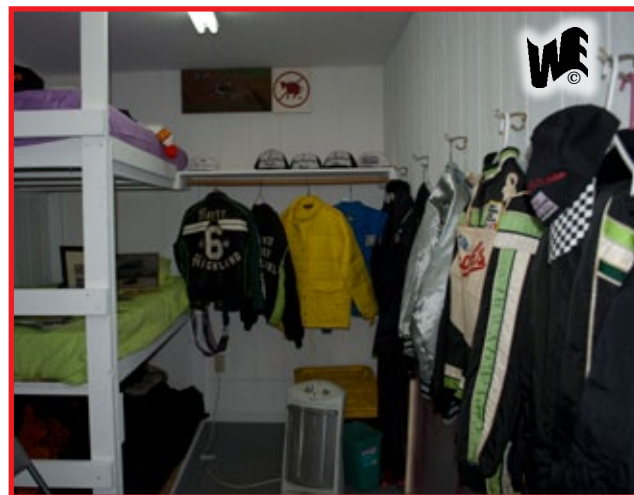
# 10<sup>TH</sup> ANNUAL A-1 SWAP AND SHOW AWARDS SATURDAY, NOVEMBER 6, 2009

ANTIQUE: JOHN MCGUIRK, 1966  
MONTGOMERY WARD  
VINTAGE: SCOTT JACKSON, 1971  
SNOJET  
TWIN TRACK: THOMAS MASK, 1975  
DOUBLE EAGLE  
CYCLE: RON DUREPO, 1972 SUZUKI  
SLEIGH: MIKE MCGILLEM, 1973  
RAIDER CUTTER  
MADE IN MICHIGAN: LES HALE, 1979  
SKIROULE  
FARTHEST DISTANCE TRAVELED  
U.S.: MIKE SMITH, WASILLA, ALASKA  
- 4,400 MILES  
FARTHEST DISTANCE TRAVELED  
CANADA: ANDRE PATENAUDE, BER-  
WICK, ONTARIO, CANADA - 600 MILES  
FARTHEST DISTANCE TRAVELED  
NON-PARTICIPANT U.S. /CANADA:  
DEE SULLIVAN, CALIF.  
SPIRIT OF THE SPORT: ROGER AN-  
DERSON  
THANK YOU APPRECIATION "BRACEY  
CORRAL": TOM AND LINDA DOBBRAS-  
TINE  
THANK YOU APPRECIATION: "THE  
WINNING EDGE" MAGAZINE, STEVE,  
SHERRY, SETH LANDON AND FAMILY  
THANK YOU VOLUNTEERING GATE:  
DOUG AND AMY PRAUSE



THE REBORN "TEAM HIGHLAND  
SEMI TRAILER MAKES A PERFECT  
BACKDROP FOR THE TEAMS  
ORIGINAL RACE SLEDS.

THE SLEEPING QUARTERS  
OF THE TEAM HIGHLAND  
TRAILER FEATURED A DISPLAY  
OF ORIGINAL HATS, SUITS, AND  
ASSOCIATED MEMORABILIA.



## After 30 Years Dream Sled Headed Home

New Lothrop, Michigan, November 6, 2009; - Steve and Sherry Landon, publishers of "The Winning Edge Magazine" were honored at the 10th Annual A-1 Swap & Show by "Team Highland" with the presentation of a 1980 Arctic Cat Panther snowmobile in appreciation of their contributions to the sport of snowmobile competition through photography, publishing, graphic design and volunteering in the sport over the years.

From 1971 - 1984 the Marion, Mich., based snowmobile race team owned by Basil and Frances Niver was a force to be reckoned with on the MISA / MIRA oval and Enduro circuit winning countless races, five championships and two Triple Crown of Enduro Racing titles. In 1992 they became the first snowmobile race team inducted into the Michigan Motor Sports Hall of Fame. The team was honored at this years show.

The presentation of vintage snowmobile came as a big surprise to the couple that recalled an experience with Basil Niver years ago. "Back in the winter of 1979 / 1980 Sherry and I were over at

Basil's shop where a 1980 Arctic Cat Panther set on display in his dealership. I loved that machine, in fact I climb on board whenever I had the chance. On that particular day Sherry sat on the sled with me, she said "This would be a great two up sled for us" Basil quickly responded and kind of busted our bubble. "You guys are getting married soon, kids will no doubt be on the way shortly thereafter. With all that coming up you're not going have the money to buy that machine until it's an antique." Well almost 30 years to the month we have that 1980 Arctic Cat," Landon said. The moment brought Sherry, who was celebrating her birthday to tears. It was a moment the couple will cherish forever.

To round out a perfect day the Landon Family was presented with a plaque by show promoter Diane Miller

thanking them for their support throughout the 10 years of the event. The family has been volunteers at the show since the beginning working behind the scenes, doing graphic design, photography, press coverage and videos.

TEAM HIGHLAND DRIVERS JOIN STEVE AND SHERRY LANDON AFTER THE COUPLE RECIEVED THEIR NEW 1980 ARCTIC CAT. BACK ROW; ALAN MCQUESTION, DAVE YARHOUSE, STEVE BILACIC, TOM ST. JOHN, ROGER AVRAM.





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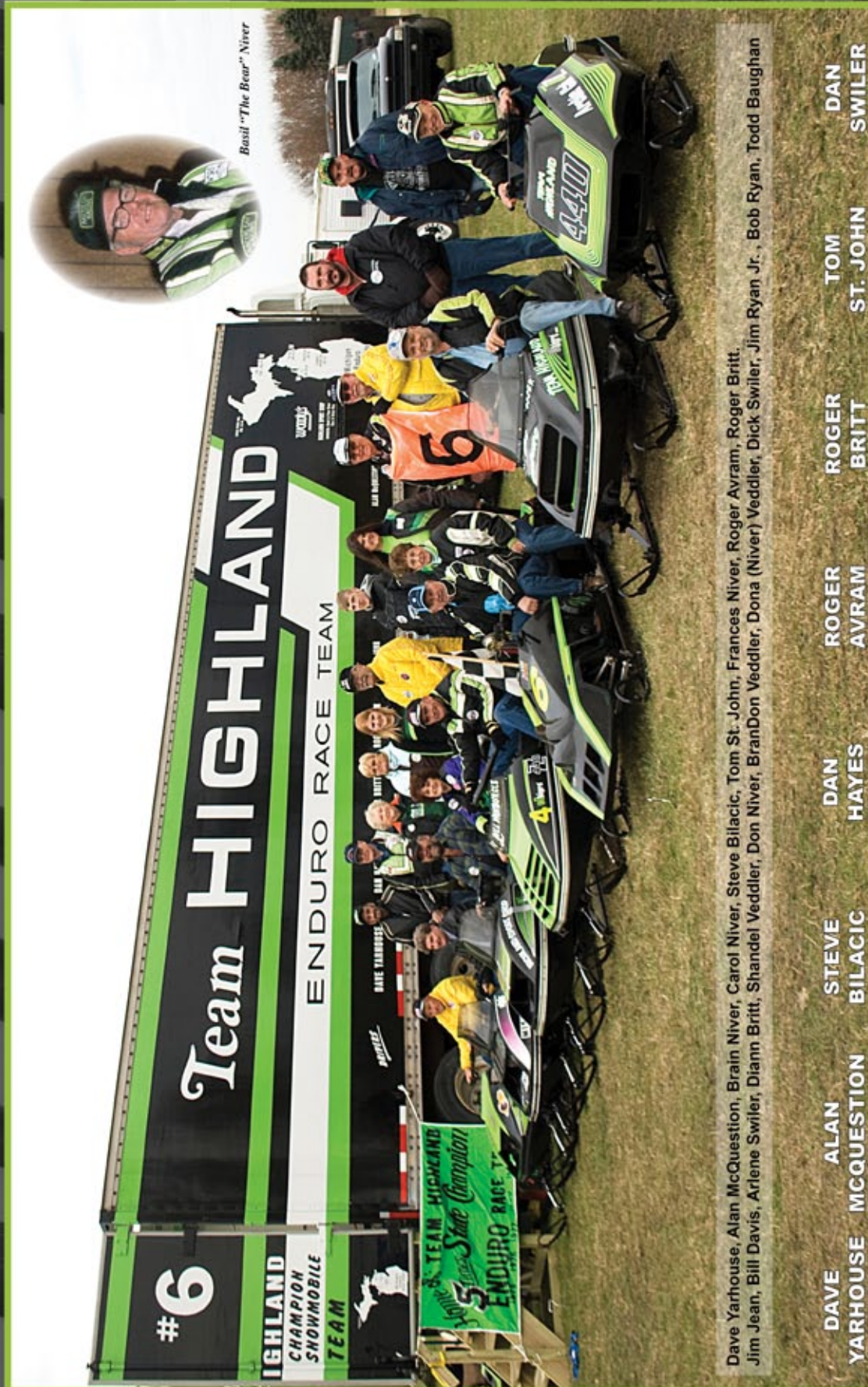
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BRITT

TOM  
ST. JOHN

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SWILER





# Sledder's Promote Vintage Hobby in Labor Day Parade



GREAT WEATHER, GREAT FLOAT AND A BANNER PROMOTING THE MARION SNOWFEST THE BLAIN FAMILY HAD AN IMPRESSIVE COMBINATION



MIKE AND MECHELE ALLEN BROUGHT OUT SOME ATTENTION GETTING SLEDS – A 1975 RAIDER, A 1969 BOLENS DIABLO ROUGE AND A LATE 1960'S MERCURY

Show and winners of the 2019 Best Display Award with their Mercury collection at the Benzie / Manistee Snowbirds Show in Kaleva, MI July 20th, brought out some interesting machines from their collection

Both parties handed out promotional material to spectators along the packed parade route.

Through the dedication of families like these who go the extra mile, the sport and hobby will continue to grow for many years to come.

Holiday parades and festivals are just around the corner. Get your sleds decorated ready and take part in the festivities. If we don't all work to promote the sport we love pretty soon we won't have a sport to promote.

By Steve Landon

Farwell, Michigan – September 2, 2019; Everyone knows it is difficult for any sport or hobby to survive and prosper without promoting it to the fullest extent possible. This past Labor Day Mike and Mechele Allen of Farwell, MI and the Ryan Blain Family of nearby Lake, MI took part in the Farwell Labor Day Parade to promote the vintage snowmobile hobby and three great Michigan events; The Marion Snowmobile Swap Meet, 20th Annual A-1 Swap & Show, and the 2020 Marion Snowfest

Blain the director of the Marion Snowfest Vintage Snowmobile Show and an avid Polaris collector / racer put together a beautiful patriotic float featuring some of the families sleds.

Mike and Mechele Allen active volunteers at the A-1 Swap &



# Woody's, Mark Musselman *reflects on a remarkable career*

## Interview: With Steve Landon

W.E. - Tell us a little bit about yourself: Education, family, kids, etc.

Mark M. - I'm a 1977 graduate of Meridian High School in Sanford, Michigan. After graduation I attended Delta College for three years for tool and die apprenticeship.

I have three children, Craig, Michelle and Melanie. My wife Ruth has two daughters, Stacie and Michelle. Together we have 10 grandchildren.

W.E. — Share with us your first snowmobile experience and memories from those early years in the sport.

Mark M. - When I was about three or four years old my father (Jim Musselman) bought a 1960's 10 H.P ski-doo. My parents dressed us from head to toe in insulated underwear, new boots, scarf and hats. Along with the ski-doo they also purchased a big sled. They would pile all my brothers and sisters in and go snowmobiling. I have a lot of fond memories from those early days riding with the family.

In 1962 or '63 we were living in Bay City, Michigan. It was at Christmas time when a big blizzard hit. We had to dig out of the house just to go outside, we were snowed in for about a week. Having one of the only snowmobiles in the area my father would take the snowmobile to any grocery store that was open for food for us and all the neighbors. He even took a neighbor lady that was having a baby to the hospital by snowmobile.

Knowing we had a snowmobile all the neighbor kids would come over, we would pile into the sleigh and mom or dad would pull us around.

AS A RACE OFFICIAL MUSSELMAN HAD SEVERAL DUTIES, AMONG THEM WAS FLAGMAN WHEN THE HEAD FLAGMAN TOM POLLARD NEEDED A BREAK.



**Mark Musselman**

Over the years we've had various snowmobiles, ski-doo, Rupp, Evinrude, etc. We didn't have the Evinrude for very long, when dad bought it he thought it would be better because it had reverse so he wouldn't have to go out and get us unstuck all the time. The problem was it was so heavy that when we did get it stuck he had to gather some of our neighbors to help get it out.

W.E. - Your dad gave up a good job in the auto industry to go into business. What do you remember most about those years?

Mark M. - My dad worked as a tool and die maker at Bay City Chevy. He worked 12 hours a day six-seven days a week, mostly midnight, on weekends we had to be quiet so he could sleep. When he got a chance to go into business he took it. That first shop was in Standish, Michigan.

The company name was Resorter Tool I remember going their once in awhile but we had moved up to our cabin on Wixom Lake from Bay City so it was a drive from the cabin to the shop. If I did anything there it was sweeping the floor. My mother also worked in the office at a time most mothers were home taking care of the household. She continued to work there for a while, even after they sold the building. At this time my father had bought out his partners and wanted to get closer to home. He set up a temporary shop in Gladwin, Michigan so he could continue his job while building a new factory in Hope, Mich. I don't remember much about the shop in Gladwin, we didn't go there much.

W.E. - You're dad once said, "The Company had ups and downs, good times and bad – like all growing companies we've seen it all".

Over our 50 plus years in business there were many rough times, the weather, the economy, oil embargo and injuries. Mom and Dad did everything they had to do to keep the shop open. In the down years we cut back and did with less in the good times we hired more people. There were many occasions that Mom and Dad didn't take a paycheck but they knew that the employees needed one if we hoped to continue to make product. It is this same philosophy that they instilled in us that keeps our company at the top of the Traction and Control business still today.

At one time we had four acres beside the shop that dad would plant into sweet corn so we could pick it and sell it at a stand at the shop. None of the corn went to waste because whatever corn we had not sold we would feed to the pigs we had in a pen behind the shop. We planted sweet corn for three or four years, however, when times got tough we sold the four acres to a company that now makes boat hoists.



W.E. - What was it like growing up at IEM, what really stands out about those years?

Mark M. - Over the years all of us kids would work at the shop doing whatever we could do, mostly in the summer when we were out of school. We all learned how to package studs and skegs, sweep the floors and do little things that needed done. At that time we were all young and limited on what we could do, but at the end of the day the boat had gas in it for skiing and snowmobiles for riding.

W.E. - The focus of various stories about Woody's have been centered on your Mom and Dad as well as you and your brothers. You have two often forgotten sisters how did they play a role in the company over the years?

Mark M. - My two sisters Carol and Lori also worked at the shop doing whatever they could do to help make it run smoothly just like the rest of our family and many fine employees. Lori went on to have a very successful career in the financial field. She was always there if dad or mom needed any financial advice. Carol did some modeling in some of our early product catalogs for our t-shirts and went on to college to be a veterinarian. After six years mom and dad could always count on her if they needed any advice on any subject she learned in her many years of college.

W.E. - While you spent most of your life in the family business there was a time after you graduated high school that you looked beyond working at IEM. Why did you move from the family business? What did you do during those years? Education, jobs held beyond I.E.M., etc.?

MARK AND HEAD FLAGMAN TOM POLLARD WORKED GREAT AS A TEAM ON THE MIRA ENDURO CIRCUIT.



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IT WAS NOT UNCOMMON FOR MUSSELMAN TO MAKE A LONG TRIP TO A RACE AFTER WORKING A FULL SHIFT AT DOW TO TAKE OVER HIS DUTIES AS PACE SLED DRIVER.. HERE HE CATCHES A LITTLE REST WHILE WAITING FOR CALL TO RETURN TO ACTION.. HIS HELMET HAD DIRECT RADIO COMMUNICTAION WITH RACE OFFICIALS AT ALL TIMES



MARK CONGRATULATES BROTHER BRIAN AND CO-DRIVER CHRIS DALY AFTER THEY WON THE 1985 ALBRIGHT SHORES 300 LAP PRO ENDURO.



SNOWMOBILE RACING IS NOT ALL COLD AND SNOW HERE MARK CATCHES A LITTLE SUN DURING A BREAK IN IN THE ACTION AT A LATE SEASON RACE IN MUNISING, MI.

Mark M. - I grew up in the business and did almost every job there was. I worked summers when I was in school and after school if Dad needed extra product out. In 1977 when I was a senior in high school I cooped in the afternoons to work at the shop. After I graduated my father asked Bob Primeau and myself if we wanted to go into a Tool & Die apprenticeship, we accepted his offer. Bob and I worked during the day and went to Delta College three nights a week. Because of the years working before the apprenticeship the trades board gave us credit for one year of work toward our degree. At the end of three years we had our Journeymen's Tool & Die makers cards.

I continued working, as a machinist and doing die cast die repair work. In the early 80's I got married and started a family. Dad and I built my first house only five miles from the shop. Now with a family I decided to see what I could do outside of International Engineering. When I told dad I was looking for employment outside of I.E.M. he told me as long as I was bettering myself he was fine with it. For the next couple years I rolled my toolbox in and out of several small machine shops. From time to time I would end up back at I.E.M. then back off to the next opportunity. In 1985 I went to work at Brown Machine in Beaverton, Michigan. I worked there for about one year then in 1986 I went to work for the Dow Chemical Company where I hired in as a machinist. I worked as a machinist for about six years then got into a machinist apprenticeship. I worked as a machinist until 1996.

W.E. - Your brother Brian was involved in an accident in the mid 1990's that forever changed the lives of everyone in your family. How did his accident alter your role in the family business? When and why did you leave Dow?

In the spring of 1996 I got a phone call about 2:00 a.m. informing me that Brian was involved in a non-racing snowmobile accident. At that time my dad was semi-retired and my mom was still working at the shop. Brian was running the day-to-day operations. After the accident dad stepped back into the operations of the shop. I was still working at Dow at the time when dad called me in for a meeting. He asked me if I would like to come back and help out at the shop.

In July of 1996 I returned to I.E.M. to help dad, my brother Robert and my brother-in-law Randy Oberson run the company. I started working in the shop machining and trying to improve production and quality. A position came up in our Engineering Department and I moved into the office. With my Auto Cad experience and safety education I learned at Dow I was now running the safety program, doing Auto Cad plus I was in charge of engineering.

Before returning to I.E.M. I was still involved in racing, rather than racing a sled I went to work on weekends for The Midwest International Racing Association - M.I.R.A- starting out as the pace sled driver and later as a race director. Knowing my experience with M.I.R.A. my Dad asked if I would run the Woody's enduro racing scoring sign on the weekends. At first I would go to the race site, set up the trailer and sign and then go riding. Later it grew into setting everything up and along with Lora Manning scoring the race.

W.E. - Your Mom and Dad were amazed at how your family and employees stepped up to keep things running smoothly after Brian's accident. What do you recall about those days?

It was a tough time; dad had stepped back from the business to enjoy some of the fruits of his labor. Mom was still working but also traveling with dad. In the year Brian was running the business a lot of things changed. He automated operations to start using computers and accounting system. When dad stepped back in to run the company he had to learn what had changed. Everyone in the office and in the shop pulled together to move the company forward following Brian's accident.

W.E. - We've always seen you as the kind of guy who loved to work in the shop a bit behind the scenes. When you went back full time to the company how did your job change. Up through your retirement what positions did you hold at I.E.M.



Mark M. - I always liked working in the shop getting my hands dirty, when I came back to I.E.M. in 1996 on to my retirement in 2018 the majority of my time was spent in the office or on the road at snow shows or at the Snowmobile Hall of Fame as a board member. I started out in the shop, moved to the office to run the Engineering Department, learned Auto Cad, did print of productivity, put together an up to date safety program, I was elected to I.E.M. board of directors as secretary-treasurer, then with the retirement of Randy Oberson I took over as Vice President.

I did most all of the major snow shows with our amazing crew for many years. As a board member of the Snowmobile Hall of Fame in St. Germain, WI I attended board meetings and hall events. Winter brought sponsored racing events so most weekends were spent going to races and when possible doing testing on new product. I headed up many R&D projects over the years, sometimes I would have to leave the shop during the week to do needed testing because weekends were busy.

W.E. - I.E.M. did some great things for the sport plus created some incredible products to move the sport forward. Name some of the products or advancements I.E.M. made the last 50 years that you feel really has made a difference in the sport of snowmobiling and racing?

Mark M. - We did and continue to do some amazing things at I.E.M. We've had to evolve our product line over the years to match the changing snowmobile market. As you know we make primarily runners and studs. As snowmobiles changed we had to change. For instance when manufacturers started selling and installing plastic skis on sleds we introduced the flat top runner. A round runner would roll the ski bottom pushing into the plastic ski and it would become loose. The flat top bar would stop the rolling and give more surface area to stop the bar from loosening. The flat top runner was a huge hit; it took our competition years to catch up.

In the early years we sold T-Nut style studs that we packaged under the Woody's name. Soon after we started to make them ourselves in a few different lengths. In the early days the lugs on snowmobile tracks were very short so we only needed a few lengths. At that time studs were used mostly on racing sleds and worked very well for years with cleated tracks. When cleated tracks started getting replaced with rubber the T-Nut style studs became more difficult to install. The rubber tracks were thicker and the T-Nuts had to be pulled into the backside of the track and held in place until you could start the stud on the other side along with the backer washer. Mike Staszak, a machinist and racer approached Brian (Musselman) with an idea that would make it easier to install a T-Nut style stud. Mike's idea was to add an extra length on to the threaded part of the stud, then cut a groove in the extended threaded part of the stud 90% through so it could be snapped off after the stud is installed. It worked great and we started selling them as snap-off studs. When we introduced the push through stud it took a lot of sales away from the snap-off stud because it was easy to install and stronger. Trail sleds were getting more powerful and stud use became much more popular with over 50% of trail riders using studs for safety. Through hard work and hours of research we had patterned the flat top runner, push-thru stud, snap-off stud, first multi-directional push through stud and many others that revolutionized the snowmobile industry in many ways.

W.E. - Tell us some of the special and unforgettable moments beyond racing that you experienced over the years at I.E.M.

Mark M. - I had many unforgettable moments at I.E.M. as I get older I forget a lot of them. But I really enjoyed working with all the employees in the office and the shop. When I retired I knew most of the names of all 70ish employees. I enjoyed working with the engineers at the factory's to solve handling problems with new model sleds. Mostly, I enjoyed traveling to races and snow shows where I was able to meet a lot of amazing people.

W.E. - Did any of your children work at IEM while growing up? If so what roles did they play? Are they active in the company today, if so in what capacity?



AS MIRA PACE SLED DRIVER MARK KEPT THE DRIVERS IN LINE BOTH AT THE START AND DURING BREAKS IN THE ACTION.



FOLLOWING HIS DAYS ON THE TRACK HE WENT TO A DIFFERENT FORM OF RACING. REPRESENTING WOODY'S RACE DEPARTMENT. HERE HE PRESENTS A CHECK TO GABE BUNKE AT THE 2012 SOO I-500.



AMONG HIS MANY ROLES WITH MIRA RACE DIRECTOR WAS ONE OF HIS MOST DEMANDING. HERE MUSSELMAN DISCUSSES THE UPCOMING ENDURO DURING THE DRIVERS MEETING.



7th Annual

7th Annual

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All Other Classes

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MARK CHATS WITH MIRA PRESIDENT PAT WEZENSKY PRIOR TO THE START OF THE KINROSS PRO-ENDURO.. MUSSELMAN LED THE STARTING FIELD WITH A 1985 MANTA BUILT BY BOB BRACEY. THE MANTA WAS THE FIRST AND ONLY TWIN TRACK EVER USED BY MIRA AS A PACE SLED.



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**THE GROWING MUSSELMAN FAMILY CAME TOGETHER TO HONOR FATHER AND GRANDFATHER JIM MUSSELMAN FOR HIS INDUCTION INTO THE MICHIGAN MOTORSPORTS HALL OF FAME IN 2017. MANY FAMILY MEMBERS CAME TO CELEBRATE WITH JIM: SHAWN & CRAIG MUSSELMAN, SHELLY & PHIL SMITH, CAROL MUSSELMAN AND TERRY MORSE, RUTH & MARK MUSSELMAN, LIZ SEELHOFF AND ROBERT MUSSELMAN,, CARTER MUSSELMAN, HUNTER MUSSELMAN, BRIAN MUSSELMAN, JAMES & MARLEEN MUSSELMAN.**

Mark M. - My son Craig Musselman has worked at the shop several times in various positions. The last as head of special projects. He later left to finish his education and graduate with his Bachelor's Degree.

He is now working in his degree field outside of I.E.M. I also have a son in-law, Phil Smith that is working at I.E.M. and has been for many years. Started at the bottom and has worked his way to packaging supervisor, a position that opened up when my wife of 19 years retired many years ago. From packaging supervisor Phil moved into the office and now is in logistics and shipping he also helps out with snow shows.

W.E. - Your father and mother were truly some of the most honest and inspirational people we have ever met. Looking back what do you feel made them so unique?

Mark M. - I think it was the upbringing. They were taught that if you wanted something bad enough you had to work for it. You had to treat people, as you would want to be treated. And you have to be willing to lose everything to achieve your goals and dreams.

W.E. - Did you ever dream the company would still be around over 50 years later?

Mark M. - A lot of people have asked me that but I could never dream that it wouldn't be around. When I.E.M. has been part of my life for most of it, I never thought that it wouldn't be. There are so many amazing people working there that it will be around for many years to come.

W.E. - Having seen both your father and brother Brian inducted in two halls of fame must have been a pretty amazing experience. How does it feel? (Note - Brian was inducted into the Snowmobile H.O.F in 1998 / Michigan M.M.H.O.F in 2002. Jim was inducted into the Snowmobile H.O.F in 2003 / Michigan M.M.H.O.F in 2017).

Mark M. - "Having been on the Snowmobile Hall of Fame Board of directors. I know first hand how difficult it is to be inducted into any hall of fame having two family members inducted into two different hall of fame's is huge! One might think being inducted into Michigan Motor Sports Hall of Fame would be easier because it is just Michigan, however, the M.M.S.H.O.F covers all kinds of motor sports and racing in Michigan not just snowmobiles. When a person is inducted they're going in with a pretty unique group of people with roots in Michigan. Many of these people have gone on to make their mark on the National and International scene. There are a lot of deserving people out there so getting in makes the honor even more special. I'm really proud of my Dad and brother - Brian are now a part of it. (Note Mark was not on the board of the Snowmobile Hall of Fame when Jim and Brian were nominated or inducted)

W.E. - You retired in 2018 at '60 why did you decided to leave the work force at such a young age? Are you still active with the company and snowmobiling?

Mark M. - I loved every year that I worked at I.E.M. and all the opportunities it afforded me. But I didn't spend a lot of time at home. My wife put up with a lot of weekends away. Days through the week that I was on the road. She would travel from time to time following me to races and events. She had retired several years ago as our packaging supervisor. I think you just know when it's time and I wanted to spend more time with my wife and children. I still stop at the shop from time to time mostly because I need a new Woody's hat or something else. I still snowmobile mostly in Seney, Michigan where I keep my ski-doo Back Country X.

W.E. -Any final comments

Mark M. -There never was a time that I thought we would not be doing this, of course there were good times and rough times but my Mom and Dad never gave up, they left us a business that I am proud to have been part of since the beginning.





PICTURED WITH CRAIG COOKINGHAM, DIANE BEGAN RACING RUPP IN 1970 WITH K & M KART SHOP OF FLUSHING, MICHIGAN.

barbed wires across trails and a snowmobiler couldn't see it till it was too late, that trip could have been a disaster. I never trail rode again. The only time I was on a snowmobile was when I was on a racetrack where I felt a whole lot safer.

W.E. — How did you become involved with snowmobile competition? Have you always been a competitor?

D.M. — Some of my friends in the snowmobile club owned a snowmobile shop. They were responsible for talking me into racing one of their sleds. I had already purchased my Rupp 399 from them. The timing was such in my life where we needed to travel and meet new people. I felt it would be good for my daughters. We had always done sports together such as enjoying the lakes, fishing, swimming, water skiing, and just laying on the beach. In the winter we ice-skated and went sledding. Sports have always been a large part of my life, even during school. It didn't matter if it

# MICHIGAN'S *Lady Legend*

Photos By Steve Landon



DIANE LEADS THE PACK IN ACTION AT THE START OF A 40 - 40 RACE AT MILWAUKEE, WISCONSIN IN FEBRUARY OF 1974.

DIANE CELEBRATES FOLLOWING A SUCCESSFUL RUN AT IRONWOOD, MICHIGAN IN 1974.



## Interview with Steve Landon

W.E. — Tell us about your first snowmobiling experience and the first sled you owned?

D.M. — My Dad was the one responsible for my experience with motorized sleds, one time he went to town and came back with a 1967 ski-doo Olympic along with a Johnson. Oh! My Mother was upset, dad always purchased different things without telling her but this time it was different. Mom as well as my girls myself, and my dad truly enjoyed riding the sleds that winter; it gave a whole different meaning to winter. The next winter we purchased a Sno-Prince and a Rupp 399. By this time, speed had entered the picture and was changing the way we looked at snowmobiling. We found it was more fun to ride in numbers versus alone. Snowmobiling at that point was a family sport. One day I had this bright idea to start a snowmobile club, I met with some of my friends and with their help we were able to start the Flushing Frozen Forty Snowmobile Club. I remained very active in the Club as Secretary/Treasurer. We went on many planned excursions until one particular trip, we discovered people were putting





READY TO LAUNCH OFF THE LINE DIANE AWAITS THE GREEN FLAG AT SYRACUSE, NEW YORK - FEBRUARY 1974. NOTE THE EARLY "WOODY'S" STICKER ON THE BELLY PAN OF HER MACHINE.

was softball, basketball, football, swimming, biking, if it was happening, I was there!

I started racing drags late in the summer of 1970 at non-sanctioned races with my own machine - a 399 Rupp and my sponsor's machine a 340 Modified Rupp for K & M Kart Shop - Flushing, Michigan. We did very well, all together winning about 50 trophies. This was a great experience until I started the oval races. I stayed pretty much to the non-sanctioned races trying to gain as much experience as I could. Even though I had been riding snowmobiles since 1967, racing was something all together different. A race in East Jordan, Michigan on July 3, 1971 opened a new door for me when I started the summer circuit. I had a new sponsor for the summer on Chaparral - Sully's from Lansing, Michigan. We attended approximately (24) out of (26) races. All of those races were sanctioned. At the MISA Invitational on October 9, 1971 in Saginaw, MI., I rode Pat and Jim Adema's Sno-Jets. I took two firsts that day in classes "AA" and "BB". This was the best opportunity a racer could ask for, and quite an experience. For my first year of racing with such great competition I did quite well and received Second place in Stock Class and Third in the Modified Class to wrap up the summer drags, thanks to a lot of help and advice from my sponsors.

I returned to all sanctioned races that winter on my own 340 ski-doo Blizzard. I decided I wasn't going to try for points and just attend the races I desired. I had attended "A" races, "B" races, and Special Events. I could participate in only one Special Event at the Soo, the "100 Mile Powder Puff" on January 9, 1972. I really enjoyed that race all the girls did a beautiful job riding in a race that many miles. I personally believe the girls that finished that race could ride just as well as the men. I had some bad luck, but I did finish seventh. I had hoped there would be more "Powder Puff"

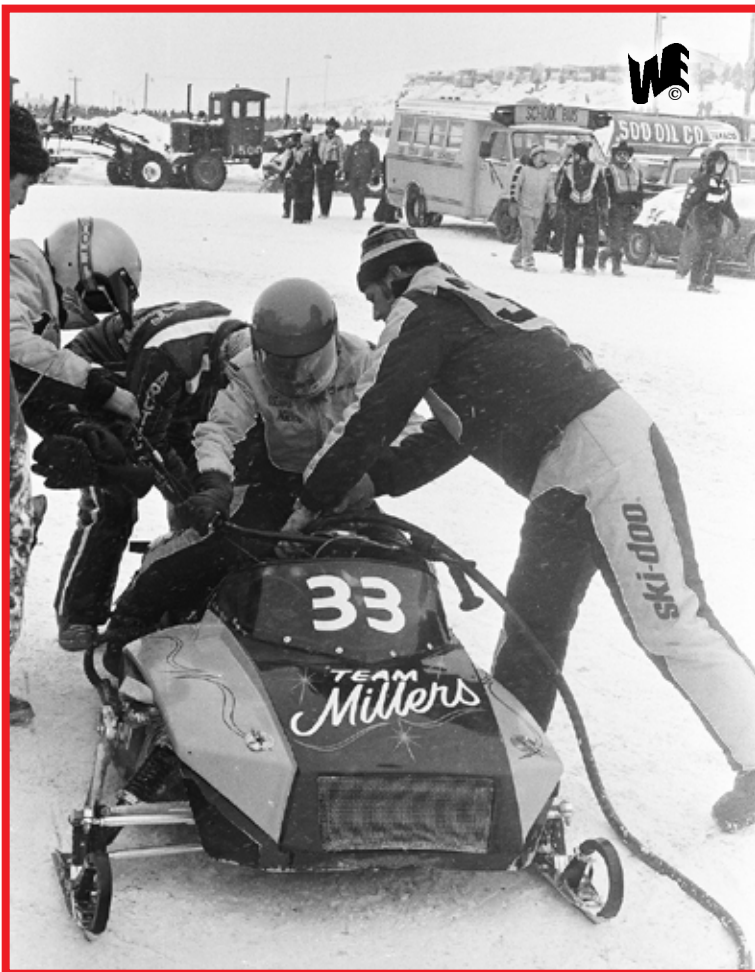
races the next season. I wouldn't have hesitated one moment to enter others as it was a great experience, but not too many girls were racing. It had been almost five weeks since I had raced due to lack of women entries. I wondered how to convince the girls they were needed to race and the fact it was a lot of fun. I was becoming very frustrated not being able to race very much and had decided to try my hand racing with the men if they would allow it, that was a whole different story. It involved becoming a board member of MISA and probably close to a year before they agreed to let me try. The comment was, "Go ahead and let her, we will run her off the track". I'm not sure if the racer and board member that told me that will remember. I know I will never forget him saying it.

It wasn't always easy once I had proved myself to the men that I could race with them, I truly believe they accepted me and respected me. I know they had their little comments, but it didn't mean anything. The women overall had good intentions, but again it was a sign of the times and I believe that's why more women didn't race with the men. They pretty much stayed in the "Powder Puff" races. The ones that were avid racers were some pretty tough competition.

W.E. — In addition to your career, has anyone in your family raced? If so who and what kind of success did they enjoy? Is anyone still racing?

D.M. — Both of my daughters have raced at one point or another. They have raced mini-bikes and snowmobiles as well as Corvettes. I truly believe racing snowmobiles and mini-bikes can be a very good sport for children, if they are taught with proper supervision and know they're not racing toys but machines. My husband had also raced for a lot of years as well enjoying the success of competition. When I quit racing in 1983, we all retired from

DIANE MILLER KEEPS HER MOTOR RUNNING AS A CREW MEMBER REFUELS HER MACHINE AT THE 1981 SOO I-500.





competition.

My daughter Tammy was only about seven when I started going to non-sanctioned snowmobile races and never raced sleds. She was always there and even helped my Mother lap count at The Soo I-500. She did get sick with pneumonia quite often and couldn't go. Lots of moral support throughout the years. Later she liked racing my corvette.

Daughter Tina raced mini bikes in 1969 I believe she took first in the State Junior class on a Rupp Roadster, She also took second in State Junior Class drags in 1969/1970 on a ski-doo Silver Bullet Tina ran strong in Junior Class Sprints and Cross Country in 1975/'76 on a 1975 ski-doo TNT 245 RV

I don't recall the track but she raced with Roger Anderson's stepson Dan in a 50-lap enduro. They were running in first until a ski broke

Around 1977 she retired, she wasn't always confident in the equipment on the snowmobile, as she should have had. She got scared going into the corner first in and out last. Just didn't have the drive to make snowmobile racing a career like I did

W.E. - You mentioned Bill raced tell us a little bit about his career What Make and type of sleds did he race, Classes raced, etc. Why did he retire?

D.M. - I met Bill at various racetracks, he raced summer drags as well as oval racing but he basically raced Chaparral for Schafer's Sport Shop Flushing, MI. He even raced our ski-doo 650 in both drags and ovals. At the time he was so busy keeping my machines running and helping me, he just couldn't find enough time to race himself. Without him I couldn't have done what I did over the years.

W.E. - You speak very fondly of Roger Anderson - How and when did you meet him? How many years did you race for him?

D.M. - I met Roger at the races. I raced as a back-up driver on the Polaris machines two or three years on the enduro circuit prior to racing his 340 Polaris RXL along with Denny Atherton who was racing the 440 RXL on the enduro circuit. I was also racing my ski-doo Blizzard sprint sled during the same time frame. My only gripe I had with him was backing him at the Soo on his 800 Polaris.

W.E. - Many people who watched you race over the years have wondered how did you fit all your hair in that helmet and then take off the helmet without messing it up?

D.M. - I put a thin blue thin scarf over my hair under helmet. It helped but not completely. I still got helmet hair.

W.E. - Is there anyone particular that stands out from your career? If so who and why?

D.M. - My Dad and Ma taught me that if you want something bad enough, you should pursue it whatever it takes. I didn't have brothers or sisters and I was the one that had to initiate whatever I might want to do. They always said if there is a will, there is a way. Whatever I did, I always put forth 200%. I knew what I had to do and that's exactly what I did. I went after



A PIONEER ON THE M.I.S.A./M.I.R.A. ENDURO CIRCUIT DIANE RACED A POLARIS RXL FOR ROGER ANDERSON SALES OF BRIGHTON, MICH., IN THE LATE 70'S.

PRIOR TO THE START OF THE 1978 TRAVERSE CITY T.C. 250 DIANE CHATS WITH MEMBERS OF DOBSON THE MOVER RACE TEAM. THE T.C. 250 WAS PART OF THE OLD STROH'S TRIPLE CROWN OF ENDURO RACING.

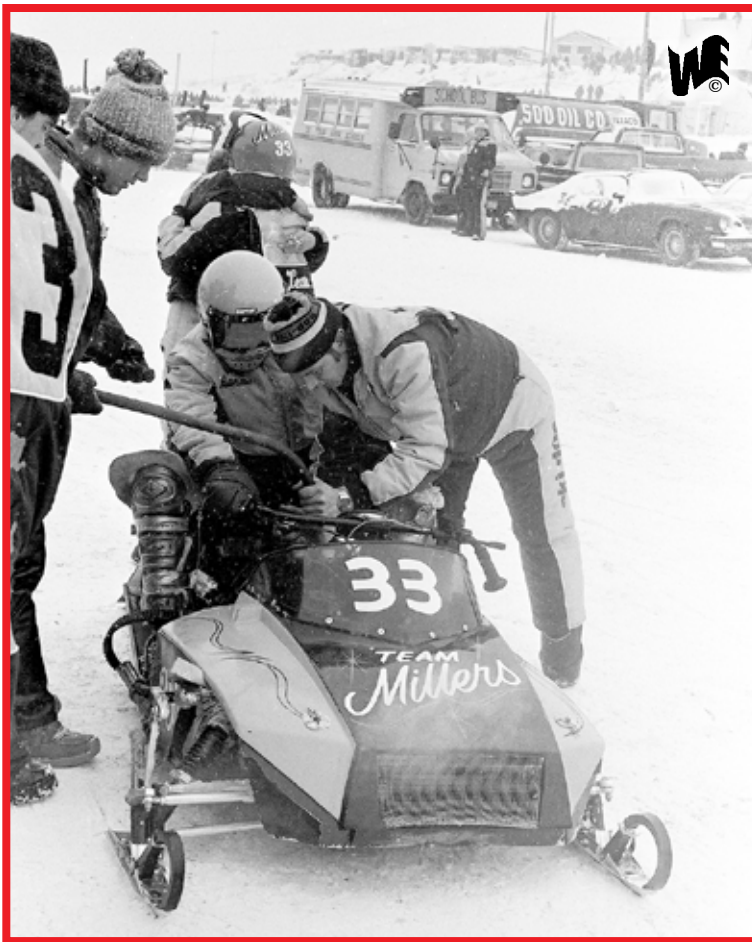


DUDE RICE PRESENTS DIANE HER 1975 HIGH POINT TROPHY. MILLER WON THE OVERALL (MEN & WOMEN'S) TITLE FOR THE MICHIGAN INTERNATIONAL SNOWMOBILE ASSOCIATION - M.I.S.A.

IN ACTION AT THE SOO I-500 IN 1981 DIANE SLIPS PAST RANDY ELLIS #43. MILLER FINISHED 20TH, ELLIS TOOK SECOND.







DIANE MILLER IN BACKGROUND GETS A HUG AND SUPPORT FROM HUSBAND BILL MILLER AS HER CO-DRIVER PREPARES TO TAKE THE REIGNS IN THE 1981 SOO I-500.

it and it paid off. The person that probably had the most impact on my career was MISA Race Director - Dude Rice. I can't tell you the respect I had for that man.

W.E. — Women have been involved with Snow-Cross, Grass Drag's and vintage oval racing. Why do you think these formats have really come on for women while pro-enduro and modern sled ovals racing has fallen off among female competitors? What do you feel is needed to bring it back?

D.M. — I'll never understand why a woman would take a beating racing Snow-Cross. That appears to be the worst competition I have ever seen other than Cross Country. Snow-Cross is different but it's sure hard on the driver and machine. I probably will have everybody hating me for saying that but that's my opinion. It doesn't look like something I would enjoy.

Grass Drag racing is another story. It's great and keeps the racers in shape for winter Ovals. We always had to race 1,000 feet where today they only go 500 feet. I realize the machines are faster, but something has been lost. It's not the same as before watching them. I believe it takes a lot more strength and stamina to race the ovals and enduros. Women don't have the upper body strength the men have. Snow-Cross seems to be where the sponsors and money is at today for newer sleds. Vintage is affordable and you can run big and smaller class machines. We never made anything racing the ovals. Specialty races and money would help bring more women back to the ovals. Sometimes things never change.

W.E. — You have been pretty dedicated to ski-doo, why?

D.M. — I started in 1967 with the yellow ones and really stayed with them all during my career. Its not that they gave me much.

Most of my sleds and parts we paid for. Back then one had to earn a sled by being a really good racer. Then there was competition amongst us yellow ones and who you knew. It appeared Michigan didn't get the machines that other states did. It was a challenge to get a free machine. I was one of the lucky ones but I had to prove myself. I say I, but it took all of my family to help me to accomplish this. My Dad really was the backbone and my husband tolerated me. I'm sure it wasn't easy for either one. Both put forth so much effort just so I could race. My Mother was always there lap counting and my girls were wherever we needed them. My friends at Val court had a lot to do with it they were always willing to give us the technical information we needed.

W.E. — Tell us about some early race sleds and the success you enjoyed with them. Is there any particular model that really stands out?

D.M. — My first favorite sled is my 1973 ski-doo GR 292 Blizzard. Of course it started out being a 293 (three cylinder) and ended up being a 292 - twin cylinder. Its career started July 20, 1972 and ended in 1983 when I quit racing. That sled ran summer Drag races, Ovals, Cross Country, Enduro's, and Sno-Pro. It ran the Michigan International Snowmobile Association -MISA -, Midwest International Racing - MIIRA, United States Snowmobile Association - USSA Central and Eastern Division circuits. Its record of wins far exceed any other sled of its kind for its ten years of use in all the different circuits and race divisions. My second favorite sled was my Moto-Ski Sonic 340. It like my "grasser" ran the different circuits and race divisions with nothing but wins including State Championship, Overall High Point Championship of all men and women in the State of Michigan. It was a superrrrrrr Son-iccccccccc! My next best ride was the Polaris RXL 340. Again, that was some machine, it held its own even with the 440's at the Traverse City T.C. 250. Roger Anderson was the owner of that machine.

W.E. — In 1977 you became the first Women to qualify for the Soo I-500. What attracted you to the Soo? Had you raced in any enduro's prior to entering the Soo? What did you think when you learned you had made the field with a qualifying average speed of



IN 1977 DIANE MADE HISTORY BECOMING THE FIRST WOMAN TO RACE IN THE SOO I-500. SHE QUALIFIED 30TH WITH AN AVERAGE SPEED OF 75.1 M.P.H ON A SKI-DOO BLIZZARD. SADLY SHE WENT OUT AFTER JUST 48 LAPS WITH MACHINE TROUBLE.



75.1 m.p.h.

D.M. — Roger Anderson is the one that was the influence to race enduro's. I'm not sure of the dates, but I raced his sleds at the Soo and the entire enduro circuit for a few years. If anyone thinks ovals are tough, try the enduro circuit. One particular race - the (Soo) I-500 I recall being on Roger Anderson's Polaris 800 and wondering what the heck I was doing there. I had rode the 650 at the Soo and remember that back straight away. I think they told me it was really close to being 100 MPH., what a ride. I'll never forget when I went there in 1977 to qualify and we had an accident arriving in town that morning. I wound up at the Chippewa County War Memorial Hospital being treated for pulled ligaments from my knee to my toes and for second and third degree burns on my left leg. If anyone had wondered why it took me from dawn to dark to qualify, it took me that long to bend by leg to get on the machine to do my laps. I truly remember that ride, it seemed it took all I could do to stay on the machine, that darn seat was so slippery. Of course the agony was back the next week when we started the race. I never did tell anyone the conditions I was racing under. I was afraid they wouldn't let me qualify or race. Probably the most thrilling thing in my career was when they announced, "Lady and Gentlemen, Start your Engines"! I wish we could have done better but sometimes-mechanical problems can cause a lot of grief. I hated that machine



DIANE WAS REUNITED WITH HER FORMER TEAMMATE, TEAM OWNER AND GOOD FRIEND ROGER ANDERSON AT THE 2011 A-1 SWAP AND SHOW. PICTURED L-R DIANE MILLER, ROGER ANDERSON AND BILL MILLER.

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from day one it didn't fit me. It was not one of my favorites.

W.E. — In 1977 you started from 30th position in a 50 Sled field. Since you had been involved with sprint racing and smaller fields what was it like charging to the line with so many machines?

D.M. — Anyone that has raced the Soo I-500 will understand what I am about to say. It has to be the most challenging racetrack there ever will be. It can be grueling and unbearable, depending on the weather. We have raced in the mud and when it was so cold you couldn't keep your fingers warm more than five laps. I can't help but feel that it must be very trying on the men as well as the women. I wish more women would have tried to qualify and start the race, but I can understand why they wouldn't. The rush coming from behind with that many machines in front of you and all the snow and ice flying in your face is a real good reason not to even try it. If I had it to do over, I wouldn't change a thing. I loved racing then and still would love to race today. I have never tired of it. It's a great sport.

W.E. — Tell us about your first I-500 team; crew, co-drivers, sponsors etc. Your machine only ran 48 miles before scratching - what happened?

D.M. — The guys I chose to help drive were Dave Boomers, Dave Kozlowski, and Craig Cookingham. They were all racers from the sprint circuit that I had known for years. My Dad and husband were responsible for the mechanics of the machine. We didn't have a sponsor and again we were financially backing this team. If I remember right, we blew a clutch and it twisted the crank.

W.E. — How many years did you race enduros?

D.M. — I think we ran the enduro circuit over a period of five or six years. That entailed racing for Roger Anderson on Polaris not only at the Soo but the complete enduro circuit. We were racing every type of race those years.

W.E. — When sprint racing in Michigan began to fall off you made a move full time to the enduro circuit, tell us about those years.

D.M. — The winter of 1971-72 we ran endurance races with my ski-coo Blizzard 293GR running as it was; bogies, small skis, same seat and everything same as for summer. I placed first in Whiskey Creek, second at the 15 lap Traverse City Mini Enduro, qualified at Caro Enduro, but knocked out only by hundredths of a second, I had poll position at the Clare, MI enduro, only to have the race cancelled due to bad weather. I think the sled did pretty well for not actually being setup for winter. I also had my 1972 340 Blizzard running the same it took seconds and thirds. I ran my 340 Blizzard in Standish, MI making good time, when the clutch converter blew and came through the cowl and through the bottom of the frame also breaking a pipe and doing quite a lot of other damage. This little teaser of enduros was just the beginning. The big ones were to come starting in 1976-77. I never went back to sprint or drags after going enduro. Between racing as a back-up driver for Roger Anderson's two teams and racing our ski-doo team, the next five years went pretty fast. In 1981, I had entered another one of my ski-doo Blizzards in the Soo and had another driver qualify it. Dave Kozlowski and myself were back-up drivers.

W.E. — Does anything in particular stand out about those days on the enduro oval?

D.M. — When racing for Anderson, the Polaris RXL I ran was on just a 340 qualifying 23rd at the Traverse City TC 250 in 1978. It was the only one amongst all the 440's in the enduro circuit. Denny Atherton who also raced for Anderson was running the 440 we were a great team. Of course this was all possible because of Roger, he enjoyed racing as much as Denny and I did.

W.E. — When did you retire and why?

D.M. — I quit racing in 1983. My Dad had already fought cancer for seven years and it was becoming more difficult for us to compete. The expense of enduro racing was becoming heavier without sponsors, and last but not least, my sled seemed to have disappeared. That was the last race sled we ever purchased (1981). I lost my Dad to cancer in 1988.

W.E. — Looking at the level of competition out there today and the way the sport has changed - are you happy or do you feel the good old days were better? If so why?

D.M. — I'm sure it has changed for the better. Look at the machines today they ride like Cadillac's. I haven't been on a machine since my 1981 Blizzard. We thought the IFS was the greatest and it was, what a difference it made. I think the racers today forget when and where it all started and just what it took to get it to where it is today. Think about it sleds have come a long way.

W.E. — With the continued popularity of vintage racing, do you wish now you would have dusted off your old racing leathers and gone back to racing?

D.M. — There isn't anything I wouldn't love more, I never had leathers to dust off. Our racing clothing back then was a lot different. When I left racing, leathers were becoming quite popular, unfortunately I quit racing too soon.

W.E. — Any final comments?

D.M. — My racing was our family racing career. We had a small family but each one of them did their part in making this a great sport and keeping it alive and well. Something we have accomplished as a family the past twenty years. It's kind of what you might call a team effort.

In 1969 Dad introduced me to a snowmobile and 50 years later I am still active around snowmobiles. Just miss racing them.

Earlier I mentioned about the turning point in my career when I went from drags and ovals to the enduro circuit. I truly believe looking back that I must have felt I had accomplished what I had set out to do in 1975 by winning three (3) State Championships and the Overall Driver of the Year award. You know, sometimes you don't see things right in front of you and this took almost thirty years to see. That also was a major highlight in my career and what a dream come true. I know it made my family very proud and a feeling that it was all worth it.

My Dad introduced me to a snowmobiling, 50 years later I am still active around snowmobiles. Just miss racing them.

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