

Volume 32 • No. 11 • 2020

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# WHAT'S HOT

Industry News

## The 3-Year Warranty Ultimax®XP CVT Belt Is A Game Changer

SPRINGFIELD, Missouri: — Timken Belts premium quality line of CVT drive belts are designed for extreme performance on today's high-powered UTV vehicles and are backed by an unheard-of 3-year warranty. Ultimax®XP belts are engineered for added strength, reliability and belt life. Each Ultimax XP belt is designed for optimum performance on a specific demanding application. Delivering peak power and efficiency, Ultimax XP belts are flexible, durable, and heat resistant.

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### About The Timken Company

The Timken Company (NYSE: TKR; [www.timken.com](http://www.timken.com)) designs a growing portfolio of engineered bearings and power transmission products. With more than a century of knowledge and innovation, we continuously improve the reliability and efficiency of global machinery and equipment to move the world forward. Timken posted \$3.6 billion in sales in 2018 and employs more than 18,000 people globally, operating from 35 countries.



## THE WINNING EDGE

### STAFF

#### PUBLISHER/EDITOR/WRITER:

STEVE LANDON

#### COMPOSITION/PRODUCTION/DESIGN:

SHERRY LANDON

**CIRCULATION:** SHERRY LANDON

**ADVERTISING REP.:** STEVE LANDON

#### STAFF PHOTOGRAPHERS:

STEVE & SHERRY LANDON

#### THE WINNING EDGE MAGAZINE:

#### YOUR TOTAL MOTORSPORTS MAGAZINE

652 E. SURREY RD., FARWELL, MI 48622

PHONE/FAX: 989-588-9213

E-MAIL: [winningedge@chartermi.net](mailto:winningedge@chartermi.net)

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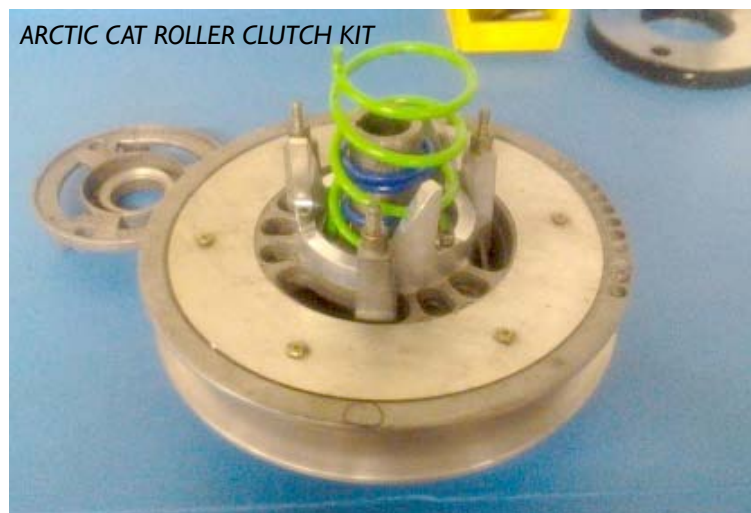
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# WHAT'S HOT

## Racing News

### Exciting six-race schedule on tap for 2020 at Rock Maple Racing, Presented by KTM Exteriors & Recycling

HAMPSTEAD, N.H. — Officials at Rock Maple Racing (RMRXC) are busy behind the scenes, as cross country snowmobile race teams from around the northeast gear up for the 2020 season. The series will run six events in three states at venues perfectly suited to XC competition.

After all the holiday celebrations are completed, RMR XC lifts the lid on a brand new season on Saturday, Jan. 18, at Gould Mountain Farms in scenic Sherman, Maine. Located in the true snowbelt area of the Pine Tree State, Gould Mountain serves as an ideal (and snowy) host for our season opener.

Round 2 will take place on Saturday, January 25, as RMR returns to Maine's largest winter gathering, the famed Snodeo in Rangeley. This event and its unique atmosphere puts the spotlight on our racers and teams as they run for trophies and bragging rights. Snodeo is a not-to-miss Maine ritual.

After a pair of races on Maine's rural landscape, a trip to New York is on tap for Round 3. On Saturday, Feb. 8, teams will return to beautiful Lake Luzerne as part of the area's annual Winter Carnival. This event puts RMR XC in front of many new faces who can enjoy the sport in their region.

For Round 4, Rock Maple Racing will make its annual trek to West Glover, Vermont, on Saturday, Feb. 15. The race at Young Farms offers what could easily be called the best views on the tour, given the picturesque setting in the rolling hills of Vermont's rural Northeast Kingdom.

On Saturday, March 7, the action will resume at High Voltage MX in Greig, New York. The debut for RMR XC there last winter was well received, and we're hoping for an even bigger turnout for Round 5 in 2020. This venue offers plenty of room for a great course and warm hospitality for our fans.

To wrap up the 2020 RMR XC campaign, teams will return to the sportsman's paradise known as Jackman, Maine. The great folks at the Border Riders Snowmobile Club, along with Long Pond Camps and Guide Service, play host to the series championship finale on Saturday, March 14.

"I really feel we have another exciting season of racing in front of us," Rock Maple Racing president Tara Saxton said. "It looks like the warm temps are behind us, snow is



in the forecast, and I know more will be on the way soon. We're anxious to get another season revved up in the New Year."

Rock Maple Racing would like to thank its many valued marketing partners, including Owens Corning; Ingles Performance, of Phoenix, NY; Woody's Traction Products; Caliber Products, Inc.; Choko Design; Nitro Trailers; Ski-doo/BRP Snowmobiles; Certainteed; Grip-N-Rip Racing Products; Precision Marine & Motorsports; KTM Exteriors & Recycling; New England Racing Fuel; Voss Signs; Philbrick Motorsports; Curve Industries; PowerMadd and SledFreak.com. Without your support, this venture would not be possible.

Be sure to check out RMR XC on Facebook and Twitter to follow the latest news, and bookmark [www.rockmapleracing.com](http://www.rockmapleracing.com).



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Show Registration: 8 a.m. • Trophies: 1 p.m.  
Swap Meet: 8 a.m.

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

# Twenty-Twenty (2020) Big Extreme Vintage Racing Association Schedule Announced



It time to go racing and and BEVRA is all set to launch another exciting season of vintage oval racing. Winter like temperatures are coming back soon which means plenty of great weather for building high speed ice ovals.

Don't miss all the action, dust off your old sled and head to the track for a day of racing. Not a racer? well load up the car and bring the whole family out for a day of watching the best of the best chew up the oval of sleds from days gone bye.

To learn more about BEVRA and potential weather related schedule changes Like them on Facebook or visit their website at [www.bevravintage.com](http://www.bevravintage.com)

## 2020 RACE SCHEDULE

**JANUARY 18**

**FEBRUARY 1**

**FEBRUARY 8**  
**MAKE UP DATE**

**FEBRUARY 15**

**FEBRUARY 29**

**MARCH 7**  
**MAKE UP DATE**

## performance & Safety



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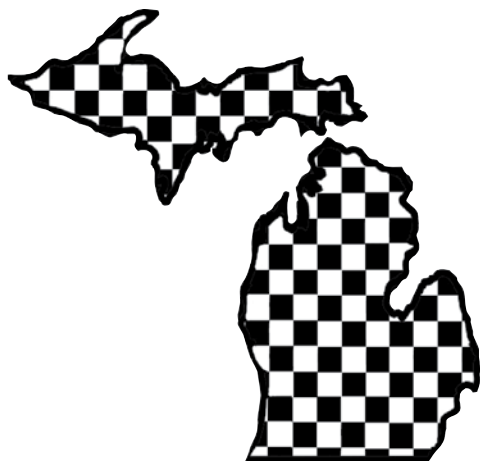
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# MICHIGAN *Motor Sports*

## HALL OF FAME

Michigan Motor Sports Hall of  
Fame Honors Class of 2019



BACK ROW: AL TURNER, ED COOPER, MATT YOCUM, JOHNNY BENSON JR., VAN HAUTTE FAMILY REPRESENTATIVE. FRONT ROW: DAN BAUDOUX, JOEY FOWLER, MIKE KEENER AND PETE WEISS. NOT PICTURED: VICKI WOOD AND REPRESENTATIVE FOR DICK O'LEARY.

**By Steve Landon**

Mt. Pleasant, Michigan, November 3, 2019 – Michigan has had love with racing and motorsports since the second motorized vehicle rolled out the barn door. Next to the inborn drive to live a long prosperous life, racing and competition in general are natural part of the human experience. In Michigan, Motorsports is king. Since the early 1980's the Michigan Motor Sports Hall of Fame has been honoring some of the finest men and

women in the Great Lakes state for their contributions to racing on and off the track.

Hero's on the track, in the garage and behind the scenes have received the ultimate honor by being inducted into the Michigan Motor Sports Hall of Fame. This year 10 new legends were enshrined at the 36th Annual Hall of Fame induction banquet.

Over 350 guests gathered at the Comfort Inn, Suites and Conference Center near the campus of Central Michigan Uni-



versity to honor the class of 2019. Members included; Flat track motorcycle racer, Dick O' Leary; Off-Road racer Dan Baudoux; Auto racers; Edward L. Cooper, Jerry Fowler, The VanHoutte Family, Pete Weiss, Vicki Wood, Drag racers; Mike Keener, Al Turner, the late John Gerald Skiba and NASCAR Reporter Matt Yocum. NASCAR great Johnny Benson Jr.; a 2018 inductee was unable to attend last years banquet came to Mt. Pleasant this year to accept his plaque. Special awards were presented to; Gene and Linda Henrickson - "Lifetime Dedication Award"; Gertrude "Gert" Estes - "Mick Schuler Media Award" and Scott Schultz - "Dick Beebe Memorial Award".

The highlight of this year's award program was the induction of Vicki Wood who was '100 years young, began her car-racing career in 1953. At a time when few women were racing Wood proved she had what it took to be a winner, competing in Women and Men's classes during an incredible career behind the wheel. She was truly a pioneer and inspiration for women involved in all aspects of motorsports.

Ms. Wood seemed a bit speechless as she accepted her plaque from Hall of Fame officials. "This is for me! - Thank You so much". A few seconds later she said, "I suppose you want me to say something" Everyone on hand made it clear they were anxious to hear her story and what a story it was! Despite gathered guests wanting more it was clear other inductees had to receive their honors. As she left the podium guests stood and gave her a well-deserved standing ovation. It was clear if she was a few years young it wouldn't take much to get her back in the drivers seat racing again.

For the first time in recent years no one from snowmobile racing or the snowmobile industry were inducted. Over the years the Michigan Motor Sports H.O.F. has inducted several frozen warriors. No doubt many more will come in the years ahead.

Thanks to their ongoing hard work and dedication The 36th Annual Michigan Motorsports Hall of Fame Induction Banquet was once again a huge success. In the months ahead board members will be working on the class of 2020 and preparing for the 37th annual banquet set for Sunday November 1, 2020 when once again the best of the best in Michigan Motor Sports will be honored.

The Michigan Motor Sports Hall of Fame established in April of 1982 preserves the history of all types of motor racing in the State of Michigan. The group recognizes and pays tribute to those citizens of Michigan who have given of themselves, whatever their roles in racing may have been.

To learn about the Michigan Motor Sports Hall of Fame visit their website <http://www.mmshof.org/>

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# .....MMSHoF BIOGRAPHIES.....

## Dan Baudoux

Dan Baudoux from Free-land, started racing motocross in 1970 at the age of 15. He was born in Saginaw.

Dan's interest for racing started as a youth riding Dirt Bikes. Ten years of motorcycle racing ended with back surgery. He had a part time job at Eric's Service Station where he worked on Volkswagens. The next thing you know he was driving and building up his VWs to go faster, then his neighbor turned him on to Off-Road racing. He began racing Off-Road buggies after building his first car in 1984. The first track he raced buggies at was Bark River Int'l Raceway near Escanaba. He then began racing the Off-Road Trucks as well. He continues to race buggies and trucks today.

In the buggies and trucks he has more than 300 plus wins, 24 championship titles and 23 world championships. He has raced from coast-to-coast and in Canada.

In 2009 he won both limited races at the World Championship Off-Road races at the Crandon Int'l Raceway in northern Wisconsin. "It's quite a big event, it's the biggest off-road short-course event in the United States," Baudoux said. "So coming out of there winning is truly the world championship of off-road racing." He raced in the Pro 2 Series of the Traxxas TORC Off-Road Championship Series, which allows unlimited horsepower. He also competed in the Pro Division at 300 horsepower or less.

Dan has won six Michigan Sport Buggy Association championships, six Michigan Off-Road Racing Association titles and four Short Course Off-Road Drivers Association (SODA) titles along with the Lucas Oil CORR Sportsman 2 Championships in 2003, 2004 and 2006.

In comparison, SODA is the NASCAR Cup of Off-Road racing. The series runs races in Michigan, Illinois and Wisconsin. He is the only SODA driver to have raced in six different classes. In a race at Bark River, he won every class he raced in, the first driver to pull off that feat.

"Driving a truck is completely different," Baudoux said. "I can't remember my first year driving a truck, but I just wanted to quit. I just didn't think I could drive them. It took me at least years to catch on."

Dan Baudoux was born July 7, 1955.



## Edward L. Cooper

Born: December 26, 1946,



Place of Birth: Stockbridge, MI, Michigan Residency: Lifelong resident, Current Address: Clark Lake, MI, Spouse: Michele Cooper, Children: Brent Cooper, Brian Cooper/

Role in motorsports: Driver, Car Builder, Team Owner, Entrepreneur, Sponsor, Driving Coach and Mentor.

First Interest in racing: Ed first became interested in racing as an 8-year-old boy, when he and his older brother started racing Track Rabbits (go karts) at an oiled dirt track on the south side of Jackson.

Started racing: 1954

Retired from driving: September 29, 1996.

Although retired from driving, Ed is still active in motorsports as a quarter midget team owner, team sponsor and driving coach.

Location of first race: Jackson, MI.

Location of last race: Toledo Speedway, Toledo, OH

Most important regional win(s): 1976 - Glass City 200, Toledo Speedway

Track Championships: 1977 - Toledo Speedway

### Racing Career Summary:

Ed enjoyed a 42-year driving career from 1954 to 1996

1956 - At the age of 8, Ed started Track Rabbits in Jackson, MI. He races karts until entering high school. After graduation, Ed enlisted in the United States Marine Corp in 1966 and served 2 tours of duty in Vietnam as a Grounds Captain and Jet Engine Technician on Phantom jets. After being honorably discharged, Ed came home to Michigan to begin his college education and started racing on weekends.

1970-1973: Ed started racing stock cars on dirt at Butler and Mt. Pleasant Speedways.

1974-1996: Tired of racing on dirt, Ed started racing Late Models on asphalt with immediate success. During his career, he raced at Spartan, Flat Rock, Auto City, Toledo, Galesburg, Hartford, Kalamazoo, Berlin, Owosso, Cayuga, Winchester, Salem, Anderson, Queen City, Milwaukee, Nashville, Michigan International Speedway, Charlotte Motor Speedway, Atlanta Motor Speedway and numerous other Midwest tracks.

Ed raced a wide variety of cars and with numerous sanctioning bodies, including Outlaw late models, ASA, USAC Stock Cars, ARCA and NASCAR Winston Cup.

1980: Ed started Competition Chassis / Warhorse Racing. As a Howe Dealer, Ed worked nights and weekends building customer cars while teaching Welding at the Jackson Career Center during the day. He built over 50 cars in 5 years.

1992: Ed co-founded Fastlane Footwear. Fastlane was an athletic shoe company, which marketed and sold licensed athletic footwear with the NASCAR, Davey Allison, Rusty Wallace, Michael Waltrip, Richard Petty, Darrell Waltrip, Chevrolet Heartbeat of America and Corvette logos.

1996: After hanging up his helmet. Ed turned his talent and determination toward building a successful welding equipment business located in Jackson, MI.

2018: Ed now owns a USAC quarter midget team, which gives his Grandsons, Cash and Nolan, the opportunity to follow in their Grandfather's tire tracks. Ed attends as many races locally as his schedule allows and sponsors several mini sprint, dirt late model and modified drivers in the area.



## Joey Fowler

St. Charles, Michigan's "Smilin' Joe" Fowler has been an integral part of Michigan dirt track oval racing since 1973.

From the start, family played a big role in Fowlers racing endeavors; "All three of my older brothers raced at some point and my dad and I would go everywhere racing". As the second (2nd) youngest of the Fowler boys, Joey was anxious to try his hand behind the wheel and even made an attempt to do so in the 1972 racing season, as he laughingly recalled, "My first race was supposed to be at Raceland Speedway in Oscoda, Michigan. But as I was waiting in lineup Jack Goodwin walked out in front of my car and said, 'Son! Do you have a driver's license?' I looked at big Jack and said, 'No Sir!' He told me that I was done and that was that!"

That following season Joey finally got to take to the track and honed his skills on the Northeast Michigan dirt tracks of Raceland (Oscoda) and Whittemore before taking on a new challenge in 1974. That season he branched out onto asphalt, "West Branch Speedway was an asphalt track that ran Friday nights, and in 1974 we raced the entire season there and incredibly enough won the championship on asphalt! We ran Friday's at West Branch and Saturday's at Whittemore on the dirt, it was the same car and we didn't think anything of it, just strapped in and went. We had a lot of fun during that time period!" exclaimed Joey.

To-date, that first championship remains Fowlers only on asphalt as he has spent the remainder of his career calling Whittemore, Standish, Crystal, Merritt, Mt. Pleasant, Cherry, and Tri-City Speedways home while venturing to various speedways throughout the region for special events.



## Mike Keener

Mike became forever hooked on drag racing as a 16-year-old in June 1963 during the height of the muscle car era by learning to handle a 4-speed behind the wheel of his best friend's V8 Chevy II. By early '66 he had realized that competitive drag racing was something he really wanted to do, and he wanted to do it in a stick car and, most importantly, do it to the very best of his ability.

Following construction of his first real race car, a Butch Elkins-built D/A '65 Corvette, his drag racing career officially began at age 20 in July of 1967 at Motor City Dragway in New Baltimore, MI. On Mike's first outing things got off to a great start when he was pitted next to one of the most influential people he would meet throughout his career--Richard Maskin. Later that fall, he and Maskin were assigned to the same dorm in college and eventually formed a partnership to race Maskin's '55 Canadian Pontiac in C/MP in 1968. That was the learning experience of a lifetime. It became complete with an introduc-



tion to Maskin's longtime friend Dick Arons who was already famous for having won the '67 and '68 Super Stock Nationals. Also during this time, he met and became good friends with the late Dave Kanners, Mike Fons, Wally Booth and the rest of the guys connected with the renowned Detroit Rat Pack. As a matter of fact Booth, Arons, Maskin and Fons remain Mike's good friends of to this day. Without a doubt, meeting and racing with these guys helped define his career. Their combined influences helped mold a pastime into a way of life.

In 1969 Maskin was given the chance to race in Super Stock with Arons, so Mike partnered with Dave Kanners and they raced the D/A Corvette with great success. Mike's career really matured in late '69 when Maskin returned from the Arons camp armed with everything they needed to know about building their own Camaro. In March of '70 their new blue & white C/MP '68 Camaro was completed and became a feature story in Cars Magazine. During the '70 season the Keener & Maskin Mouse Pack 1 Camaro was the first C/MP to run in the 10's, it set the C/MP national record at 10.96 @ 125.96 mph and it won class at the US Nationals at Indy. Just before the middle of the '70 season Mike got the nod from Uncle Sam and subsequently sold his interest in the team to Jim Gilbert prior to '1971.

By 1972, Maskin, as promised, had supervised preparation of a '69 COPO Camaro and had a Lou's Speed Shop sponsorship offer waiting for Mike when he returned from the Army. Dick Arons and Mike decided Super Stock was a good place for Mike, so he ran the Camaro on his own, first with a 350/255 in SS/L, and in 1973 with a 427/425 in SS/D. The car ran consistently under the national record both years. As it turned out, '72 & '73 was a critical period for him as a racer. He match-raced Super Stock star Dave Boertman heads-up when Lou's Speed Shop took on the Rod Shop in late '72. He won 2 of 3 and knew in the process he could compete with the best, but probably the most significant thing was the formation of a lasting friendship with fellow Booth-Arons modified racer, Paul Mercure. In late '73 Arons suggested a program that would change things forever and they formed Keener & Mercure. They agreed that they would keep the Checkmate name Paul was using, and also agreed to use the blue and white paint scheme that Mike had originally developed while racing with Maskin. Team Checkmate was forming and preparing a full-scale assault on Modified Eliminator for 1974.

1974, '75 and '76 were magical seasons. "Merc" and Mike came out of the box with their guns blazing and a new Mike Fons-built C/MP '67 Camaro. Sporting Pro Stock horsepower, this Booth-Arons killer was the most revolutionary MP car ever built at the time, even labeled an "all-steel Pro Stocker" by many. Following their victory at the 74 Sportsnationals, NHRA declared it illegal for MP determining that the 4-link was not installed per the rules. Paul's victory reminded Mike how badly he missed driving so they added a '68 Camaro to the team and in August 1974 Mike qualified that car second and won Modified Eliminator at the Popular Hot Rod Magazine Race in D/MP. They continued their 2-car successes in 1975 when Mike won his class in C/MP and went to the quarter-finals at the NHRA Gatornationals. In April they became the first 9-pound-per-cubic-inch car to run in the 9's and they set the national record at Columbus. That summer Mike won E/G at English-town and Mercure won C/MP, with both cars running in the 9's. 1976 was another big year for Team Checkmate and their Mike Fons-built D/G Vega. Keener ran in the semi-finals at Columbus and Montreal before qualifying number 1 and winning Modified Eliminator at the NHRA Fallnationals. Team Checkmate suc-

cesses continued in modified and competition eliminators from 1974 through '89 with numerous NHRA class wins, national records, and division titles. They were featured in Chevy Power, Car Craft, Hot Rod, and Super Stock magazines, and scored a few more national event victories along the way as well. It was a great run.

In 1990 Mike decided he wanted to compete in Stock Eliminator so by '93 he had 3 new Camaros built by their crew chief & former Fons protégé, Tom Stiel. They ran A, B & C Stock with 396/375 engines with aluminum heads and were featured in the late Steve Collison's article for Super Stock Magazine in '94. Driven by Keener, Mercure, and the late Mark Yamarino all 3 cars were fast, stood on their bumpers, went rounds, won a divisional, and set new national records in A & B stock on several occasions. At one stretch during '98 & '99 Mike drove their '69 Camaro to seven consecutive class victories in B/S. Following the last race over that stretch of wins, IHRA tech official, Terry Bell, and Mike devised a new idea for A-B-C Stockers, a heads-up eliminator that was called "Top Stock."

Co-founding Top Stock was probably Mike's most gratifying accomplishment in drag racing, ranking right up there with winning two major Modified Eliminator titles. It began with a couple guys discussing an idea that appeared to be a real winner if given a platform on which to perform. IHRA President Bill Bader supplied the platform, Mike Baker, Terry Bell, Chuck Norton and Mike wrote the rules, GM sponsored the class, and Top Stock fascinated over 25,000 fans in our first "IHRA Night of Fire" event held at Norwalk in August 2000. Drag Racing Magazine and Competition Plus.com covered the event, Horsepower TV provided a half hour of TV coverage, and Mike had the honor of doing the interview on behalf of all the racers that supported this great class. Future "Night of Fire" events always began with Top Stock drivers tossing T shirts into packed stands filled with excited fans and then hopping into the cars to open the show. Nothing Mike has done since has produced the same level of euphoria and in 2003; the Top Stock drivers presented Mike with a plaque thanking him for having the insight to start the class. He realized then that Top Stock was his greatest accomplishment, ever.

The story isn't over yet. With longtime crew chiefs Tom Stiel and Jeff Jones beside their car, Mercure and Keener will begin their 45th season in 2019 with their old standby, the trusty A/S '67 Camaro.

## Dick O'Leary

Posthumous

O'Leary came to the Sturgis Rally to race for the first time in 1948. In 1949 he won the amateur final and in 1950 he broke the track record of 29.75 seconds, posting a time of 29.06. Dick was looking forward to more wins that week, however due to heavy rains, the races were moved and wet track conditions caused him to go down in the third turn, breaking all of the bones in his left foot.

After a short time (he took his cast off after four weeks), Dick took off for the East Coast where he had several wins as an



amateur. Heading south for the winter O'Leary tried his hand at "Outlaw" races, races that were not AMA sanctioned, and learned a lesson in competing in "wildcat" racing. After winning the "Tri-State Championship", he and other riders discovered that the race promoters had taken off with all the gate receipts.

In 1951 Dick returned to Sturgis almost taking the Sunday final where he was beaten by his friend Bill Tuman "by a wheel". 1952 was a great year for O'Leary, taking second place at the Michigan State Championship and winning several other races culminating with his win at Dodge City, Kansas.

In the spring of 1953 in a race at Mishawaka, IN, O'Leary was involved in a serious accident when another racer went down and slid into his bike. The other rider hit the fence but O'Leary cleared it and landed hard breaking his back and mangling his leg, which he almost lost to amputation. This accident effectively terminated Dick's career as a racer.

Dick O'Leary was inducted into the White Pine Flat Trackers Association as a charter member in 1982 and went on to serve on the Board of Directors. He treasures his years as a motorcycle racer and returns to Sturgis whenever he can.

## Al Turner

It can be said that Al "Big Smoke" Turner is the father of Funny Cars as it was way back in 1965 when the factory backed A/FX altered wheel-base hot rods of the day were tearing up the dragstrips from coast to coast. At that time Al had a vision and an idea to develop what we basically know today as a Funny Car. Based upon what was out there and racing he, along with others developed a safer, more technologically advanced form of race car that we now know today as a Funny Car.

Al was born in 1932 in Chicago, Illinois and in 1939 his family moved to Detroit where the young dyslexic Al attended St. Gregory's school until dropping out in the eighth grade. Undaunted, He builds his first car for street racing out of a 39 ford 2 door with a souped up engine complete with Offy heads, Wieand 3 carb intake, headers, and a ¾ race cam. He outfitted that combination with 26 tooth Lincoln gears in the transmission and just like that Al had one of the hottest cars on the street for the time period. Not too bad for an eighth grade dropout.

During this period of time from 1947 – 1953 Al attends Southfield Trade School and then enters in to the military for a stint in the Korean Conflict. While serving his country he works for and receives his GED. Upon his return from the military, Al attends the Detroit Engineering Institute before eventually being hired by the Ford Motor Car Company as a research technician.

In 1955, the drag racing bug bit Al and soon he had built a lightweight supercharged Chevy powered gas dragster that he and his driver "Little Billy" Robbins campaigned. After a year of Billy driving, Al stepped in to the cockpit and was able to garner top eliminator at different tracks such as Detroit Drag way, Motor City Drag way, Ubyly, Central Michigan, Onandaga, and Grand Bend, Ontario. In 1964, Al built his second dragster which was powered by the standard racing engine of the day, a 671 blown Chevy small block.





In 1965, Al is hired by the Lincoln Mercury division of Ford for their Drag Racing program that was headed up by Fran Hernandez. Part of his contract was that it specified "No Racing". It was at this time that the Dodge and Plymouth camps had developed the altered wheelbase A/FX car. These cars were a handful to drive with their engines of up to 1,000 hp and burning nitro-methane. While these cars started out with 500 hp, the competition had become so intense that the engine output grew to the 1,000 hp mark.

Since many of these cars were being raced at tracks that offered little in safety accommodations for both fans and drivers, Al and Fran Hernandez set out to design, engineer, and field the next step vehicle in the evolution of the funny car. It was in February 1966 at the AHRA Winter nationals that "Dyno Don" Nicholson and "Fast Eddie" Schartman debuted a pair of space frame "Fliptop" bodied Mercury Comets that were built MMSHoF inductees, Detroit's own Logghe Brothers. While they were not immediately successful until mid-1966 it became very clear that this type of Funny Car was the way to go for the future of this class and history certainly shows that to be true as by mid-1966 these original "Floppers" were winning at every event they raced at. This same basic design of tube chassis and flip up body with a blown Nitro-Methane powered engine is still the standard today, although the engineering has and design has grown by leaps and bounds as well as the top speeds.

In 1969, with the endorsement of newly hired Ford President, "Bunky" Knudsen, Al, along with famed designer Larry Shinoda head to Ford of Australia to bring the Ford racing program back up to speed in order to compete with General Motors. Turner stayed with Ford in a variety of roles until 1983 when He was summoned by Chrysler Corporation "Special Projects" where he worked on the Viper and other projects until his retirement in 1996. Turner is still innovating in his mid-eighties in developing a lightweight, high-efficiency, zero-emissions engine with estimated fuel economy to be up to 100 miles per gallon. Not bad for a guy who fought dyslexia, dropped out of school in the eighth grade and is a self-taught mechanic. Al Turner would make a fine edition to the Michigan Motor Sports Hall of Fame.



## VanHautte Family Posthumous

The VanHautte family consisted of Bob, Ella May and son Larry. They were very important in Michigan Racing History as they were pioneers starting in 1954 at Zilwaukee and finishing in 1980. They have between 300 and 400 feature wins racing at Dixie, Auto City, Berlin, Auburn, Grand Rapids Speedrome, and

Owosso in Michigan. Outside of Michigan they raced at Lorain County, Sandusky, Sharon, New Bremen, and Dayton Ohio. Mobile Alabama where they got \$520 tow money and beat the Allison Brothers, Bobby and Donnie. They raced at Oswego New York, the Minnesota State Fair, and all over Indiana at places like Winchester, The Little 500 at Anderson Speedway, South Bend, and in Canada at Delaware, Cayuga, and Flamboro. They raced at the first ever Knoxville Nationals, set fast time and were leading the show against some of the biggest names of the time including Rollie Beale, Greg Weld, and Kenny Weld until mechanical issues put them on the sidelines.

They started racing with MMSHoF driver Larry McKloskey who was just getting his career started and in 1954 switched over to Super Modified and Sprint Cars and had drivers such as Cy Fairchild, Sammy Sessions, Wayne Landon, Bob Seelman, Johnny Logan, Curt Kelly, Dewey Rethman, Danny Johnson, Norm Rust, Johnny Benson Sr., and Jack Lindhout. Unfortunately, the saddest time for them was when Hall of Fame driver Jimmy Nelson lost his life while driving the VanHautte car. The family was going to hang it up after that but Jimmy's family and friends wouldn't let them, saying Jimmy would be upset if they quit because of his death so they kept on racing.

During their best years in racing they won 104 feature races over two seasons with MMSHoF driver Cy Fairchild behind the wheel. They never points raced but chose to go to the best paying races and in the process still managed to win championships at Berlin, Dixie, Zilwaukee, and Lorain County and were very proud that if the car was running at the end of a race it was never out of the top five in finishing order.

While these are the highlights of the family racing team's career there is much more that could be said but the submitters feel that the VanHautte Family would make a fine addition to the Michigan Motor Sports Hall of Fame.

Submitted by: Cy Fairchild, Jim Pape, Dan Crawford.

## Pete Weiss



Pete was a very clean, hard driving champion who's career started in 1972 and ended at the end of the 1990 season. Pete has been married for 44 years to his wife Ruth and has two grown daughters, Kristine & Julie. He is a family man first and a racer second.

Pete's career took him to Toledo & Sandusky in Ohio, Baer Field in Indiana, New Smyrna Beach in Florida and Checkered Flag in Canada. In Michigan he raced at Dixie, Auto City, Berlin, Owosso, Spartan, Standish, Kalamazoo, Hartford and Mt

Clemens Speedways.

Pete raced against the best drivers in the state like Ed Howe, Tommy Maier, Bob Senneker, Gary Fedewa, etc.

#### **Pete's career:**

- 1972 - Rookie of the year Auto City
- 1975 - Feature win Dixie
- 1976 - Track Record Dixie & Auto City
- 1977 - 6 Feature wins
- 1978 - Track Record Tri-City  
10 Feature wins  
Sportsman award Dixie
- 1979 - Track Record Dixie, Best appearing car & crew Spartan  
5 Feature wins
- 1980 - Track Champion Dixie & Tri-City  
14 Feature wins
- 1981 - Track Champion Dixie  
2 Feature wins  
2nd in points World Series of Stock Car Racing at New Smyrna, Florida  
2nd in points NASCAR Grand American Series Michigan  
15th in points NASCAR **Grand American Series**

#### **National Standings**

- 1982 - Track Champion Dixie  
7th in points World Series of Stock Car Racing at New Smyrna  
2 Feature wins
- 1983 - Best appearing car and crew award at Dixie
- 1984 - 2 Feature wins
- 1985 - 5 Feature wins
- 1986 - Won Mudslinger 100 and Harvest 100  
8 Feature wins  
Best appearing car and crew Tri-City
- 1987 - 2 Feature wins  
Best appearing car and crew Auto City
- 1988 - Best appearing car and crew Tri-City
- 1989 - Sportsman of the Year Auto City  
1 Feature win
- 1990 - 1 Feature win

## **Vicki Wood**

Top Woman driver Vicki Wood was born March 15 1919 and was married to Clarence "Skeeter" Wood, a driver on the Eastern Big Car circuit and together they had three children, Ed, Donna, and Wayne.

One night in 1953, Skeeter



remarked to Vicki that she could probably drive circles around the rest of the women out there and a race driver was created. Vicki took the challenge and started right out at Motor City Speedway in Warren, Michigan as a Powder Puff driver finishing 9th in her first outing against 25 other drivers.

While she was disappointed in her first outing she worked hard and soon was winning her heat and feature races. Soon after, she began to teach the ladies at Flat Rock Speedway the short way around the mile oval. She was so good in fact that she was the first woman driver to race with the men at Flat Rock and indeed was beating many of the stars of the day. It was due to her prowess on the track that she was able to attract the interest of corporate sponsors and make her way to the "Big Time" in NASCAR.

Driving for the famed Carl Kiekhafer in 1955 in one of the famed Chrysler 300 letter cars, Vicki posted third fastest time overall in the Daytona speed trials with a Woman's fast speed of 125.838 mph in the two-way flying mile. In 1956 she ran second overall and Women's first place at 136.081 which was a women's record.

In 1958 and 1959 she was the winner of the passing test at Daytona Beach as well as topping all drivers in 1959 at a top speed of 147.20 on the sands of Daytona Beach. Also driving at the new Daytona Beach International Speedway in 1959 Vicki set a record of 130.79 MPH for women drivers.

In 1960 Vicki set the all time fastest record for a stock bodied automobile on the beach at Daytona with a speed of 150.375 mph. She holds the Women's record of 121.3 MPH at the Atlanta International Speedway in the #3 Ray Fox owned Pontiac that was driven the very next day in 1961 by David Pearson to the Grand National win.

Over the years Vicki has amassed 47 wins and has raced at not only the Daytona International Speedway, The Daytona Beach Speed Trials, and the Atlanta International Speedway but at the local short tracks of Flat Rock, Toledo, Mt. Clemens, and Motor City.

She won the V.I.P. Award from the Frankenmuth Brewing Division in 1955 and has received awards from Living Legends of Auto Racing, Vintage Oval Racing, and was inducted into the Sports Guild in 1956.

Vicki, who just turned 100 is still very spunky and indeed looks very fondly upon her years in racing and would make a fine addition to the Michigan Motor Sports Hall of Fame as she is indeed one of the pioneers for woman in racing, especially from the State of Michigan.

## **Matt Yocum**

### **Pit Reporter, FOX NASCAR OVERVIEW:**

Matt Yocum, an original member of the FOX NASCAR on-air team since its 2001 debut, returns as a pit reporter in 2019 for his 19th consecutive season. He also serves as a reporter for NASCAR RACEDAY, FS1's prerace show covering the MONSTER ENERGY NASCAR CUP SERIES, during the FOX portion of the season.

In 2019, Yocum marks his 19th consecutive DAYTONA





500 covering pit road for the live TV coverage of the "Great American Race," a NASCAR broadcasting record. He also co-hosts "Happy Hours" with former champion Kevin Harvick on SiriusXM NASCAR Radio (Tuesdays 7-9 PM ET).

Yocum grew up in the NASCAR garage and has more than 25 years of experience as a motor sports television reporter and more than 30 years in the auto racing industry. In 2001, he joined FOX, as well as NBC/TNT, in a trailblazing scenario that made him the only broadcaster in the sport's history to work every MONSTER ENERGY NASCAR CUP SERIES network TV broadcast for six straight years. Between 1998 and 2007, Yocum covered pit road for NASCAR's TV network partners for 334 consecutive races, never missing an event.

Additionally, Yocum served as a pit reporter for TNT's six Cup Series races each summer through the conclusion of its multi-year coverage in 2014. He also spent years working pit road for FOX Sports' coverage of the IMSA WeatherTech SportsCar Championship premier events, including the legendary Rolex 24.

### **BLENDING RICH RACING BACKGROUND WITH BROADCASTING CAREER:**

Yocum's TV career began in 1992 as a sports reporter, producer and anchor at NBC affiliates in Orlando, Fla., and Bristol, Tenn. Along with the FOX family of networks, the Ormond Beach, Fla., native also has covered pit road for TNN, SPEED, SPEEDVISION, TBS, TNT, ESPN, ABC, NBC and HBO Pay-Per-View.

Between 1995 and 1998, Yocum worked as a pit reporter for TNN's MONSTER ENERGY NASCAR CUP SERIES, NASCAR XFINITY SERIES, NASCAR GANDER OUTDOORS TRUCK SERIES and touring series race broadcasts before moving to ESPN in 1999 and then on to his current role with FOX Sports in 2001.

Yocum also hosted the HBO PPV celebrity charity racing event, "The Prelude to the Dream," at Eldora Speedway from 2007 through 2012. In 2007, he continued to broaden his media platform by co-hosting one of the most popular shows on SiriusXM Radio, Tony Stewart Live, and "The Stewie Awards," which aired throughout the NASCAR season with co-host and three-time NASCAR Cup Series champion Tony Stewart.

### **AWARD-WINNING CAREER:**

Yocum's award-winning interviewing skills have been recognized throughout his career. He has won two Associated Press Sports Feature Awards for NASCAR coverage. In addition, he was awarded Telly Awards for his pit reporting at the NASCAR ALL-STAR RACE and the NASCAR documentary NASCAR'S Greatest Drivers, along with the 2008 Chili Bowl Nationals HBO PPV midget car race. In 2009, he earned two National Motorsports Press Association (NMPA) Awards for features on Hall of Fame driver Fred Lorenzen and a Father's Day feature highlighting Ken and David Ragan. In 2017, two more National Motorsports Press Awards (NMPA) were earned for an Erik Jones Father's Day special, presented for best feature and best producer of 2017.

### **PERSONAL:**

The son of Mary Yocum, who owned a motor sports sponsor services and corporate entertainment company for 35 years, Matt grew up at the track alongside the sport's legends. As an elementary school student, he sold programs at M.I.S., as well as worked on the tracks maintenance crew, and a runner for the tracks media center. As an elementary school student, he sold programs at M.I.S., as well as worked on the tracks maintenance crew, and a runner for the tracks media center. As a

high school and college student, he worked for International Race of Champions (IROC) between 1984 and 1991, first as a tire specialist and later in race car preparation and as a maintenance specialist.

Yocum graduated from Florida State University in 1991 with a degree in Political Science and Communications. He currently resides in Huntersville, N.C., with his daughter, Madison. You may follow Yocum on Twitter at @MattYocum or his web site [www.MattYocum.net](http://www.MattYocum.net).

--FOX SPORTS--

## **Johnny Benson Jr.**

### **2018 Inductee**

1989 Berlin Raceway Championship.

In 1990, Johnny set out on the ASA (American Speed Association) trail and was named the 1990 Pat Schauer Rookie of the Year. Johnny had much success in the ASA against such great drivers as Bob Senneker, Butch Miller, Jim Sauter, Dick Trickle, Mike Eddy, along with many others who have gone on to national fame. So much success that in 1993, Johnny was able to win the ASA National Championship.

Fresh off of his success in ASA with a total of 9 wins, Johnny got the call to the big leagues of NASCAR and joined the Busch Series where He was named the 1994 Rookie of the Year before winning the Busch series championship in only his second year of big league competition in 1995. Johnny continued to race in the Busch series over the years and was able to win 3 races with 35 top tens and 1 pole with a total of 91 races over a 10-year period.

In 1996 Johnny moved up to the pinnacle of Stock Car Racing by joining the NASCAR Winston Cup Series where He once again proved his talent by winning the NASCAR Rookie of the Year title. In 274 races over 11 years Johnny found victory lane once with 58 top tens and 2 poles.

After a successful career in the Cup Series Johnny also raced in The NASCAR Camping World Truck Series where he was able to race in 138 races, with 14 wins, 90 top tens, 5 poles and the 2008 Championship along with being the most popular driver in 2006, 2007, and 2008.

Among other things Johnny co-hosted a television show every Monday night for a number of years with nationally known NASCAR Drivers on the SPEED Channel.





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# Woody's,

## Mark Musselman, Part 2

*reflects on his racing career*



**Mark Musselman**

then most of the people racing didn't have studs so they would take a long time to take off. At first I would enter the stock 340 classes and win by a long way, the next year I ran stock 340 classes, jumped up to 440 class and still won. It was around 1972 when Dad bought Brian and I two new Polaris Colt race sleds. Mine was a 340 and Brian's was a 250 cc. We joined MISA and raced in the B circuit. It was oval racing and had races almost every weekend. It was tough competition, I was used to racing against drivers that were not set up properly. We had an up hill battle as well as some



TEAM WOODY'S 1980 (L-R): BRIAN MUSSELMAN, TED WOLFGANG, BOB PRIMEAU, MARK MUSSELMAN, MARLENE MUSSELMAN AND JIM MUSSELMAN. SEATED IS ROB MUSSELMAN WHO IS NOW PRESIDENT OF THE COMPANY

**W.E.** - How and when did you get involved in snowmobile racing? Year, class raced, at what age did you start, where? Do you recall your first race and the outcome, the first race sled you ran and how it came about?

**M.M.** - Steve Back in 1966 when I was eight years old we moved from the city to the summer house on the lake in rural northern Midland county. It was then that we could ride our snowmobiles almost every where. We would plow an oval track on the frozen lake and pretend to be racing. Back then we only made carbide skags and on weekends Brian and I would go with dad to the races and sell our skags out of the back of a trailer. We would watch races all weekend and at the end of the day of racing, Brian and I would walk the track and pick up all the pieces of tracks and cleats we could find. Most of the pieces would have studs in them and a cleat could have as many as four studs in them. We would take them home, remove them and sharpen them to use on our trail sleds. We could now turn on ice and get a hole shot heading into the corners without spinning out. Back then a lot of small towns had winter carnivals and ours was no different. We had the Albright Shores Gladwin County Ice Carnival. It was the event of the winter; everyone would look forward to it.

The Gladwin County Ice Carnival had all kinds of events and yes snowmobile races. When I was probably 12 years old, Dad let me enter the races with our 340 Rupp. I had it set up with carbide skags and stamped steel studs. Back



MARK AND BRIAN MUSSELMAN WITH THEIR #30 POLARIS RXL,





**TEAM WOODY'S SWARM THEIR POLARIS DURING A PIT STOP AT THE 1979 ALPENA THUNDERBAY 250.**

success the first year. The second year we had the sled dialed in and was doing better. We would always leave the Gladwin County Ice Carnival open and race there. They used to give a four foot trophy away at the end of the weekend to the racer that won the most races. So I entered all the stock classes from 340 to 800 cc and won all of them.

At the end of the weekend I was a couple points shy of Tommy St. John who raced and won all the Mod classes. The Ice Carnival board got together and decided to present me with a sportsmanship trophy for my efforts that weekend. Not being satisfied with second, the next year Brian decided that he would let me race his 250 and I would enter all the stock classes starting with 250 and up to 800 cc, that was enough to win the high points trophy that year.

**W.E.** – Did you only race ovals or did you and Brian try cross-country, Ice and Grass Drags, if so how did you do in those formats. Classes run, make of sleds, wins, titles, circuits etc.

**M.M.** - Around 1976 we joined the MIRA Pro Enduro Circuit. We ran mostly oval races in our careers but did try others from time to time. We would go to local ice and grass drag races mostly to do testing and didn't take it too serious. In the winter of 1982 Super Bowl XVI came to the Silver Dome in Michigan. Among the many events that were planned for that week was a snowmobile sno-cross in a parking lot near the Silver Dome. It was an invitation only race and we decided to see if we could get in. Back then we were building all the runners for John Deere. John Deere would give us a new sled every year to do testing with. So we contacted John Deere and asked them if they could get us into the race.

They made some phone calls and got us in. We tried to set up the sled the best we could without any prior knowledge or knowing what the track would look like. The morning of the race we left on what should have been a two hour trip. It was snowing when we left the shop but as we got farther south we ran into freezing rain and ice on the road. We arrived just before the race started and with our late arrival we missed any chance to get in any practice laps. So the race

didn't go well and I finished toward the back of the field but left the race feeling lucky to have been able to race in the only snowmobile race as far as I know that was part of a Super Bowl event. Brian in later years raced in the I-500 cross country race a couple times on Arctic Cats I believe. Over the years Brian and I raced Arctic Cats, Polaris, Ski-Doo, John Deere and Roloflex to name a few, I don't believe we ever raced a Yamaha.

**W.E.** - Have you raced anything beyond snowmobiles? If so what did you race, when and what kind of success did you have?

**M.M.** -. No, when we disbanded Woody's Pro Enduro Race team I didn't race again. Closest I came to racing a snowmobile again was when I joined the MIRA as a pace sled driver. Some times to try to catch up with the lead sled on a caution flag, it seemed like racing.

**W.E.** - What attracted you to snowmobile racing?

**M.M.** – For me it was a part of life. Growing up traveling to races and meeting all the racers. I guess I just assumed that some day I would be on the track.

**W.E.** – Please list the make and models of sleds you've raced over the years before turning to the pro-enduro's. Which one(s) did you have the most success with and why?

**M.M.** – Before we started pro enduro I raced a Rupp, Polaris, Colt and a 340 Mercury Sno-Twister and a Roll a Flex Wild One, probably won more races with the Polaris Colt 340 than any of the others.

**W.E.** - Do you recall your first snowmobile racing victory? What was it on, age at the time, where? Please note any highlights.

**M.M.** - My first snowmobile victory would have been at the Albright Shores Gladwin County Ice Carnival on a 340 Rupp American. I was probably 14 at the time. I was excited because I was in front of a home town crowd.

**W.E.** – Please give us the highlights of your amateur career victories, titles, memorable moments etc.

**M.M.** - I had a long career in snowmobiling whether it was racing, testing, trail riding or just working in an amazing industry. One moment that stands out in Brian's and my early career was when we were running sprint ovals in MISA, after the season Brian and I both got letters in the mail from USSA that we had qualified for the season opener at Ironwood. It

**MARK PLOWS THROUGH THE MUD IN THE 1980 BUDWEISER CLASSIC IN MT. PLEASANT, MI. BY THE END OF THE RACE COMPETITORS WERE DRIVING THROUGH SLUSH AND MUD LEAVING SLEDS AND CLOTHING UNRECOGNIZABLE. THANKFULLY THE RACE WAS THE LAST ONE OF THE 1980 SEASON.**





MARK BATTLES IT OUT WITH HUNT RACING, #23 DOWN THE FRONT STRETCH OF THE LINCOLN LIONS 250 IN 1979.

was the Ironwood Olympus. Brian and I had been there many times with Dad working in the pits selling carbide skags and installing them. I think both of us had always wished that we could race there. Brian in the 250 class with his Sno-Twister and me in the 340 class with my 340 Sno Twister. I can't remember how Brian did but in my race I got tangled up with another sled coming out of turn four and flipped the sled and sprained my knee. It was still a great experience.

**W.E.** - Do you recall your first pro-enduro as a driver? Where was it what model sled were you on and how did you finish. What was it like running with so many sleds? Do you recall your first run at the Soo? What was that experience like? What was it like running a rigid front-end sled against a lot of IFS sleds that were really coming on strong at the time?

**M.M.** - I don't remember my first Enduro Race as a driver. I do remember we were racing an Arctic Cat 6000. My first time trying to qualify for the Soo I-500 we did not make the field that year. The next year we did make the field and it was kind of scary with 50 sleds on the track. We picked a rigid front end sled because there were less parts to break. We knew we couldn't qualify like the new independent front sleds, but we wanted to be up front at the end.

**W.E.** - In addition to you and Brian drivers on the 1978 team were Tim Clark, Gary Loar and George Shull. How old were you and Brian in '78? Brian ran that Arctic Cat in '78 at the Soo, however, he did not run in '79 due to a change in the age drivers were allowed to run the Soo to 18, Correct?

**M.M.** - I would have been 19 at the time and Brian 17 in March, he wouldn't have been 18 until March of that year.

**W.E.** - For the 1979 season you switched over to a lightweight Polaris RXL and added Ted Wolfgang to the team as a driver. Why did you go to sprint sled for the enduro circuit? Why did you separate from the Beaverton Outdoor crew to go on your own?

**M.M.** - In the early days of Enduro Racing the theory was you didn't have to be the fastest sled you just had to qualify and run a steady race and let the lightweight fast sleds break. That worked for quite a while but soon the lightweight sleds figured out how to not break. So if you were fast and consistent you would win. We went to the Polaris RXL and tried to

beef it up as much as possible for the race. In those days you would qualify on the weekend before and race the next weekend. So for qualifying you would put all the lightweight stuff on the sled to be as fast as you could. After qualifying you would go back to the shop and put all the heavy stuff back on for the race. We had a very good relationship with Joe Brady and the Beaverton Outdoor crew, but I think my dad had an idea of which direction to go and Joe had his own ideas. Even after we went our separate ways we would always help each other at the races.

**W.E.** - You ran the RXL though the 1979 season and a few of the 1980 races before Brian had an accident in Lincoln that put it out of commission for the rest of the season. That little sled performed pretty good. What did you do to it to make it last so well? Did you have any top 10 finishes? That being your first IFS sled what did you like most and dislike most about it from a driver's standpoint when compared to the El'tigre?

**M.M.** - The best finish we had with that RXL was a third place at Alpena. As we went along we figured out where the weak parts were and we made them better.

Along with a lot of hard work, in those days Bob Primeau, Brian and I were all working eight hours a day at the shop then working for hours after work on the sled. We ate a lot of pizza and at times mom would bring us down dinner. Dad was always there helping and keeping us in line and offering suggestions. The RXL was a great choice for a lightweight and fast sled. Being an independent front end sled it would turn very well at high speeds, but when it came to changing from qualifying to racing set up it was a lot more work than the Arctic Cat 6000.

**W.E.** - Following Brian's accident in Lincoln you pulled everything together to build a Sno-Pro Arctic Cat in time to qualify eighth for the 1980 Soo I-500, eventually finishing 45th with just 67 laps under your belt. What happened to put you out so early? How did you acquire that sled on such short notice? What was it powered by? Did it have any race time on it before coming to your team?

**M.M.** - At the time we were doing a lot of work for Arctic Cat and they gave us a sled and a 600 cc twin motor to give



them some feedback on the motor. We worked around the clock to get this sled ready for the 500 and the only test time we had was on a track we made on the lake.

After we had a couple races on the sled, we were able to get it to handle comfortably. At first it was a little too positive in the front and could be a handful when the track got bumpy.

From what I remember it was a very cold morning with no wind the day of the Soo I-500 race. Back then (1980) there were 50 sleds on the track. When the green flag dropped the visibility was bad because of the ice dust hanging in the air. I remember heading down the front straightaway and out of the dust I could see a driver standing on his sled waving his arms. I was able to avoid hitting him directly but grazed off the left side of his sled. I caught my right foot that was in the foot loop on his sled and ripped it out of the foot hold.

That was also where the stingers for expansion chambers came out of the sled and they got crushed. With the stingers collapsed the motor would barely run. I was able to limp it off the track and to our pit. When I arrived I knew that my ankle was hurt so I just rolled off the sled and allowed the pit crew to work on the sled. After putting the spare expansion chambers on, Tommy St. John jumped on the sled and I went to the hospital to have my ankle looked at. When I got back to the track I found out that we were out of the race.

Come to find out we had some cooling line that ran from the running board coolers to the water pump and one of them came off while Tommy was driving. The cooling lines ran through the sled up by where your right foot would be and over time worked off. The motor burnt down and we were out of the race.

**W.E.** – The last race of the 1980 Season was the famous “Bud in the Mud” race in Mr. Pleasant, MI in March of 1980. That race at Mt. Pleasant Speedway had to have been the most challenging race of your career. Beyond being mud covered from end to end what do you remember most about that race? How did you get your sled to maneuver through all that mud? Did your suits ever get cleaned after that race?

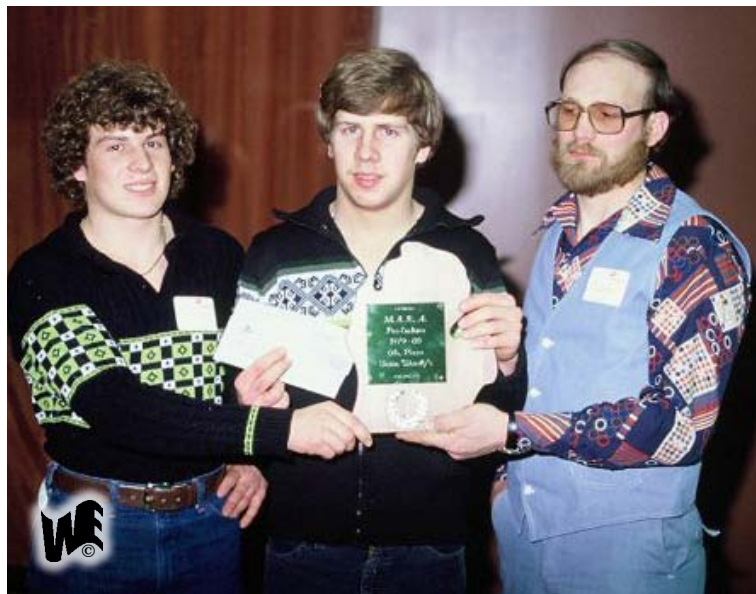
**M.M.** - What I remember about that race was that the track fell apart real fast and just kept getting worse all day. The problem wasn't handling, it was trying to see. By the end of the race the sled would not even turn to the right because the belly pan was bent in from dragging through the mud all day. Worst thing about that race was that Mom and Dad had taken a vacation to Florida and left us to go on our own. Needless to say, Dad was not happy when he saw what was left of the sled and questioned why we even started the race. Dad told us to power wash the sled and pull the motor, pipes and anything else that might be usable and throw the rest in the dumpster.

I think mom was able to get the suits clean. She loaded them all up and took them to the laundromat because she didn't want them in her washer.

**W.E.** – In December of 1980 MIRA opened their season at an early race at Albright Shores for the coming 1981 Season. Sadly that would be your last race. What do you remember about that race?

**M.M.** - I don't remember much about it, of course at that time I had no idea it would be my last race. Of course in years to come after joining the MIRA staff I had plenty of time at that track.

**W.E.** - Your career came to an end in January 1981 when your close friend 1979 Soo I-500 winner Robert Dohm Jr. lost his life qualifying for the Alpena Thunder Bay 250. Why did



**BRIAN & MARK MUSSELMAN CELEBRATE WITH CO-DRIVER TED WOLFGANG AFTER TAKING SIXTH PLACE IN THE 1979 - '80 MIDWEST INTERNATIONAL RACING ASSOCIATION (MIRA) PRO ENDURO POINT STANDINGS.**

your family decide to retire the team and how did the decision come about?

**M.M.** – As you know the MIRA Enduro group is a tight knit family. My mother was never in favor of us boys racing but she always was at the track because she would rather be there than at home if anything happened. When Robert Dohm Jr. was killed it took a toll on the whole MIRA family. When the whole team went to his funeral including my wife I knew it was all over for me. When my wife and I watched Roberts wife and children say goodbye to their dad and husband all I could think about was my children. It ultimately was my mother's decision mostly to pull the plug on the race team but I don't think it was a surprise for the rest of the team.

**W.E.** - Brian decided he wanted to continue racing and came back to win the Soo in 1982 with Gerard Karpik. Had you considered getting back in the drivers seat when Brian went back to racing? Looking back at the success Brian enjoyed have you ever regretted not going back to racing?

**M.M.** – After I quit racing I decided I still wanted to be a part of it. So I joined the MIRA crew, at first as a pace sled driver and later as a race director. Brian still wanted to race so he hooked up with Gerard Karpik and Team Ski-Doo to run the Soo I-500. Brian and Gerard won that race and Brian went on to take two more I-500 victories. The neat thing about that is I was there for all three victories. I enjoyed many victories during my amateur career and a few during my pro career, I will cherish them for life. But as you know, racing isn't just about racing around the track. Mostly it is work and many hours and weekends away from your family. I always supported Brian and was I very proud of him and everything he accomplished but I never regretted ending my racing career.

**W.E.** – Looking back what are some of the most memorable moments you have from your days as an active driver? Anything you wish you could have done differently.

**M.M.** – By the time I quit racing I had been racing for almost 10 years. I have had so many great memories and some bad. The races are mostly a blur but it's the people you meet that really stick with you, I wouldn't have changed a thing.



MARK AND BRIAN MUSSELMAN MADE THEIR PRO-ENDURO RACING DEBUT DRIVING AN ARCTIC CAT EL'TIGRE IN 1978.



MARK POURS ON THE POWER WHILE ON BOARD THE TEAMS POLARIS RXL DURING THE 1979 SEASON.



TEAM WOODY'S AS SEEN PRIOR TO THE START OF THE 1979 SEASON. THE #30 RXL WAS THE PRO ENDURO MACHINE AND THE JOHN DEERE WAS USED FOR PRODUCT TESTING AND SOME PRO-AM RACING.

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**W.E.** – Bob Premeau was truly an amazing person working with your dad to tune and get your sleds set up to perform week after week. What was it about him that helped your sleds perform so well in your early years and later working with Brian?

**M.M.** - Bob is an amazing person, I'm proud to say he was my best friend through most of our school years and through our race careers. Working with Bob as our head mechanic on our race team was great. Bob was a perfectionist and was always looking to make things better. He and Dad also worked great together. Bob and I were working together at the shop as machinists when Dad offered us an apprenticeship in tool and die. We accepted and were working eight hours a day at the shop and going to college two nights a week for our apprenticeship. The other nights in the winter were spent working on the race sled. When Brian decided to go back racing Bob joined the team and had great success.

**W.E.** —Please give us a list of drivers that raced with you and Brian during your enduro years as well as crewmember's who helped you along the way.

**M.M.** - There were so many, but I will try to remember them. As far as drivers there was of course Brian and myself, Gary Loar, George Shull, Tommy St. John, Ted Wolfgang, Pat Erskine and Tim Clark. As far as crew of course Marlene and Jim Musselman, Joe Brady, Bob Huchins, Kirt Jordain, Eric Ludwig and later Robert Musselman.

**W.E.** - Did you ever have a chance to go out and test or ride any of Brian's winning ski-doo's?

**M.M.** - No I did not ride or test any of Brian's winning Ski-duos. After I quit racing I turned my interest to other things and helping MIRA put on safe races. During my racing career I never raced a Ski-Doo or a Yamaha, mostly Arctic Cats and Polaris.

**W.E.** – Any final comments

**M.M.** - Steve, thank you for allowing me to reflect back on a very storied career and thank you for all that you and Sherry have done for not only racing but for snowmobiling as a whole. We will continue to keep Sherry in our prayers as she continues to fight cancer.

Mark Musselman



# BE FAST OR BE LAST



## NEW EVENT

**SXS  
ICE OVAL  
RACING  
SHOOT-OUT**



**VINTAGE**  
**JAN. 10-12, 2020**

**DERBY**  
**JAN. 16-19, 2020**

### FEATURED EVENTS

- Hottest Snowcross & Oval snowmobile racing in the world
- New Pro Champ and Formula III classes
- Friday Night Thunder with Heats of World Championship eliminations
- Ice Oval Motorcycle Racing
- Kids snowmobile racing combined with "Badger State Winter Games"
- Snowmobile inventor Carl Eliason's first "Eliason Motor Toboggan" on display
- Fireworks Friday and Saturday nights
- Vendor Displays
- Food & Beverage available in Expo Hall

**Reserve Hot Seats Now!**

**FEB. 29 - MAR. 1, 2020**

USSA World Series of Snowmobile Racing & MIRA 100 Lap Endurance Race

## JOHNNY GREAVES

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# **2020 VINTAGE WORLD CHAMPIONSHIPS**

## **THURSDAY JANUARY 9<sup>th</sup>, 2020**

- 8:00 AM - Registration Opens/Pit Pass Sales Begin/Pit Gates Open
- 8:00 AM - Safety Tech Opens
- 12:00 PM - Paid Oval Practice Begins
- 5:00 PM - Paid Oval Practice Ends

### **Pre-Race Safety Inspection:**

Pre-Race Safety Inspection is mandatory for all sleds Practicing or Racing 2020 Vintage World Championships, Prior to entry onto the track.

### **Paid Practice:**

Paid Practice will go out in colored groups. Only sleds with the color at that time will be allowed entry to practice.

Track entry and exit will be controlled by Paddock officials. Grooming sessions during practice will be handled at the control of the race director. Test session may not be offered, or may be shortened at any time in an effort to preserve the track due to weather and ice condition.

### **Oval Race Notes:**

- Riders must take the green flag in heat race to qualify for the class final.
- Track Grooming during Racing will be done at the Race Director's discretion.

**Derby Grounds close at 6:00 PM**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **2020 VINTAGE WORLD CHAMPIONSHIPS**

**Friday January 10<sup>th</sup>, 2020**

- 7:00 AM - Registration Opens / Pit Pass Sales Begin
- 8:00 AM - Pit Gates & Tech Open
- 9:00 AM - Spectator Gates Open
- 8:30 AM - Drivers Meeting/After Drivers Meeting Mandatory W/C Drivers Meeting
- 9:30 AM - W/C Time Trials Begin

## **Heat Race Class Order**

- MOD STOCK 440, COMBO SS LIQUID
- SENIOR (60 YEARS & OLDER) 340 FA/FC
- SUPER STOCK FC 440
- **DUBLIN'S BAR & GRILL SUPER STOCK FA 340 ('85 & OLDER)**
- SUPER STOCK COMBO 250 FA/LIQUID, 340 FC ('85 & OLDER)
- SUPER MOD FA 340 ('85 & OLDER)
- **WAHL BROTHERS RACING F-500**
- SUPER STOCK COMBO 250 LIQUID, 300 FA ('85 & OLDER)
- **DUBLIN'S BAR & GRILL SUPER STOCK FA 340 - SEMIS**
- SUPER MOD LIQUID 340 ('85 & OLDER)
- RELIC MOD 440 FA ('71 & OLDER)
- **U.S. CHROME SNO PRO 340, IFS ('85 & OLDER)**
- PRO MOD 340 FA ('73 & OLDER)
- SPORT MOD 440 ('85 & OLDER)
- SUPER MOD FA 800 ('85 & OLDER)
- **U.S. CHROME SNO PRO 250, IFS ('85 & OLDER)**
- SUPER STOCK LIQUID 440 ('85 & OLDER)
- **HEDBERG WELL DRILLING SUPER STOCK 340 SGL, FC**
- **NORTHERN PARTS & RECREATION MOD STOCK 340/COMBO SS LIQ**
- **U.S. CHROME SNO PRO 440X, IFS ('85 & OLDER)**
- RELIC MOD 800 FA ('71 & OLDER)
- *PRO SINGLE CYL. MOD 340 FC ('73 & OLDER) – FINAL*
- SPORT MOD 340 ('85 & OLDER)
- SUPER MOD LIQUID 440 ('85 & OLDER)
- **MASTERS (50 YEARS & OLDER) SNO PRO 340X IFS ('85 & OLDER)**
- **SPORTSMAN 600 ORA RULES, SUPER STOCK OPEN F-500**
- **NORTHERN PARTS & RECREATION MOD STOCK 340/COMBO SS LIQ – SEMIS**

**Track closes for racing activity after Last Race. Bar, Gift Garage and Food concessions will remain open after racing ends on the track.**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# **2020 VINTAGE WORLD CHAMPIONSHIPS**

**SATURDAY JANUARY 11<sup>th</sup>, 2020**

- 7:00 AM - Registration Opens / Pit Pass Sales Begin
- 8:00 AM - Pit Gates & Tech Open
- 9:00 AM - Spectator Gates Open
- 8:30 AM - Drivers Meeting
- 9:30 AM - Racing Begins

## **Race Class Order**

- SUPER STOCK LIQUID 340 ('85 & OLDER)
- SUPER MOD FA 300 ('85 & OLDER)
- OUTLAW 600
- **SNOWMOBILE RACING HALL OF FAME SUPER STOCK FA 440 ('85 & OLDER)**
- *MOD STOCK 300 COMBO SS LIQUID – FINAL*
- WOMEN SUPER STOCK 340
- **RANDY HAZARD RACING SUPER STOCK OPEN ('87 & OLDER IFS 500 FAN, LEAF SPRING, LIQUID, FA, FC)**
- *SUPER MOD FA 800 – FINAL*
- F-3 700 CC ('91 & OLDER)
- SNO PRO 250X IFS ('85 & OLDER)
- **SNOWMOBILE RACING HALL OF FAME SUPER STOCK FA 440 ('85 & OLDER) – SEMI**
- PRO MOD 440 FA ('73 & OLDER)
- *PRO MOD 300 FA ('73 & OLDER) - FINAL*
- **U.S. CHROME SNO PRO 440 IFS ('85 & OLDER)**
- SUPER MOD LIQUID 250 ('85 & OLDER)
- SUPER STOCK FA 250 ('85 & OLDER)
- RELIC MOD 340 FA ('71 & OLDER)
- SNO PRO 340X IFS ('85 & OLDER)
- **WORLD SNOWMOBILE HEADQUARTERS SUPER SENIOR (70 YEARS & OLDER) 250 FA/FC**
- SUPER MOD FA 440

**3:00 PM VINTAGE WORLD CHAMPIONSHIP QUALIFYING RACES TO LOCK IN TOP 10**

**JUNIORS WILL RUN IN BETWEEN W/C/ HEATS IN THE FOLLOWING ORDER**

- JUNIORS 16-17 YEARS OLD
- JUNIORS 13-15 YEARS OLD
- JUNIORS 10-12 YEARS OLD

**Track closes for racing activity after Last Race. Bar, Gift Garage and Food concessions will remain open after racing ends on the track.**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **2020 VINTAGE WORLD CHAMPIONSHIPS**

## **SUNDAY JANUARY 12<sup>th</sup>, 2020**

- 7:00 AM - Registration Opens/Pit Pass Sales Begin
- 7:00 AM - Pit Gates Open
- 7:30 AM - Drivers Meeting
- 8:00 AM - Racing Begins

## **Race Class Finals Order**

- **W/C LAST CHANCE QUALIFIER – BACK ROW SPOTS (RUNS @ NOON!!!)**
- **OUTLAW 600 FOLLOWS W/C LCQ (5 LAPS)**
- **JUNIORS 13-15 YEARS OLD – (4 LAPS)**
- **JUNIORS 16-17 YEARS OLD – (4 LAPS)**
- **JUNIORS 10-12 YEARS OLD – (4 LAPS)**
- **SUPER MOD FA 440 – (5 LAPS)**
- **WORLD SNOWMOBILE HEADQUARTERS SUPER SENIOR (70 YEARS & OLDER) 250 FA/FC – (3 LAPS) - \$200 ADDED PURSE TO WINNER**
- **SUPER STOCK COMBO 250 FA/LIQUID, 340 FC ('85 & OLDER) – (5 LAPS)**
- **SUPER MOD FA 340 (5 LAPS)**
- **MOD STOCK 440, COMBO SS LIQUID – (5 LAPS)**
- **SUPER MOD FA 300 ('85 & OLDER) – (5 LAPS)**
- **SNO PRO 340X IFS MASTERS (50 YEARS & OLDER) – (5 LAPS)**
- **SPORTSMAN 600 ORA RULES, SUPER STOCK OPEN F-500 (5 LAPS)**
- **SENIOR (60 YEARS & OLDER) 340 FA/FC – (5 LAPS)**
- **SUPER STOCK COMBO 250 LIQUID, 300 FA (85 & OLDER) – (5 LAPS)**
- **NORTHERN PARTS & RECREATION MOD STOCK 340, COMBO SS LIQUID – (5 LAPS) - \$500 ADDED PURSE**
- **SUPER MOD LIQUID 250 ('85 & OLDER) – (5 LAPS)**
- **WOMEN'S 340 SUPER STOCK – (5 LAPS)**
- **SUPER STOCK FC 440 – (5 LAPS) - \$500.00 ADDED PURSE**
- **U.S. CHROME SNO PRO 250 IFS ('85 & OLDER) – (7 LAPS) - \$500 ADDED PURSE**
- **RELIC MOD 340 FA ('71 & OLDER) – (5 LAPS)**
- **RANDY HAZARD RACING SUPER STOCK OPEN – (6 LAPS) - \$500 ADDED PURSE**
- **U.S. CHROME SNO PRO 340 IFS ('85 & OLDER) – (7 LAPS) - \$500 ADDED PURSE**
- **RELIC MOD 800 FA ('71 & OLDER) – (5 LAPS)**
- **DUBLIN'S BAR & GRILL SUPER STOCK 340 FA ('85 & OLDER) – (5 LAPS) - \$500 ADDED PURSE**
- **SUPER MOD LIQUID 340 ('85 & OLDER) – (5 LAPS)**
- **HEDBERG WELL DRILLING SUPER STOCK 340 SGL, FC (5 LAPS) - \$500 ADDED PURSE**
- **U.S. CHROME SNO PRO 440 IFS ('85 & OLDER) – (7 LAPS) - \$500 ADDED PURSE**
- **PRO MOD 340 FA ('73 & OLDER) – (5 LAPS)**
- **RELIC MOD 440 FA ('71 & OLDER) – (5 LAPS)**
- **SPORT MOD 440 ('85 & OLDER) – (5 LAPS)**
- **WAHL BROTHERS RACING F-500 – (7 LAPS) - \$500 ADDED PURSE**
- **F-3 700 CC ('91 & OLDER) – (5 LAPS)**
- **SNOWMOBILE RACING HALL OF FAME SUPER STOCK F/A 440 ('85 & OLDER) – (5 LAPS) - \$500 ADDED PURSE**
- **SPORT MOD 340 ('85 & OLDER) – (5 LAPS)**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

## **2020 VINTAGE WORLD CHAMPIONSHIPS**

- SUPER MOD 440 LIQUID ('85 & OLDER) – (5 LAPS)
- SNO PRO 250X IFS ('85 & OLDER) – (5 LAPS)
- SUPER STOCK 340 LIQUID ('85 & OLDER) – (5 LAPS)
- PRO MOD 440 F/A ('73 & OLDER) – (5 LAPS)
- SNO PRO 340X IFS ('85 & OLDER) – (7 LAPS)
- SUPER STOCK 440 LIQUID ('85 & OLDER) – (5 LAPS)
- MASTER (50 YEARS & OLDER) SNO PRO 340X IFS ('85 & OLDER) – (5 LAPS)
- U.S. CHROME SNO PRO 440X IFS ('85 & OLDER) – (7 LAPS) -\$500 ADDED PURSE
- SUPER STOCK F/A 250 ('85 & OLDER) – (5 LAPS)

**3:00 PM VINTAGE WORLD CHAMPIONSHIP FINAL (10 LAPS)**  
**\$2,000 ADDED PURSE**

**(RACES NOT COMPLETED BEFORE 3:00 PM WILL RESUME AFTER W/C)**

**Awards Ceremony Will Take Place inside the WCDC Expo Hall (Public is Invited)**

**PLEASE RETURN RENTED TRANSPONDERS TO  
REGISTRATION OFFICE AT THE CONCLUSION OF YOUR  
WEEKEND'S RACES**

**RACEIVER FREQUENCY IS 454.0000 (DEFAULT CHANNEL)**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**THURSDAY - JANUARY 16<sup>TH</sup>, 2020**

- 8:00 AM - REGISTRATION OPENS/ PIT PASS SALES BEGIN/ PIT GATES OPEN
- 8:30 AM - SAFETY TECH OPENS
- 9:30 AM- SNO-X PAID PRACTICE BEGINS
- 11:30 AM- SNO-X PAID PRACTICE ENDS
- 12:00 PM - OVAL PAID PRACTICE BEGINS
- 4:00 PM - OVAL PAID PRACTICE ENDS
- 5:00 PM - REGISTRATION CLOSSES FOR WEEKEND, EXCEPT SNO CROSS & FRIDAY NIGHT THUNDER
- 5:00 PM - **W/C Time TRIALS BEGIN**
- **OUTLAW 600 TIME TRIALS**
- **Formula III Time Trials**

## **Pre-Race Safety Inspection:**

Pre-Race Safety Inspection is mandatory for any sleds not previously inspected by the USSA or the 2020 Season. Inspection at the Tech Building starts at 8:30 AM Please bring your safety equipment and have your inspection form filled out prior to tech in the required areas.

## **Paid Practice:**

Oval Optional Paid Practice will run from 12:00 PM–4:00 PM

Sno-X Optional Paid Practice will run as listed. 9:30 AM—11:30AM

Oval & Sno-X Practice must be paid for at Registration prior to the session beginning.

**ALL SLEDS MUST BE SAFETY INSPECTED PRIOR TO PRACTICE.**

Track entry and exit will be controlled by the Paddock officials. Grooming sessions during practice will be handled at the control of the race director. Test session may not be offered, or may be shortened at any time in an effort to preserve the track due to weather and ice conditions.

Any class without sufficient entries maybe run together with another class & scored separately.

## **W/C & Outlaw & F III Time Trials:**

Time Trials for the World Championship sleds start at 5:00 PM

Time Trials for the Outlaw 600 & Formula III will immediately follow the W/C time trials.

**DERBY GROUNDS CLOSE AT 7:00 PM**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

## **FRIDAY - JANUARY 17<sup>TH</sup>, 2020**

- 8:00 AM - REGISTRATION OPENS/ PIT PASS SALES BEGIN
- 8:00 AM - PIT GATES OPEN
- 8:30 AM - TECH OPENS
- 9:10 AM - Oval & UTV DRIVERS MEETING FOR FRIDAY CLASSES
- 10:00 AM - RACE BEGINS
- 12:00 PM - REGISTRATION CLOSING FOR FRIDAY NIGHT THUNDER

### **OVAL RACE NOTES**

- Maximum of 8 sleds to the line in heat races. **(Subject to change by race director)**
- ANY classes with only 1 heat, will run the heat to qualify for the final
- **RIDERS MUST TAKE THE GREEN FLAG IN THE HEAT RACE TO QUALIFY FOR THE CLASS FINAL.**  
**(Rule applies to ALL CLASSES)**
- Track Grooming will be done at the Race Director's discretion

### **RACE CLASS ORDER**

- F-500 Women (5 laps) – **Friday Daytime FINAL**
- Pro Lite (5 Laps) – **Friday Night Thunder FINAL**
- Factory 600 (5 Laps) – **Friday Daytime FINAL**
- Outlaw 600 (5 Laps) – **Friday Night Thunder FINAL**
- Vintage SM 340 (5 Laps) - **Friday Daytime FINAL**
- Sportsman 600 (5 Laps) – **Sunday FINAL**
- **F-500 Women FINAL – (5 Laps)**
- **Factory 600 Final – (7 Laps)**
- Vintage IFS Sno Pro 340 – **Friday Night Thunder FINAL**
- F-500 Sport (5 Laps) – **Friday Night Thunder FINAL**
- **Vintage SM 340 FINAL – (7 Laps)**
- **Formula III (5 Laps) –Friday Night Thunder FINAL**
- **Pro Stock UTV Side X Side Practice (Time Trials)**
- **Pro Mod (Turbos) UTV Side x Side Practice (Time Trials)**

### **Sno-X Daytime & Evening**

- 1:30 PM - Sno-X Drivers Meeting for Friday Night Classes
- 2:30 PM - Sno-X Practice Begins (Friday Night Classes Only)
- 3:30 PM - Sno-X Practice Ends
- 4:00 PM - Sno-X Heat Racing Begins (Friday Night Thunder Finals)
- 5:15 PM - All On-Track Activity Ends for Friday Night Thunder Track Prep

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

## **FRIDAY NIGHT THUNDER SCHEDULE**

**FRIDAY - January 17<sup>th</sup>, 2020**

- 6:00 PM - Opening Ceremonies-(Details to Follow)
- 6:30 PM - Racing Begins

### **Race Class Finals Order**

- 200 Stock Sno-X – FINAL (Laps TBD)
- 206 Pro/Semi-Pro Oval – Final (Pro – 2 Laps/ Semi-Pro – 1 Lap)
- Formula III--Final (7 Laps)
- Pro Lite—FINAL (7 LAPS)
- Vintage IFS SnoPro 340 – FINAL (7 Laps)
- **WOODY'S CHALLENGE-ProStar Cup--Pro Champ – Sweet 16 – Heat Race #1 (10 Laps)**
- ProStar Cup Outlaw 600 – FINAL (10 Laps)
- 0-450 Bikes Hot Laps and Race Session – FINAL (7 Laps)
- Sport Sno-X – FINAL (Laps TBD)
- **MARCHBANK RACING--Pro/Am Sno-X – Heat Race (Laps TBD)**
- **Woody's Challenge--ProStar Cup--Pro Champ – Sweet 16 – Heat Race #2 (10 Laps)**
- F-500 Sport – FINAL (7 Laps)
- Big Bike Hot Laps and Race Session – FINAL (7 Laps)
- **MARCHBANK RACING--Pro/Am Sno-X – FINAL (Laps TBD) - \$500.00 ADDED PURSE**
- **WOODY'S CHALLENGE--ProStar Cup Pro Champ – Sweet Sixteen– FINAL (16 Laps) - \$1,000 ADDED PURSE TO WINNER**
- Pro Stock-Versus-Pro Mod (Turbos) UTV Side x Side-SHOOTOUT-FINAL (15 Laps)

**Track closes for racing activity after Last Race. Bar, Gift Garage and Food concessions will remain open after the racing ends on the track.**

**Sweet Sixteen Awards Ceremony will take place inside the WDCD Expo Hall (Public is Invited)**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Saturday - January 18<sup>th</sup>, 2020**

- 7:00 AM - Registration Opens/ Pit Pass Sales Begin
- 7:15 AM - Sno-X Drivers Meeting in Paddock
- 7:30 AM - Sno-X Practice Begins
- 8:00 AM - Sno-X Practice Ends
- 8:00 AM - Sno-X Racing Begins until 10:00 AM
- 8:30 AM - Oval Tech Building Opens
- 9:10 AM - Oval & UTV Drivers Meeting
- 10:00 AM - Oval Racing Begins until 1:30PM
- 12:30 PM- Sno-X Pro/Am & Pro Lite Drivers Meeting in Paddock

## **Sno-X Race Class Order – Round One**

**(Races Run from 8 AM – 10 AM)**

- Transition 11-13
- 120 Champ 6-12
- 120 Improved Stock 8-12
- Plus 40
- Plus 30
- Schoolboy 200 Stock
- Pro Am Plus 30
- Transition Combined 8-12
- Sport Lite
- Junior II 10-13
- Junior 14-15
- Transition 8-10
- 120 Improved Stock 4-5
- 120 Improved Stock 6-7
- Novice
- Junior 16-17
- 120 Improved Stock 4-12
- 200 Stock 6-12
- Junior I 10-13
- Women's
- Sport
- 120 Pro 206 6-7
- 120 Pro 206 8-12

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Saturday - January 18<sup>th</sup>, 2020**

**Oval Race Class Order – Morning Session Begins at 10:00 AM-ENDS 2:00 PM**

- 206 Pro/Semi-Pro Oval – Final (Pro – 2 Laps)/ Semi-Pro – (1 Lap)
- **MARCHBANK RACING--Formula III (5 Laps)-Sunday Final**
- Semi-Pro Champ 440 (5 Laps) – Sunday Final
- Pro Stock UTV Side x Side-Heat Race #1 (5 Laps)
- Pro Mod (Turbos) UTV Side x Side-Heat Race #1 (5 Laps)
- F-500 Junior II (5 Laps) – Sunday Final
- Vintage 440 Super Stock (5 Laps)—Sunday Final
- **WAHL BROTHERS RACING--F-500 (5 Laps) – Sunday Final**
- Vintage 340 Super Stock (5 Laps) – Sunday Final
- Pro Lite (5 Laps) – Sunday final
- Pro Stock UTV Side x Side-Heat Race #2 (5 Laps)
- Pro Mod (Turbos) UTV Side x Side-Heat Race #2 (5 Laps)
- Junior I Stock (5 Laps) – Sunday Final
- Junior II Stock (5 Laps) – Sunday Final
- F-500 Junior I Restrictor Plate (5 Laps) – Sunday Final
- Factory 600 – (5 Laps) – Sunday Final
- Sportsman Combo 600/F-500 (5 Laps) – Sunday Final
- Vintage IFS SnoPro 340 (5 Laps) – Sunday Final
- F-500 Sport (5 Laps) – Sunday Final
- Champ 440 (5 Laps)-Sunday Final
- **Pro Stock UTV Side x Side-Semifinal (8 Laps)-Saturday Night Final**
- **Pro Mod (Turbos) UTV Side x Side-Semifinal (8 Laps)-Saturday Night Final**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Saturday - January 18<sup>th</sup>, 2020**

**Sno-X Race Class Order – Round Two**

**(Races Run Approx. From 2:00 PM – 3:30 PM)**

- Pro/Am & Pro Lite Practice
- Transition 11-13
- 120 Champ 6-12
- 120 Improved Stock 8-12
- Plus 40
- Plus 30
- Schoolboy 200 Stock
- Pro Am Plus 30
- Transition Combined 8-12
- Sport Lite
- Junior II 10-13
- Junior 14-15
- Transition 8-10
- 120 Improved Stock 4-5
- 120 Improved Stock 6-7
- Novice
- Junior 16-17
- 120 Improved Stock 4-12
- Pro Lite – (Round 1) Exception\*
- 200 Stock 6-12
- Junior I 10-13
- Women's
- Sport
- 120 Pro 206 6-7
- 120 Pro 206 8-12
- Pro/AM – (Round 1) Exception\*

**Sno-X Racing will end at 5:15 PM for W/C scheduled racing. Any Sno-X events not completed by 5:15 PM, will be run at the conclusion of the Saturday Oval events.**

**Track preparation will take place from 5:15 PM – 6:00 PM for W/C qualifying races**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Saturday - January 18<sup>th</sup>, 2020**

**Sno-X Race Class Order - FINALS**

**(Races Run Approx. from 3:30 PM – 5:15 PM)**

- Transition 11-13
- 120 Champ 6-12
- 120 Improved Stock 8-12
- Plus 40
- Plus 30
- Schoolboy 200 Stock
- Pro Am Plus 30
- Transition Combined 8-12
- PRO/AM--(ROUND 2) Saturday Night FINAL
- Sport Lite
- Junior II 10-13
- Junior 14-15
- Transition 8-10
- 120 Improved Stock 45
- 120 Improved Stock 6-7
- Novice
- Junior 16-17
- 120 Improved Stock 4-12
- Pro Lite—(Round 2) Saturday Night FINAL
- 200 Stock 6-12
- Junior I 10-13
- Women's
- Sport
- 120 Pro 206 6-7
- 120 Pro 206 8-12

**Sno-X Racing will end at 5:15 PM for W/C scheduled racing. Any Sno-X events not completed by 5:15 PM, will be run at the conclusion of the Saturday Oval events.**

**Track preparation will take place from 5:15 PM – 6:00 PM for W/C qualifying races**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Saturday – January 18<sup>th</sup>, 2020**

**Oval Race Class Order – Evening Session Begins at 6:00 PM-ENDS at Final Race**

- **6:00pm-W/C Qualifying-Top 2 to Semis, Balance of Field to Quarters**
- **Heat Race #1 – (5 Laps)**
- **Heat Race #2 – (5 Laps)**
- **Heat Race #3 – (5 Laps)**
- **Heat Race #4 – (5 Laps)**
- **Heat Race #5 – (5 Laps)--Optional**
- **Pro Lite Sno-X – FINAL**
- **W/C Quarterfinals – Top 3 to Semis**
- **W/C Quarterfinal #1--(5 Laps)**
- **W/C Quarterfinal #2--(5 Laps)**
- **W/C Quarterfinal #3--(5 Laps)**
- **Pro/AM Sno-X – FINAL (World Championship)**
- **W/C Semifinals – (Top 3 to W/C Final on Sunday)**
- **Semifinal #1--(5 Laps)**
- **Semifinal #2--(5 Laps)**
- **Semifinal #3--(5 Laps)**
- **Pro Stock UTV Side x Side (10 Laps) FINAL**
- **Pro Mod (Turbos) UTV Side x Side (10 Laps) FINAL**
- **Any Remaining Sno-X Finals to Follow (If Needed)**

**Track closes for racing activity after Last Race. Bar, Gift Garage and Food concessions will remain open after the racing ends on the track.**

**Sno-X & UTV Side x Side Awards Ceremony will take place inside the WDC Expo Hall (Public is Invited)**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**



# **57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**Sunday - January 19<sup>th</sup>, 2020**

- 8:00 AM - Registration Opens/ Pit Pass Sales Begin
- 8:00 AM - Tech Building Opens
- 8:30 AM - Drivers Meeting
- 8:30 AM - WKSRA 340's – Oval Track (5 Laps)
- 9:00 AM - Racing Begins
- 11:00 AM - Pit Pass Sales END
  
- **W/C Last Change Qualifier Will Run Between 12:00 – 12:30 PM (Top 2 to Back Row of W/C Final) (10 Laps)**
- Junior I Sprint – Heat Races (5 Laps)
- Junior II Sprint – Heat Races (5 Laps)
- Pro Lite – FINAL (10 Laps)
- Champ 440-Final (10 Laps)
- Outlaw 600 – Heat Races (5 Laps)
- F-500 Junior II – FINAL (5 Laps)
- Semi-Pro Champ – FINAL (10 Laps)
- Vintage 440 Super Stock – FINAL (10 Laps)
- Sportsman 600 – FINAL (10 Laps)
- **WAHL BROTHERS RACING--F-500 FINAL (10 Laps) - \$500 ADDED PURSE**
- Vintage 340 Super Stock – FINAL (10 Laps)
- Junior I Stock – FINAL (5 Laps)
- Junior II Stock – FINAL (5 Laps)
- F-500 Junior I Restrictor Plate – FINAL (5 Laps)
- 440 SM Heats – IF NEEDED – (5 Laps)
- Sportsman Combo 600/F-500 – FINAL (10 Laps)
- **MARCHBANK RACING--Formula III Final (10 Laps) - \$1,000 ADDED PURSE**
- Junior I Sprint – FINAL (7 Laps)
- Junior II Sprint – FINAL (7 Laps)
- Factory 600 – FINAL (10 Laps)
- 440 SM – FINAL (10 Laps)
- Vintage IFS SnoPro 340 – FINAL (10 Laps)
- F-500 Sport – FINAL (10 Laps)
- Outlaw 600 – FINAL (10 Laps)

**3:00 PM – 57<sup>TH</sup> WORLD CHAMPIONSHIP SNOWMOBILE DERBY**

**PRO CHAMP – FINAL (25 Laps Straight Thru)**

**\$10,000 ADDED PURSE**

**(Races Not Completed Before 3:00pm will Resume After W/C)**

**Awards Ceremony Will Take Place inside the WCDC Expo Hall (Public is Invited)**

**\*SCHEDULE OR LAPS SUBJECT TO CHANGE**

# THE VINTAGE EDGE

YOUR TOTAL MOTORSPORTS MAGAZINE

## A-1, 20 YEARS AND GOING STRONG

By Steve Landon

Clio, Michigan, November 1 & 2, 2019 - Having a family business celebrate 20 years in operation is something to be proud of, especially in today's ever-changing world. To have a family organize an all volunteer event like Michigan's A-1 Swap & Show celebrate 20 straight years is nothing short of amazing! That A-1 tradition continued this year in a new location at Auto City Speedway with another incredible turnout of snowmobile enthusiasts in attendance.

The vintage snowmobile hobby was just taking root when Diane Miller looked at a quiet field across from her home on the family farm southeast of Chesaning, Mich., While staring at the emptiness she conceived the idea of hosting a fall snowmobile swap and show that would take place after the crops were harvested and before firearm deer season. The Michigan A-1 Shop & Show was born.

The first event held in November of 2000 was surprisingly well attended. Before the last swapper pulled out that day plans were already being made for 2001 and beyond. Little did anyone dream A-1 would last 20 years, let alone grow to become the biggest and clearly the best autumn vintage snowmobile event in Michigan.

Thanks to hard work Diane and Bill Miller along with daughters Tina Gray, Tammy Leff, and countless friends and volunteers A-1 has gone on to become a must attend event for snowmobile enthusiasts across the U.S. and far reaches of Canada, Alaska and beyond. Many avid sledder's do odd jobs, save vacation days and pinch pennies all summer just so



HALL OF FAME SNOWMOBILE RACER, A-1 SWAP & SHOW PROMOTER AND OWNER OF A-1 UPHOLSTERY AND REPAIR, DIANE MILLER WAS OUT BRIGHT AND EARLY CHECKING IN VENDORS AND DISPLAYERS AS THEY CAME THROUGH THE GATE.



RIGHT: THE THREAT OF HEAVY RAIN MOVING IN SATURDAY AFTERNOON HAD SHOPPERS MOVING AT A BRISK PACE LOOKING FOR ALL THE GOODIES THEY NEEDED.

# 28th Annual



Naubinway, Michigan

# TOP OF THE LAKE SHOW & RIDE

**SPONSORED BY THE TOP OF THE LAKE  
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[topofthelake.org](http://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. 14<sup>th</sup> & 15<sup>th</sup>, 2020

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[www.snowmobilemuseum.com](http://www.snowmobilemuseum.com)  
[www.topofthelake.org](http://www.topofthelake.org)

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



they have enough saved for travel and shopping for those long wanted sleds, parts and accessories found at A-1. The A-1 Swap and Show sponsored by A-1 Upholstery and Repair has indeed become the must place to be for snowmobilers young and old.

Despite lasting two decades the event has had its share of challenges since the first show in what became known as the "Field of Dreams". After several years in the same location, crop rotation by the farmers leasing the field required Millers to move to a field behind their home. A different soil type was not as forgiving, so when the rains came things got interesting exiting and moving around the soggy grounds. In 2015 the Millers moved swap and show to historic Chesaning "Showboat Park", perhaps best known as the home of the Chesaning Showboat Festival that ran from 1937-2013. A truly beautiful facility, it featured ample parking, paved roads grass covered grounds, camping, modern restrooms and a

boat launch. Who could ask for anything more! Right! Sadly after four great years in the park village officials decided to make some changes that were not favorable to A-1 vendors and visitors. For the first time in its 19 year history A-1 was looking at the possibility of not having a home for the event.

"New (young) members on Chesaning Village Council have no idea how much revenue A-1 attendees have brought into the community. They wanted to charge each person staying in their unit \$25.00 per day. We refused and they said we couldn't rent the park.

After Showboat Park was ruled out we spent a lot time looking for a new home that would accommodate all our needs as well as vendors, swappers and of course all the folks that come to shop or to just check things out. Fortunately we were able to find a home at Auto City Speedway in time to make A-1 happen this year.

The rain we had forced us to utilize every piece of asphalt we could, it was too wet to use the grass area. We told them before parking them on the banked area and they said Ok. Swappers in pit area said they liked it and did very well. The owners of the facility were very impressed with the manner in which all of our people displayed their items and respected not only the speedway grounds but everything A-1 represents.

Overall we were told everyone enjoyed being on the asphalt. All things considered being at a new place I think we did pretty good, especially when you take into account the weather was a bit against us. Ones that attended seemed really happy with how things went", Diane Miller said.

Anything new scheduled for next year?

We'll have an "International ski-doo Show Reunion", with some luck visitors will get a chance to see three of the ski-doo Blizzards I raced during my career. The Youth Achievement Program that was so popular at our original swap and show location will be back in 2020 as well.

I never thought about how long we would keep A-1 going, it just has happened. Each and every person that attends is special. It's kind of a yearly reunion among great friends everyone looks forward to.

Four locations have been called home in the 20 years the Millers ran the A-1 Swap and Show does the family have any favorite site.

"Our current site - Auto City Speedway to me is rated second to A-1 at our farm. I guess I am a little prejudice. Any time away from the farm is a lot more time and work for us and our volunteers. Twenty- Nineteen won't be forgotten for a long time, weather changed everything making it a lot harder with



SWAPPERS WITH TRUCKS AND TRAILERS LOADED WITH GOODIES FLOOD THROUGH THE GATES AT AUTO CITY SPEEDWAY BRIGHT AND EARLY SATURDAY MORNING.



THE 2019 BANNER WAS DISPLAYED WITH THE 2016 SIGNED BANNER ALONG WITH BANNERS FROM PAST YEARS..



A GUEST SIGNS THE 20TH ANNUAL A-1 SWAP & SHOW BANNER. THE SIGNED BANNERS HAVE BEEN A TRADITION AT A-1 OVER THE YEARS.



7th Annual

7th Annual

# Gladwin County VINTAGE SNOWMOBILE RACES

Presented by the Gladwin County Fair Assn.

3 Great Races

**JAN 18**

**FEB 08**

**FEB 29**

**2020**

**RACING ON  
1/4 MILE OVAL**

**Race Registration:**

7:30 AM-9:45 AM

Hot Laps: 10 AM-10:45 AM

Racing: 11:30 AM

- Concessions
- No alcohol allowed

## Entry Fees

Kitty Cat & 120

**\$10.00**

All Other Classes

**\$25.00**

## Admission

**\$5.00**

*Thrills & Spills!*

**HOME OF THE BLUE RACE TRACK**

**For race rules and info call: Mike (989) 205-2381**

Gladwin County Fair Association is not responsible for any lost or stolen items or accidents occurring on the grounds.

## Classes:

1. Kitty Cat  
(10 years & under)
2. 120 Stock  
(10 years & under)
3. 120 Modified  
(10 years & under)
4. 120 Open  
(10 years & under)
5. 120 Pro  
(10 years & under)
6. Champ/Sno-Pro/  
Twin Track 600cc max.
7. 1984 & Older  
Single Cylinder Pro
8. 1984 and Older  
340 Stock
9. 1984 & Older  
Powder Puff 440cc  
max Stock
10. 600 IFS Improved
11. 1984 & Older  
440 Stock Liquid
12. 1984 & Older  
440 Improved
13. 1984 & Older  
340 Liquid Improved
14. 1984 & Older  
440 Pro
15. 1984 & Older  
340 Imp.
16. 1984 & Older  
Sr. Class Stock  
440cc Max  
(55 Years and Older)
17. 1984 & Older  
Jr. Class Stock  
340cc Max  
(10-16 Years Old)
18. 1984 & Older  
Single Stock
19. 1984 & Older  
440 Stock
20. 1984 & Older  
340 Pro
21. 1984 & Older  
440 Liquid Improved
22. 1984 340 Liquid Stock
23. 1984 & Older  
Junior Imp. 340cc Max  
(10-16 Years Old)
24. 1984 & Older  
Single Imp.
25. Relic Class  
Single Cylinder Stock  
(no longer in production)
26. Relic Class  
440cc max. Stock  
(no longer in production)
27. Relic Class  
340cc max. Stock  
(no longer in production)



everything that had to be done last minute. We were short four volunteers but we came through in good shape.

Looking back on the last 20 years - what more could we ask for? It's been a lot of work but we look forward to it every year. Our only hope is that the younger people become more involved as we have tried to make it a family affair. Hopefully it helps to give our future youngsters a special place to attend and participate in a project that will help to keep them busy and stay out of trouble.

We just want to thank each and every one that helps to keep A-1 so special. You have made it what it is", Diane Miller concluded!

Winter 2020 is now upon us. For Diane and Bill Miller and everyone who helped bring it all together it's a time to reflect and begin making plans for the 21st Annual A-1 Swap and Show. The 2020 show will be here before you know it. If you have not done so please take a moment to drop them a line or an old fashion card to Thank them and all their volunteers whose dedication has made A-1 what it is today. They have done a truly remarkable job. See you all next November.



DIANE MILLER PRESENTS TIM KREAGER OF CARROLLTON, MI THE AWARD FOR "BEST FEATURE SNOWMOBILE", A 1975 MICHIGAN MADE DRAKE INVADER.



TINA GRAY, MICHELE ALLEN AND TAMMY LEFF DISPLAY A CAKE CONGRATULATING BILL AND DIANE MILLER ON 20 YEARS PRODUCING THE A-1 SWAP & SHOW.



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### The Winning Edge Magazine & The Click Click Shoppe

Our new page to purchase event photos

RIGHT: SHOPPERS ONCE AGAIN PACKED THE MANY ISLES LOOKING FOR PARTS, COMPETE SLEDS AND MORE.





**JOIN THE FUN**  
**FEBRUARY 8 & 9, 2020**

Wintertime festival, family fun, and  
 Snowmobile Racing

### Saturday

Fun & Food in the Warming Tent  
Beer & Wine Ice Bar  
Live Entertainment  
Silent Auction  
Chainsaw Carving Competition  
Racing Action on the Track  
Hot Laps & Qualifying  
Sprint Heats  
Mini Enduros

### Sunday

Fun & Food in the Warming Tent  
Beer & Wine Ice Bar  
Live Entertainment  
Racing Action on the Track  
Qualifying  
Kitty Kat Race  
Sleds on the Track  
Meet-n-Greet  
250-lap Pro-Enduro Race

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Photos by Steve Landon, Design by Sherry Landon, The Winning Edge Magazine





LONG TIME VINTAGE ENTHUSIASTS, PROMOTER AND HOST OF A POPULAR ON-LINE PAGE PROMOTING VINTAGE SNOWMOBILE EVENTS, MONTY WISEMAN WAS PRESENTED AN APPRECIATION AWARD FROM DIANE MILLER FOR HIS SERVICE TO THE A-I SWAP & SHOW THE LAST 20 YEARS.



DIANE MILLER AND DAUGHTERS TINA GRAY AND TAMMY LEFF PRESENT MIKE AND MECHELE ALLEN OF FARWELL, MI THE AWARD FOR "BEST ANTIQUE" WITH THEIR 1968 MERCURY 150 E.



DEAN CAZZOLA – (CENTER) OF VULCAN, MI HAD A GREAT DAY TAKING THE "CLASSIC CLASS" WITH HIS 1984 YAMAHA PHAZER AND "VINTAGE" WITH HIS 1972 YAMAHA SR 643.



AUTO CITY SPEEDWAY PROMOTERS, SHARON FISCHER (CENTER) AND JOE DEWITTE (OWNER) WERE PRESENTED A SPECIAL AWARD FROM DIANE MILLER (LEFT) FOR PROVIDING AN OUTSTANDING FACILITY FOR THIS YEARS EVENT.

RIGHT: DIANE MILLER PRESENTED STEVE & SHERRY LANDON AND "THE WINNING EDGE" MAGAZINE A THANK YOU AWARD. THE COUPLE HAS COVERED ALL 20 A-I SWAP & SHOWS. SHERRY HAS DESIGNED EVERYTHING FROM FLIERS TO DASH PLAQUES AND BUTTONS FOR THE EVENT.



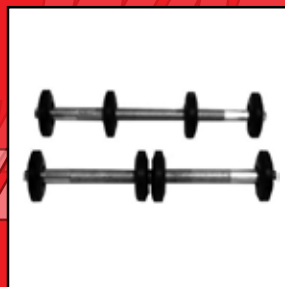
THE 20TH ANNUAL A-I SWAP & SHOW PRESENTED A WELL-DESERVED THANK YOU PLAQUE TO BOY SCOUT TROOP 125 OF MONTROSE, MI FOR ALL THEIR HELP.



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TOP RIGHT: GARY MOLINA WHO CHEWED UP BOTH SNOWMOBILE ICE AND GRASS DRAG STRIPS DURING HIS IMPRESSIVE CAREER SHOWED HIS LOVE FOR THE SPORT IS STILL STRONGER THAN EVER. MOLINA WHO WON COUNTLESS RACES WAS SELLING PARTS AT A-1, CHATTING WITH RACE FANS AND MEETING WITH OLD RACERS FROM DAYS GONE BY.



MIDDLE RIGHT: NO ONE COULD RESIST THIS 1975 DRAKE INVADER II MADE BY DRAKE INDUSTRIES IN FERNDALE, MI. THE SLED WAS ONE OF THE MICHIGAN MADE SNOWMOBILES ON DISPLAY AT THIS YEARS SHOW.



BOTTOM RIGHT: THE HARDEST PART OF OWNING AN OLD SLED IS RETIRING IT FOR PARTS. INSTEAD OF SAYING GOODBYE THIS OWNER TURNED HIS EL TIGRE INTO A COOL MOBILE COOKOUT UNIT COMPLETE WITH A GAS GRILLE MADE FROM A TOOLBOX. AMAZING WHAT TALENTED PEOPLE CAN DO.



BELOW: VETERAN POLARIS COLLECTOR MIKE SILER OF TRAVERSE CITY, MI HAD HIS POPULAR POLARIS STAR CAR FOR SALE. IT SURE WOULD MAKE AN AWESOME ADDITION TO A PRIVATE COLLECTION OR MUSEUM. HERE A POTENTIAL BUYER CHECKS IT OUT.





# VINTAGE SNOWMOBILE RACING!



## 2020 RACE SCHEDULE

**JANUARY 18**

**FEBRUARY 1**

**FEBRUARY 8**  
MAKE UP DATE

**FEBRUARY 15**

**FEBRUARY 29**

**MARCH 7**  
MAKE UP DATE



**\$10**

General  
Admission



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Photos by Steve Landon, Design by Sherry Landon, The Winning Edge Magazine





ABOVE: WIZARD VINTAGE RACING TRAVELED IN STYLE ON THEIR QUEST FOR ARCTIC CAT PARTS NEEDED FOR THE COMING SEASON.

TOP LEFT: MINI BIKES, PINT SIZE SNOWMOBILES AND VINTAGE SNOWMOBILE CLOTHING WERE JUST A FEW OF THE MANY ITEMS FOR SALE IN THIS YEAR'S SWAP.

BOTTOM LEFT: A GOOD MIXTURE OF REASONABLY PRICED VINTAGE, CLASSIC AND CURRENT SLEDS HELPED DRAW IN A LOT OF BUDGET MINDED YOUNG PEOPLE AND FAMILIES TO THIS YEAR'S SWAP.

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**Your sled might be studded,  
but what about your...**

boots/bike



side-by-side



loader



tractor



Visit [WoodysTraction.com](http://WoodysTraction.com) to stud your footwear, tires, or tracks\* today!

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NO SNOW AND NO WHEELS HAD THIS BUYER OF A JOHN DEERE CYCLONE MORE THAN WILLING TO GET A LIFT FROM ONE OF THE A-I VOLUNTEERS.



SLEDS AND MINI BIKES WERE NOT THE ONLY THINGS IN THE SWAP MEET. THIS POWERED BIKE OFFERED THE PERFECT SOLUTION FOR THE PEDAL BIKER LOOKING FOR A BOOST ON THE TRAIL.



LOOKING TO BEAT THE RAIN SATURDAY, SLED BUYERS TOOK FULL ADVANTAGE OF THE TRANSPORTATION SERVICE OFFERED BY FRIENDLY A-I VOLUNTEERS. THE TRANSPORTS WERE KEPT ON THE RUN ALL DAY.



REMEMBER WHEN HARDY SNOWMOBILERS WOULD STAND OUT IN A BLIZZARD TO ENJOY A FIRE AND ROAST A HOT DOG. THANKS TO TECHNOLOGY SLEDDERS BRING THE FIRE INTO THE TRAILER, EVEN AT AUTUMN SWAP MEETS. HERE GLADWIN VINTAGE RACE OFFICIAL MIKE NELSON (RIGHT) VISITS A FELLOW SWAPPER WHILE ENJOYING A ROARING FIRE.



TWO OF THE NICEST LOOKING CONSUMER SLEDS EVER MADE, THE EARLY 1980 YAMAHA SS MODELS, THEY LOOKED FAST AND SLEEK ON THE TRAIL. IN 1980 THE ENDURO CIRCUIT AND THE SOO I-500 USED A RED YAMAHA SS 440 AS THE OFFICIAL PACE SLED.



MIKE AND MECHELE ALLEN OF FARWELL, MI DIDN'T LET THE THREAT OF RAIN KEEP THEM FROM BRINGING OUT THIS BEAUTIFUL DISPLAY THAT INCLUDED MERCURY AND RAIDER SNOWMOBILES.





A MID 1980'S YAMAHA SRV AND YAMAHA EXCEL WERE CLEARLY READY TO HIT THE TRAIL. JUST ADD GAS AND GO.



ONE OF THE UNIQUE MICHIGAN MADE SLEDS ON DISPLAY THIS YEAR WAS THE SKI KAT. BUILT BY SPORT KING INC. OF FARMINGTON, MICHIGAN. IN 1968 THE COMPANY OFFERED SEVEN MODELS ALL USING JLO ENGINES.



YOU JUST NEVER KNOW WHAT YOU'LL FIND FOR SALE AT A-I. THIS CUSTOM HANDMADE LAMP CLEARLY HAD TIES TO THE AUTO INDUSTRY. TICKETS WERE BEING SOLD FOR A CHANCE TO WIN A BEAUTIFUL 1978 SCORPION STING 440.



JUST ADD PAINT, A NEW DECK AND THIS OLD CUTTER WILL BE READY TO GO.



THIS RARE MICHIGAN BUILT SIMKO POWER SLED ONCE MADE IN ECORSE, MICHIGAN LOOKS LIKE IT WOULD BE A BLAST TO RIDE EVEN IN TODAY'S HIGH SPEED WORLD.



THIS SLEDDER WAS CLEARLY IN THE MOOD TO GO VINTAGE RIDING THIS WINTER.



# WHITTEMORE



SATURDAY

FEB 22, 2020

## VINTAGE SNOWMOBILE RACES

ON AN ALL NEW 1/4 MILE ICE OVAL

Admission  
**\$5.00**

Race Registration:

7:30 AM-9:45 AM

Hot Laps: 10 AM-10:45 AM

Racing: 11:30 AM

Entry Fees

Kitty Cat & 120

**\$10.00**

All Other Classes

**\$25.00**

LOCATION

405 E. Sherman Street.

Whittemore, MI 48770

<http://www.whittcham.org/>

• No alcohol allowed

Presented by

**Whittemore**

Whittemore Area Chamber of Commerce

For race rules and info  
contact Rick

rick1st@charter.net • 989-296-9010

### Classes:

1. Kitty Cat  
(10 years & under)
2. 120 Stock  
(10 years & under)
3. 120 Modified  
(10 years & under)
4. 120 Open  
(10 years & under)
5. 120 Pro  
(10 years & under)
6. Champ/Sno-Pro/Twin  
Track 600cc max.
7. 1984 & Older  
Single Cylinder Pro
8. 1984 and Older  
340 Stock
9. 1984 & Older Powder  
Puff 440cc max Stock
10. 600 IFS Improved
11. 1984 & Older  
440 Stock Liquid
12. 1984 & Older  
440 Improved
13. 1984 & Older  
340 Liquid Improved
14. 1984 & Older  
440 Pro
15. 1984 & Older  
340 Imp.
16. 1984 & Older Sr.  
Class Stock 440cc Max  
(55 Years and Older)
17. 1984 & Older Jr.  
Class Stock 340cc Max  
(10-16 Years Old)
18. 1984 & Older  
Single Stock
19. 1984 & Older  
440 Stock
20. 1984 & Older  
340 Pro
21. 1984 & Older  
440 Liquid Improved
22. 1984 & Older  
340 Liquid Stock
23. 1984 & Older  
Junior Imp. 340cc  
Max(10-16 Years Old)
24. 1984 & Older  
Single Imp.