

Volume 33 • No. 1 • 2020

THE WINNING EDGE

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VINTAGE RACING RETURNS TO LOWER MI.

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WHAT'S HOT

Racing News

Pennsylvania's Matt Cameron sweeps Semi Pro in Vermont for Rock Maple Racing

Bell, Lessard continue hot streak in Pro classes

Photos by Bill Dahl

WEST GLOVER, Vermont — Any time a snowmobile race team travels a great distance to compete, the end goal, along with having a little fun, is to bring home a trophy. For Semi Pro rider Matt Cameron, a long haul to northern Vermont last weekend paid off with a pair of victories.

Pennsylvania native Matt Cameron swept the Semi Pro finals on Saturday to lead a long list of winners, as Rock Maple Racing (RMR) completed Round 3 on the six-race 2020 cross country racing schedule at Young Farms in West Glover, Vermont.



Chip Vaadi

THE WINNING EDGE

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Cameron, of Palmerton, held off Maine riders Dylan Thompson (Lincoln) and Derek Dawson (Readfield) to earn top honors in the Semi Pro Improved final. Thompson, who was hot off a clean sweep in Round 2 also finished second in the Stock final, while Toby Caron filled out the podium.

Maine racers Heath Bell and Remington Lessard continued their stranglehold on the Pro classes in Vermont. Bell (Bell Racing/Ski-doo), of New Gloucester, earned his third consecutive victory in the Pro Open final, with Lessard (Grip N Rip Racing/Ski-doo) and veteran Ken Murphy also on the box.

Lessard kept his 2020 hot streak alive in the Pro Stock final, leading Luke Vaadi (Ingles Performance/Polaris) and Murphy across the stripe. Lessard and Bell continue to set the gold standard on track in Pro this season, and will look to carry that momentum into High Voltage MX next month.

In Sport class action at Young Farms, Maine racer Cameron Young powered his way to victory in Saturday's Grip N Rip Sport open final. The young athlete from Belfast held off fellow Maine riders Bailey Slocum (Pownal) and Derrick Fortier (Jackman) for top honors in a hotly-contested final.

Slocum (Storey Bros. Excavation/Ski-doo) found redemption in the Sport Stock 600 final, blasting to victory over Fortier and Young. The depth of talent in Sport this season is off the charts.

Other winners in Round 3 action at Young Farms include Scott Preston (Pro Am Plus 40, Plus 30); local favorite Mark Gray, of nearby Newport (SOO); Carson Gray (Trail 600); Justin Locke (Trail 800); Rene Desrochers (Masters); Quebec rider Martin Coutu (Plus 40); and Krysti Leach (Women).

Rock Maple Racing would like to extend a sincere thank you to the Young Farms for hosting our third round again in 2020. The views and warm hospitality shown to us in Vermont are priceless. We hope to re-

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turn for more exciting cross country racing (in slightly warmer temps) again in 2021.

RMR officials would also like to thank the many local businesses who supported our event in West Glover, including Northpoint Chrysler/Jeep/RAM, Vianor Tire & Auto Service, The Farmyard Store, Martha's Diner, Desrochers Crane Service, Royer's Mini Mart, Walt's Sales & Service and The Parker Pie Company. Having this level of support from the community is heartwarming and helpful.

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; Lucas Oil, Curve Industries; PowerMadd and SledFreak.com. Without your continued support, this venture would not be possible.

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Patenaude brothers split Pro finals in Loudon for Eastern Snocross Tour

Ashline sweeps Pro Lite on The Flat Track at NHMS

LOUDON, New Hampshire — Vermont snowmobile racing veterans Leo and Hunter Patenaude swept the Pro finals over the weekend, as the Eastern Snocross Tour (ESXT) completed Rounds 5 & 6 on the 2020 schedule on The Flat Track at New Hampshire Motor Speedway.

Point leader Leo Patenaude (Ingles Performance/Ski-doo), of Hartland, dominated Saturday's 14-lap final. The finely-tuned athlete and proud papa crossed the stripe over five seconds ahead of runner-up Corin Todd (Team Southside/Polaris), while New York veteran Mike George finished third.

On Sunday, reigning national Pro Lite champion Hunter Patenaude (Ingles/Ski-doo) blasted his way to victory over Marco Travaglini (Ingles/Ski-doo) and the always-fast Corin Todd. Travaglini was never too far behind his teammate, crossing the line just two second behind one of the hottest riders on snow.

In Pro Lite action, Adam Ashline (Ingles Performance/Ski-doo) swept the finals over a talent-filled field. Ashline checked out on recent winner Gavin Fleury (Fleury Racing/Ski-doo) who settled for second, while hard-hitting athlete Dalton Jacquier finished a distant third.

Ashline prevailed again in fine fashion on Sunday, finishing over four seconds in front of runner-up Nick Edwards. Fleury capped another successful points weekend with a solid third-place run. When the Pro Lite riders come to the line for their finals, everybody takes notice. They're that good.

In Pro women's action at New Hampshire, Alyssa Ashline outgunned Ashley Baird and Janell Smith for top honors in Saturday's 8-lap final. On Sunday, Baird was notably absent yet Ashline raced to a nearly seven-second margin of victory over Smith.

Other final round winners over the weekend in Loudon include Josh Connolly (Sport Lite Sat. & Sun.); Dylan Holmes (Plus 25/35 Sat.); Derek Vitiello (Plus 25/35 Sun.); Nick Edwards (Sport AM Sat. & Sun.); Cecily Bernaiche (Jr. Women 9-13 Sat. & Sun.); Kamden Duffy (Trans. 9-13 Saturday & Sun.); and Salvatore LaBeau (Transition 8-10 Saturday and Sunday). Congrats to all on your success.

Eastern Snocross Tour officials would like to extend a sincere thank you to management and staff at New Hampshire Motor Speedway for hosting the



third stop on our inaugural tour. Being able to race upon such hallowed motorsports ground was indeed an honor. We hope we can return in 2021.

ESXT officials would also like to thank HK Powersports, daSilva Motorsports and New England Racing Fuels for boosting the payouts at NHMS. Our race teams appreciate that support, and we all value the relationship we have with your fine companies. Your contributions helped a great deal.

For more information, please visit www.easternsnocross.com and follow our social media pages for the latest news as it happens.

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THE MASTERS RACING CIRCUIT

Large Crowd watches Hillclimb

Photos by David Archambeau

Snowmobile Hillclimbers from 5 States competed in last Saturday's Triest Forest Products-Vollwerth's Mid America Championship Hillclimb (MACH). The MACH was held at Whealkate Bluff in South Range. Officials with the Mid America Snow and Terrain Expert Racers (MASTERS) states that this was the largest crowd the race circuit has had for a Snowmobile Hillclimb at the steep bluff.

It was also the largest turnout of hillclimbers, as 51 riders attempted to climb the 600 Foot Bluff. 44% of the 261 runs up

the hill saw the rider make it over the acclaimed 'Wall' at the top of the hill.

"This is actually the best percentage of riders to set a time," commented Chris Crosby of the MASTERS. "We had less snow on the hill, and those that ran early in the morning set a 'groove' that others followed."

There may have been more riders to make it over the top, but that didn't mean the event didn't have its own style of excitement. "Those that didn't make it ended their runs in a very



David Archambeau©

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exciting way,” Jason Asselin of Just Snowmobiles chuckled. “The video I did is probably one of the best when it comes to spills and rolls.’

The two professional hillclimbers that dominated the competition at both of last year’s hillclimbs repeated. That was Hubbell’s James Marietta, and the Pat’s Motorsports hillclimber, Tyler Robinson. Both represented the MASTERS at last year’s World Championship Hillclimb in Jackson, Wyoming.

Both qualified for the Houghton Powersports Pro Stock King of the Hill (KOH) and the Vollwerth’s Meats Pro Mod King of the Hill Shoot-outs by winning a class. Robinson earned two runs in the Pro Stock Division and one run in Pro Mod. Marietta punched his ticket in each ‘shoot-out’ with a win in one class in both Pro Stock and Pro Mod.

Robinson ended up needing his second run in the Pro Stock KOH when he failed to make the hill in his first run. In the draw for the order to run, Robinson drew the 3rd and 4th run. Robinson knew he had his hands full with that final run after finding out that Marietta turned in an impressive 22.68 second run.

Robinson turned in a 22.07 second run to win by a half a second.

This set the stage for a Pro Mod KOH shoot-out that had the fans excited in anticipation. “I knew Jimmy (Marietta) was



Destiny Welch - Queen of the Hill



120 Stock Winners: 1st: Klayton Kin, 2nd: Lucas Solberg, 3rd: Benjamin Cook

going to hold nothing back,” explained Jimmy’s father, Neil Marietta.

In this shoot-out Robinson went before Marietta. Jumping from the Polaris over to the Yamaha, Robinson turned in a faster time than he ran in the Pro Stock KOH. He ran a 21.18 second run. Almost a second faster run than it took him to claim the \$500 from Houghton Powersports in the Pro Stock KOH.

Then it was Marietta to end the competition. The Arctic Cat rider set the fastest time of the day with an amazing 19.41 second run. A run that got him \$500 from Vollwerth’s Meats.

In addition to Marietta’s two wins in the Pro classes, he was also the first to go up the hill in the morning. He ‘broke’ trail on a Snow Bike, a motorcycle with a ski and track. His run of 20.40 seconds won him the Coyote Snowbike Adventure Class.

If that wasn’t enough to show how versatile Marietta is. He also rode the very same snowmobile that his father rode close to 20 years ago at Copper Peak. A Polaris that gave him a win in the Diamond House International Vintage Class.

Robinson was the only Pro Driver to win a class on two different Snowmobile Manufacturer sleds. He won the Pat’s Motorsports Pro Mod 600 on a Yamaha. He also won the M & M Powersports Pro Open Stock and the Matt’s Auto Glass and Body Pro Stock 850 on a Polaris.

With Marietta’s wins, he now became the highest cash purse winning driver in the 25+ year history of the MASTERS. Prior to Marietta cashing in this past weekend, Nissula’s Travis Kaurala, had won more money than any other hillclimber.

Kaurala continued his long streak of qualifying for a KOH Shoot-out by winning the Eagle Radio Pro Mod 850 class on an Acciaca Forest Products Ski-Doo. His son, Kaiden, was the first and only Junior Class rider to go around all 5 gates and make it over the top.

Representing the Junior Division riders from 5 Midwestern States at last year’s World Championship was Greenland’s Wyatt McIntyre. The Ontonagon High School student does not compete in MASTERS Junior Division, but runs in Pro Classes. The Pat’s Motorsports racer placed in 2 Pro Classes.

The Pro hillclimber that has gone to the World Championship more than any other racer in the Midwest, Layne Stank of Menomonee, MI., qualified for another trip to Jackson. He narrowly defeated Lake Linden’s Tom Hodges by one second in the Dave’s Auto Repair of Laurium Spirit Class ‘shoot-out.’

For the first time, the MASTERS ran a Women’s Division. Brook, Minnesota’s, Destiny Welch was the first to claim the Moyle Construction/Valley View Quarry ‘Queen of the Hill.’ She edged out Dollar Bay’s Brianna Banfield by only 4 seconds. 3 of the 4 gals competing in the class, made it over the top of the hill, including Ahmeek’s Emily Lanhala.

The children between the ages of 4 and 12 thrilled the fans in the 120 and 200 classes. Ontonagon’s Lucas Solberg won the Wildlife Refuge Cabins 200 Youth Class. Harvey’s Braden Rose won the Stephen Wittmer 120 Mod, and Ontonagon’s Klayton Kin won the Restoretech of Illinois 120 Stock.

The MASTERS will be back at Whealkate Bluff on Feb. 22nd for the Ojibwa Casino WINTERNAIONALS Hillclimb. This hillclimb will hand out 9 entries to the World Championships.

“If you think the MACH was competitive and exciting to watch, just wait till you see what the WINTERNAIONALS has in store,” commented Kip McIntyre of the Pat’s Motorsports team.

Triest Forest Products – Vollwerth’s Meats Mid America Championship Hillclimb Whealkate Bluff, South Range, MI. Feb 1, 2020

(Top 3 in each class/shootout, unless printed)

Houghton Powersports Pro Stock King of the Hill: 1) Tyler Robinson, Afton, WY., Polaris- 22.07; 2) Jimmy Marietta, Hubbell, MI., Arctic Cat- 22.26; 3) Ryan Huff, Ontonagon, MI., Yamaha- 28.64.

Vollwerth’s Meats Pro Mod King of the Hill: 1) Jimmy Marietta, Hubbell, MI., Arctic Cat- 19.41; 2) Tyler Robinson, Afton, WY., Yamaha- 21.18; Travis Kaurala, Nissula, MI., Ski-Doo- 174 yards.

Dave’s Auto Repair of Laurium Spirit King of the Hill (2 in Shoot-Out): 1) Layne Stank, Menomonee, MI., Polaris- 26.24; 2) Tom Hodges, Lake Linden, MI., 27.84; 3) Jason Kleinschmidt, Merrill, WI., Arctic Cat- 29.13.

Moyle Construction/Valley View Quarry Women’s Queen of the Hill: 1) Destiny Welch, Brook Park, MN., Ski-Doo- 22.07; 2) Brianna Banfield, Dollar Bay, MI., Arctic Cat- 26.12; 3) Emily Lanhala, Ahmeek, MI., 42.67.

Toucan’s Auto Service Pro Open Mod: 1) Jimmy Marietta, Hubbell, MI., Arctic Cat- 20.93; 2) Chris Bigger, Dollar Bay, MI., Polaris- 24.22 (Tie-breaker- 26.08); 3) Roger Strack, Trimountain, MI., Arctic Cat- 24.22 (Tie-breaker- 26.18).

Eagle Radio Pro Mod 850: 1) Travis Kaurala, Nissula, MI., Ski-Doo- 22.37; 2) Jordan Wolfe, Montreal, WI., Polaris- 22.90; 3) Jimmy Marietta- Hubbell, MI., Arctic Cat- 23.01.

Pat’s Motorsports Pro Mod 600: 1) Tyler Robinson, Afton, WY., Yamaha- 21.12; 2) Travis Kaurala- Nissula, MI., Ski-Doo- 24.44; 3) Wyatt McIntyre- Greenland, MI., Polaris- 26.05.

M & M Powersports Pro Open Stock: 1) Tyler Robinson, Afton, WY., Polaris- 21.34; 2) Jimmy Marietta- Hubbell, MI., 23.59; 3) Austin Serotzke, Lake Linden, MI., Ski-Doo- 24.48.

Matt’s Auto Glass & Body Pro Stock 850: 1) Tyler Robinson, Afton, WY., Polaris- 21.80; 2) Bob Berghuis, Brillion, WI., Polaris- 25.42; 3) Jacob Ketola- L’Anse, MI., Ski-Doo- 26.46.

Krupp’s Mini-Mart Pro Stock 700: 1) Ryan Huff, Ontonagon, MI., Yamaha- 26.11; 2) Wyatt McIntyre- Greenland, MI., Polaris- 27.06; 3) Jordan Wolfe, Montreal, WI., Polaris- 27.80.

Mosquito Inn Pro Stock 600: 1) Jimmy Marietta, Hubbell, MI., Arctic Cat- 21.92; 2) Travis Kaurala- Nissula, MI., Ski-Doo- 23.46; 3) Chris Bigger, Dollar Bay, MI., Polaris- 24.05.

Coyote Snowbike Adventures Snow Bike: 1) Jimmy Marietta, Hubbell, MI., Yamaha- 20.40; 2) Mike Chopp, Atlantic Mine, MI., KTM, 20:50; 3) Braydan Fish, Baraga, MI., Yamaha- 21.40.

Diamond House International Vintage: 1) Jimmy Marietta, Hubbell, MI., Polaris- 22.91; 2) Ryan Huff, Ontonagon, MI., Yamaha- 25.07; 3) Skylar Fontaine, Lake Linden, MI., 26.80.

4 Season’s Convenience Junior: 1) Kaiden Kaurala, Nissula, MI., Ski-Doo- 30.16; 2) Kolten Laurie, Allouez, MI., Ski-Doo- 164 yards; 3) Ben Eckler, Traverse City, MI., Polaris- 94 yards.

Wildlife Refuge Cabins 200 Youth: 1) Lucas Solberg, Ontonagon, MI., Polaris- 34.30; 2) Eli Beiring, Atlantic Mine, MI., Yamaha- 44.12.

Stephen Wittmer AMSOIL 120 Mod: 1) Brayden Rose, Harvey, MI., Polaris- 32.08; 2) Lucas Solberg, Ontonagon, MI., Polaris- 35.52; 3) Nolan Preiss, Ontonagon, MI., Arctic Cat- 53.27.

Restoretech-Shenuk Family of Illinois 120 Stock: 1) Klayton Kin, Ontonagon, MI., Arctic Cat- 41.21; 2) Lucas Solberg, Ontonagon, MI., Polaris- 41.25; 3) Benjamin Cook, Green Bay, WI., Arctic Cat- 42.53.

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Forever Young

By Mike Decker

Richard Decker

Richard Decker will be turning 90 years old come summer. He's damn tough (old-school and military tough), but the years have taken their toll. He damaged his back while tobogganing as a kid. Because of his back injury he was nearly denied military service after volunteering to fight in Korea, and which has only gotten worse over the years. He's had his share of broken bones too (especially from one very severe motorcycle accident); and he's had hip, knee and shoulder replacements. He's battled and beat cancer. He has terrible neuropathy in his hands, feet and legs. He has back pain so severe that a few years ago he finally received an operation which involved implanting an electrical-impulse spinal cord stimulator to help manage the pain in his legs and back.

He has real pain and mobility problems, that's for sure. But you'd never know it. He gets around for the most part quite well without his cane, and he never, ever complains. He remains young at heart, still looks good, and his love for trail-riding (and racing) simply won't leave him. I know that racers never really get racing out of their system, but how many still want to hit the track at 89 when you can't even "lean" anymore?? So when my Dad talked about racing Eagle River again this year, it really came as no surprise once you understand exactly who the man is.

Longtime dear friend and racer Pat Smith of Canada supplied the sled for Richard once again. Pat couldn't make it down last year at the last moment, so my Dad was forced to take a year off, and it just tormented him that he couldn't be out there. But it all came together this year thanks to Pat, Pat's son Kelsey, and Jim Engnath (another dear friend and racer) from Wyoming. The stage was now set.

How my Dad finished matters not one bit. The



only thing that matters is that he rolled out onto the track, took the green flag, and finished the race. And this is where I'm compelled to give you just an inkling of Richard's past racing history.

Richard raced boats as a young man (way before he and Audrey ever married and had us four boys). He was a great snowmobile racer in his own right, winning many races when we all started racing as a family. But he spent most of his time supporting the racing careers of his four sons, thus spending way less time on the race track than us boys ever did. He was a good racer indeed. I remember when I was but 14 or 15 trying to keep up with him while running a certain race in the very early years of our oval track racing (it happened in 1969 or 1970). He was leading and I was right behind him, chasing that boy with everything I had. We were way out in front of the pack and flying. I passed him on the last lap but thought that he had LET me pass him. As soon as we pulled into the pits and got our helmets off, I yelled at him for letting me win. He swore up and down that he didn't. I'll never know, but I still believe he did. I'll never forget it. That's just a sampling of what a good racer he was in the day. And that's the kind of good racer I'll always remember him as.

Did it bother me he didn't win at age 89 this year?? Yes. But only because I know how good he once was. And that's how I want everyone else to remember him. But as long as he wants to keep getting back on the race track, regardless of where he places, I'm more than proud of him.

What a life Richard Decker has lived. They couldn't keep him from joining the military and going off to war to fight for his country. He was the very first Decker racer, setting the tone for the rest of the family, and for future Decker generations to come. He crawled out of a hospital bed when he was un-

able to walk, where doctors literally tried to confine him and prevent him from embarking on an historic cross-country snowmobile trek from Wisconsin to Valcourt, Quebec as the leading member of Team Oasis (snowmobile ambassadors for Ski-doo). He's raced motorcycles. He's won world titles in snowmobile oval competition. He's in the snowmobile racing HOF. He uses his wisdom and experience to help mentor his great granddaughter and third-racing-generation, Natalie Decker, with her climb in auto racing and NASCAR career. And now, as he approaches the point of having spent all of 9 exciting and action-packed decades here on this earth, his lust for life remains undiminished. We should all be so blessed.

THE RACE TEAM OF KELSEY SMITH (LEFT) AND PATRICK SMITH (RIGHT) WITH MIKE AND RICHARD MOMENTS BEFORE THE FINAL.



RACER, SLED-OWNER, AND LONGTIME FAMILY FRIEND PATRICK SMITH PICTURED ON THE RIGHT.

RACER AND FAMILY FRIEND JIM ENGNATH PICTURED TO THE LEFT JUST PRIOR TO RICHARD'S HEAT RACE.



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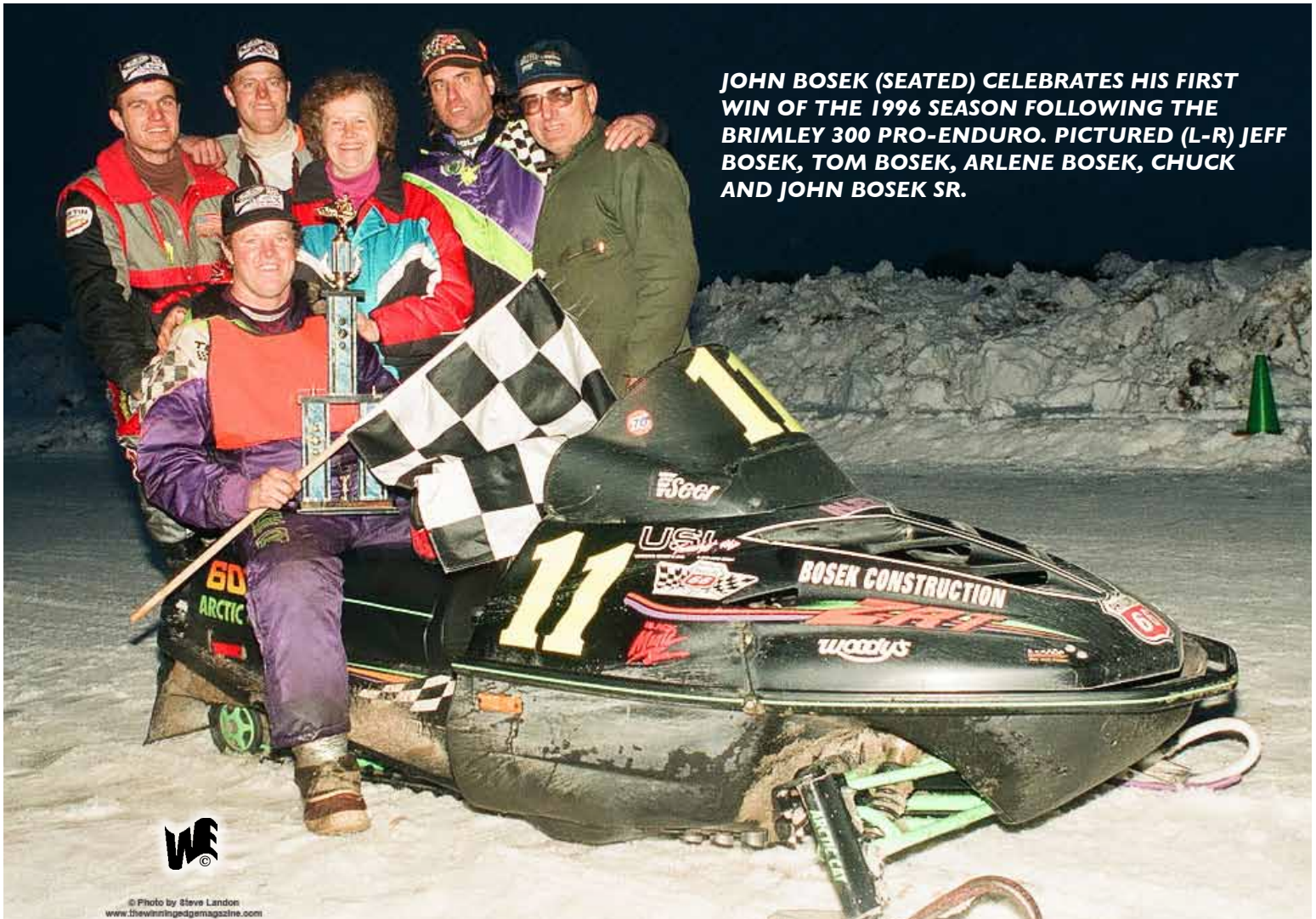
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JOHN BOSEK (SEATED) CELEBRATES HIS FIRST WIN OF THE 1996 SEASON FOLLOWING THE BRIMLEY 300 PRO-ENDURO. PICTURED (L-R) JEFF BOSEK, TOM BOSEK, ARLENE BOSEK, CHUCK AND JOHN BOSEK SR.



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John Bosek Squeaks Out a Victory Despite Running out of Gas to Take Brimley 300 I.C.E. Opener

By Steve Landon

Brimley, Michigan; - Sometime this spring when the engineers at Arctic Cat study plans for improving 1997 models they may want to consider adding a small reserve tank to their Formula III sleds and call it the "Bosek Reserve Fuel System for Enduro

Racing". Pushing his fuel supply beyond the limit has become a common practice for John Bosek of Garfield, Minnesota, who picked up his second win in his last three starts here January 13, 1996 at the First Annual Brimley 300 Pro-Enduro.

Driving an Arctic Cat 600, Bosek stayed in the hunt



JOHN BOSEK, #11 AND ERIC FOUNTAIN, #24 BATTLE IT OUT IN THE EARLY GOING OF THE BRIMLEY 300 PRO-ENDURO. FOUNTAIN AND CO-DRIVER DAVE VAN SLOTEN LED 15 LAPS IN THE LATER PART OF THE RACE BEFORE A MINOR SPILL TOOK THEM OUT OF THE TOP SLOT. THEY CAME BACK TO FINISH THIRD SECONDS BEHIND BOSEK AND RUNNER-UP MIKE GENTZ AND CO-DRIVER J.T. EDWARDS.

throughout the afternoon remaining well within reach of the leaders. His break came when his brother Tom Bosek fell out of the lead with less than 40 laps to go after his Polaris began to experience ignition problems. From there Bosek went to work, eventually building up a two-lap cushion. With a little over 11

laps to go officials attempted to give the black flag for a broken ski loop on his right ski. Bosek didn't notice the plastic loop was broken, since it would flip back into position by the time he looked. Before he could round the corner for another wave of the flag, his Cat came to rest leaving turn four, completely out of gas. After being towed into the pits for repair of the loop and a splash of gas, he was back in action, still in the lead. The two lap margin he had built up over the last 40 laps had dwindled to less than a half lap as Po-

JERRY ARTUSO, #5 SLIPS PAST TOM BOSEK, #77. ARTUSO AND CO-DRIVER RANDY MCDOWELL LED WELL OVER HALF THE RACE BEFORE A FRONT END COMPONENT FAILED CAUSING MCDOWELL TO CRASH LATE IN THE RACE. DESPITE THEIR MISFORTUNE THE TEAM CAME BACK TO FINISH FOURTH.



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- 1970 TO 1974 ORIGINAL AND RESTORED VINTAGE
- 1975 TO 1978 ORIGINAL AND RESTORED VINTAGE
- 1979 TO 1984 ORIGINAL AND RESTORED LATE MODEL
- 1985 TO 1994 ORIGINAL AND RESTORED • KIDS TROPHIES FOR KIDS CLASSES



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BOSEK BROTHERS, JOHN #11 AND TOM #77 LEAD THE PACK AT THE START OF THE 1996 BRIMLEY 300. THE FIRST EVER RACE OF THE INTERNATIONAL CHAMPIONSHIP ENDURANCE RACING SERIES - I.C.E. RACING.



laris entries driven by Mike Gentz and Eric Fountain began to close the gap. When the checkered flag flew, it was Bosek on top by a narrow margin of less than seven seconds over Gentz.

Running out of gas almost seems to be a part of Bosek's game plan when it comes to enduro racing. Last March at the season finally in Raber Bay, Bosek squeezed his fuel supply to the very last drop. Running out of fuel just seconds after crossing the finish line.

The difference between the two races may have come down to the fuel tanks used. In Raber, Bosek ran the clear tank, which allowed him to constantly monitor his supply even at the lowest point. In Brimley he stayed with the black stock tank which forced him to depend on the gas gauge and a little guess work. While both tanks have their merits, don't be surprised to see the clear tank on board when he returns to action.

Arctic Cat has remained in the spotlight on the Enduro circuit in part thanks to the efforts of Bosek and his crew. Since making the switch from Polaris four years ago, he has accumulated a total of three wins and countless top five finishes. His brother, Tom, who finished 10th in Brimley remains with Polaris.

"I wasn't really sure where we were standing after I ran out of gas. After being towed into the pits, I thought for sure we had gotten knocked down a lap; fortunately we had built up enough time over the rest of the field to hold onto the lead. Running out of gas wasn't really all that bad when you consider the fact we got the yellow flag when we went down and were able to get back out before we had a chance to fall



MIKE GENTZ AND J.T. EDWARDS POURED ON THE POWER ALL DAY BUT CAME UP JUST SHY OF WINNER JOHN BOSEK TO FINISH SECOND IN THE BRIMLEY 300 PRO-ENDURO.

too far back". Bosek said.

As the race approached the last 50 laps things really began to fall apart for the leaders. Jerry Artuso and co-driver Randy McDowell of the Hole Shot Racing Team of Sault Ste. Marie, Mich., looked invincible after leading over half the race on their Ski-doo, however, shortly after getting the black flag for a broken front end component with a little over 250 laps complete, McDowell crashed coming out of turn four. A similar fate struck the crew from C.C.M.S. Racing of Sault Ste. Marie, Mich. Driving a Polaris with drivers Eric Fountain and David Van Sloten sharing the helm, the team moved into first place roughly 235 laps into the race and held on for the next 15 circuits before misfortune struck as Van Sloten became involved in a minor spill between turns three and four. Tom Bosek who was close by on his Polaris moved up front and held on before finally giving way

to brother John, as his sled sputtered to the pits with ignition failure. The saying "It isn't over till it's over" never held more meaning than it did in Brimley as many of the leaders soon found out.

"At the end when all of the front runners began going down, I couldn't believe it! I knew I had a chance to make it into the top five, from that point on I really started kicking her down. I thought I was actually down more laps than I was, in fact I didn't realize I was actually in the lead until they crossed the flags on me".

This being the first race for the new I.C.E. Series, I think they did an excellent

Job. It didn't take long to get towed off when sleds went down and the plowing didn't take much time. Everybody helped out and did a good job. We plan to run as much of the circuit as we can since it cut us down at least an extra five to six hours in driving time from Minnesota", Bosek said.

John Bosek's racing effort is sponsored by: Woody's, Bosek Construction, Super Seer, Phillips 66, Injects Oil, Black Magic and K & K Sports.

Mike Gentz of Marquette, Mich., celebrated his first Pro-Enduro victory at the Drummond Island 250 last February and looked impressive during qualification rounds, as he guided his Polaris with ease around the iced oval qualifying third in the 17 sled field.

His fortune would turn somewhat bleak at least for the start of the race. His Polaris sounded a bit ill as the field rounded the track for the green flag. Before one lap could be completed Gentz headed for pit row with problems that would cost him precious time in the early going of the race.

"We just had one of our normal bad starts as usual. The needle somehow came out of the carburetor; we have no idea how it happened. When we finally got back to racing we were 10 laps down. From that point on we just tried to run a consistent race and stay out of trouble in hopes of catching the leaders. Considering the luck we had at the start, we're pretty happy with taking second place", Gentz explained.

While bad luck may have plagued them Saturday, their fortune changed Sunday as Gentz blasted to victory in the One Hour 440 Stock Challenge Enduro.

During the last few seasons C.C.M.S. Construction Racing of Sault Ste. Marie, Mich., has relied on the powerful driving tandem of Eric Fountain and Rich Crane to fly their Polaris racers around the oval. While they have had their share of ups and downs over the years, the team has produced some of the fastest sleds on the circuit. In 1995 they won the Raber Bay Enduro in Goetzville, Mich. This year the



TEAM CHIPPEWA'S TERRY WRIGHT AND JAMIE VINCENT, #1 GAVE YAMAHA FANS SOMETHING TO CELEBRATE AS THEY GUIDE THEIR V-MAX 600 TO AN IMPRESSIVE 5TH PLACE FINISH JUST FOUR LAPS OUT. CHAD BAUER, #19 ALSO HAD A GOOD START FINISHING EIGHTH, FIVE LAPS DOWN.

team is without the services of Rich Crane who has since joined 1994 M.I.R.A. champion Craig Wellman of Wellman Racing to run the M.I.R.A. tour. To compensate the loss of Crane the team has turned to seasoned veteran Dave Van Sloten to co-drive with Fountain for the 1996 I.C.E. Enduro Series. The team kicked off the season with an impressive run, finishing in third place just seconds behind Bosek and Gentz, in fact they led 15 laps of the late going before a crash put them pretty much out of the hunt.

"We were running in second place at about 180 laps, when I came in to pit and let Dave (Van Sloten) take over. He was running great until he took a spill between turn three and four, he broke his glasses, so I got back on to run the final part of the race. They told me I was in first place when they showed me the crossed flags so I just kept running as hard as I could. Mike Gentz passed me and I simply couldn't keep up with him, he was running really strong. As for Bosek, I really don't know where he came from, he stayed out there all day putting in his laps and came out on top. We're happy for the first race of the year", Fountain said.

"My accident occurred going through turns three and four. One of the drivers slowed up for a slower sled on the outside, I was taking him on the inside when he suddenly decided he wanted to go to the inside. He cut right across my skis and sent me tumbling. The accident bent our handlebar right down to the gas tank, fortunately our crew was able bend them back into position and they worked pretty good from then on", Van Sloten explained.

If determining the running distance of each Enduro was up to the crew of Hole Shot Racing, chances are no race would be more than 250 laps. Anything beyond the 250 mark, problems just seem to pop

up with these teams Skidoo. After leading on and off for much of the first 260 laps of the 1995 Raber Bay 300 Jerry Artuso headed for the pits with just 21 laps remaining when a trigger coil let go. It was too late in the race to make repairs and the crew saw their first chance at victory slip away. The saga continued on into Brimley as bad luck struck again when victory was well within reach. Artuso and co-driver Randy McDowell captured the pole, taking the lead from the start for well over half of the race. Their luck changed when a sudden crash late in the race put them out of the hunt as they finished in fourth place just four laps out.

"We ran into a little bad luck today, something broke in the front end late in the race and locked up the

sled, sending Randy (McDowell) over the bank, other than that the sled ran pretty good all day. We need a good 250 lap race instead of a 300, we tend to be a little luckier there", Artuso explained.

Thanks to Team Chippewa of Sault Ste. Marie, Mich., Yamaha made an appearance in the top 10 thanks to drivers Terry Wright and Jamie Vincent who placed fifth just eight laps down from the leaders.

The Brimley 300 marked the debut of the all-new International Championship Endurance Racing Series - I.C.E. Racing. Due to competition from a down state event 17 sleds started the race. Both drivers and fans had nothing but praise for I. C. E officials who did an outstanding job both on and off the track. I.C.E. is one group that will only grow in the future. The series is sponsored by Kewadin Casinos.



AFTER FINISHING SECOND IN THE PRO-ENDURO 300 ON SATURDAY JANUARY 13TH, MIKE GENTZ AND HIS CREW CAME ON STRONG TO DOMINATE THE ONE HOUR 440 PRO-AM CHALLENGE.

Gentz Returns to Claim Brimley One Hour 440 Stock Challenge

By Steve Landon

Brimley, Mich. - January 14, 1996; - In the Brimley 300 ProEnduro Saturday, Mike Gentz of Marquette, Mich., suffered carburetor problems just as the green flag fell dropping his team into a 10-lap deficit right from the beginning. Thanks to a lot of determination and a steady performance, Gentz and his crew were able to claw their way back to finish within seconds of winner John Bosek. Sunday was a new day with another race, this time there would be no problems

to stall their quest for the winners circle. Driving In the first ever I.C.E. One Hour 440 Stock Challenge, Gentz took an awesome lead right from the beginning and never looked back as he cruised to victory on his Polaris 440 XCR over runner-up Scott Maciag

The 440 Pro-Am timed event is new to the Enduro circuit this season. Each sled is allowed to start the race with only four inches of fuel in the tank, drivers are given one hour to compete and required to make a mandatory pit stop. All machines must be Stock

440 consumer sleds with proper traction and control on tracks and skis

In Brimley, the 12-sled field was dominated by seven Arctic Cat 440 ZR's, however; the three Polaris entries didn't seem intimidated as they worked their way through the field. When the checkered flag fell 115 laps later, Polaris had taken two of the top three places.

The race was essentially un-eventful as Gentz flew around the track with ease on his way to building up a three-lap cushion. Despite a tremendous effort, Maciag was unable to close the gap. With less than three minutes remaining Paul Warner Jr. crashed his Ski-doo in the middle of turns one and two. The red flag was brought out to stop the race in order to allow the ambulance onto the scene. Warner was not seriously hurt and the decision was made by officials to run an extra five laps since time had expired while the sleds were setting on the track under the red flag. Nothing changed when the green flag flew again as Gentz picked up right where he left off comfortably back in the lead.

"Our goal was to get an early lead and just keep out of trouble. I put a couple of laps on everybody in the early going, I was hoping to catch a yellow flag when I came in to get gas but it didn't work out that way. The sled ran perfect from the beginning and never once gave me any problems", Gentz said.

Gentz Racing is sponsored by: Polaris, Pro 5, Woody's, Ken's Trucking, Super Seer, Edwards Racing, Lustilla Trucking and Heidtman Logging.

After running in the Pro-Enduro in Mt. Pleasant, Mich., where he finished fifth on an Arctic Cat for Farwell Motor Sports, Scott Maciag headed north with his stock sled ready to do it again in the 440 Challenge. Driving a 440 ZR Maciag could never close the gap on Gentz, despite some impressive driving.

"In the corners Mike had a little more speed on me, however, we were running pretty even down the straightaways. A lot of my problem has to do with handling in corners; I need to do a little more homework to get it worked out. I think I'll be pretty competitive once I get the handling down right. Prior to this race I hadn't really had a chance to do much if any testing with this sled", Maciag said.

Tom Bosek traded his Formula III sled for a Stock Polaris 440 X.C.R. and held on to finish third, three laps down despite having a few problems along the way.

"The Roetin carbides and studs I was running get so much traction that it was causing my sled to de-

rail, I had to back off in the corners. It is in the corners where I make up most of my time, it definitely cost me. I was hoping everyone would start to tire out; this seemed to be the case in last part of the race. I managed to move into second place but when the red flag came out they must have gotten their second wind because they got by me on the re-start and



MIKE GENTZ POURS ON THE POWER AS HE LEADS HIS POLARIS 440 XCR TO VICTORY IN THE ONE HOUR 440 PRO-AM CHALLENGE.



ANTHONY MAYER, #9 OF RUDYARD CRUISED TO VICTORY IN AMATEUR FORMULA III.



MIKE KOLBUS AND SONS, MIKE JR. AND DEREK TURNED THE STOCK CLASSES INTO A FAMILY AFFAIR AS THEY SWEEPED STOCK I, II AND III ON THEIR ARCTIC CAT'S.

just stayed ahead. I knew I had no chance of catching Gentz but I felt I had a chance of taking Scott (Maciag) but he got his second wind on the re-start and got by me", Bosek said.

The 440 enduro was without a doubt a total success and more drivers are expressing interest in taking part in future races prior to the grand finale at the Soo 1-500 track March 2, 1996 when drivers will try their skills in a special 12 Hour 440 Challenge.

Kolbus Clan Dominates Pro-Am Stock Classes



SCOTT MACIAG, #26 FOUGHT OFF HANDLING DIFFICULTIES IN THE CORNERS TO FINISH SECOND IN THE 440 TIMED EVENT.



DRIVERS PREPARE TO HEAD FOR THE TRACK FOR PRO-AM ACTION.

By Steve Landon

While much of the weekend's attention focused on the 300 lap Enduro and 440 Challenge, Pro-Am racers were also putting on a pretty competitive program.

Stock I, II and III turned into a family affair thanks to Mike Kolbus and Son's. Derek and Mike Jr., of Munising. Mich. Driving Arctic Cats, the Kolbus crew swept the Stock division. In Stock I Mike Sr. beat out Polaris driver Jim Erickson for the win. In Stock II it was Derek taking the victory over another Polaris driven by veteran Jim Pelkola. Mike Jr., closed out the weekend in Stock III leading a Cat sweep of the class over Paul Gollinger and Scott Maciag.

Anthony Mayer flew with ease to victory as he lapped the entire field to take a victory in Amateur Formula III on his Polaris over Yamaha driver Darryl Sherlock.

The Outlaw Class held Saturday prior to the 300 lap Enduro was won by Jim Naybeck on a Ski-doo.



DRIVERS LINE UP IN THE CHUTE FOR HOT LAPS PRIOR TO THE START OF RACING. THE 1979 TRANSVAN MOTOR HOME OWNED BY STEVE & SHERRY LANDON OF THE WINNING EDGE MAGAZINE MADE THE MOST OF ITS FIRST TRIP PROVIDING A WARM PLACE FOR RACE OFFICIALS AND CREW MEMBERS DURING HOT LAPS AND COMPETITION. THE TRANSVAN BUILT BY CHAMPION MOTOR HOMES WAS DESIGNED BY BOB BRACEY AND JOHN DRAWE WHO DEVELOPED THE POPULAR RAIDER TWIN TRACK SNOWMOBILES IN THE EARLY TO MID 1970'S.

I.C.E. Racing Brimley 300 Pro Enduro Race January 13, 1996 Results

1. Bosek Racing #11 - John Bosek - Cat - 300 laps (2. Gentz Racing #14 - Mike Gentz/J.T. Edwards - Pol. - 300 laps (3. C.C.M.S. Thunder #24 - Eric Fountain/Dave Van Sloten - Pol. - 300 laps (4. Hole Shot Racing #5 - Jerry Artuso/Randy McDowell - Doo. - 296 laps (5. Team Chippewa - Terry Wright/Jamie Vincent - Yam. - 292 laps (6. Edwards Racing #34 - Steve Edwards/Robert Taylor - Pol. - 290 laps (7. C.J. Miller Racing #63 - Jim Erickson/Kim Meeker - Pol. - 289 laps (8. Tommie Bauer Excavating #19 - Chad Bauer/Ken Mayer - Cat - 285 laps (9. Ritchie Racing #54 - Shawn Ritchie/Chris Furkey - Cat - 285 laps (10. Bosek Racing #77 - Tom Bosek - Pol. - 276 laps.

I.C.E. Racing Brimley 300 Pro - Am Enduro Race January 14, 1996 Results

Outlaw Class

1. Dave Naybeck - Doo (2. J.T. Edwards - Pol. (3. Marcus Mayer - Pol. Stock I

1. Mike Kolbus - Cat (2. Jim Erickson - Pol. (3. J.T. Edwards - Pol. Stock II

1. Derek Kolbus - Cat. (2. Jim Pelkola - Pol. (3. Bob Evans - Cat. Stock III

1. Mike Kolbus Jr. - Cat. (2. Paul Gollinger - Cat. (3. Scott Maciag - Cat.

Amateur Formula III

1. Anthony Mayer - Pol. (2. Darryl Sherlock - Yam. (3. Marcus Chinn - Cat.

Pro-Am One Hour 440 Timed Race

1. Gentz Racing #14 - Mike Gentz - Pol. - 115 laps (2. Macias Racing #26 - Scott Maciag - Cat - 112 laps (3. Bosek Racing #77 - Tom Bosek - Pol - 112 laps (4. Kolbus Racing #35 - Mike Kolbus - Cat - 110 laps (5. Robbins Racing #17 - Mike Robbins - Cat. - 107 laps (6. C.J. Miller Racing #63 - Jim Erickson - Pol. - 105 laps.

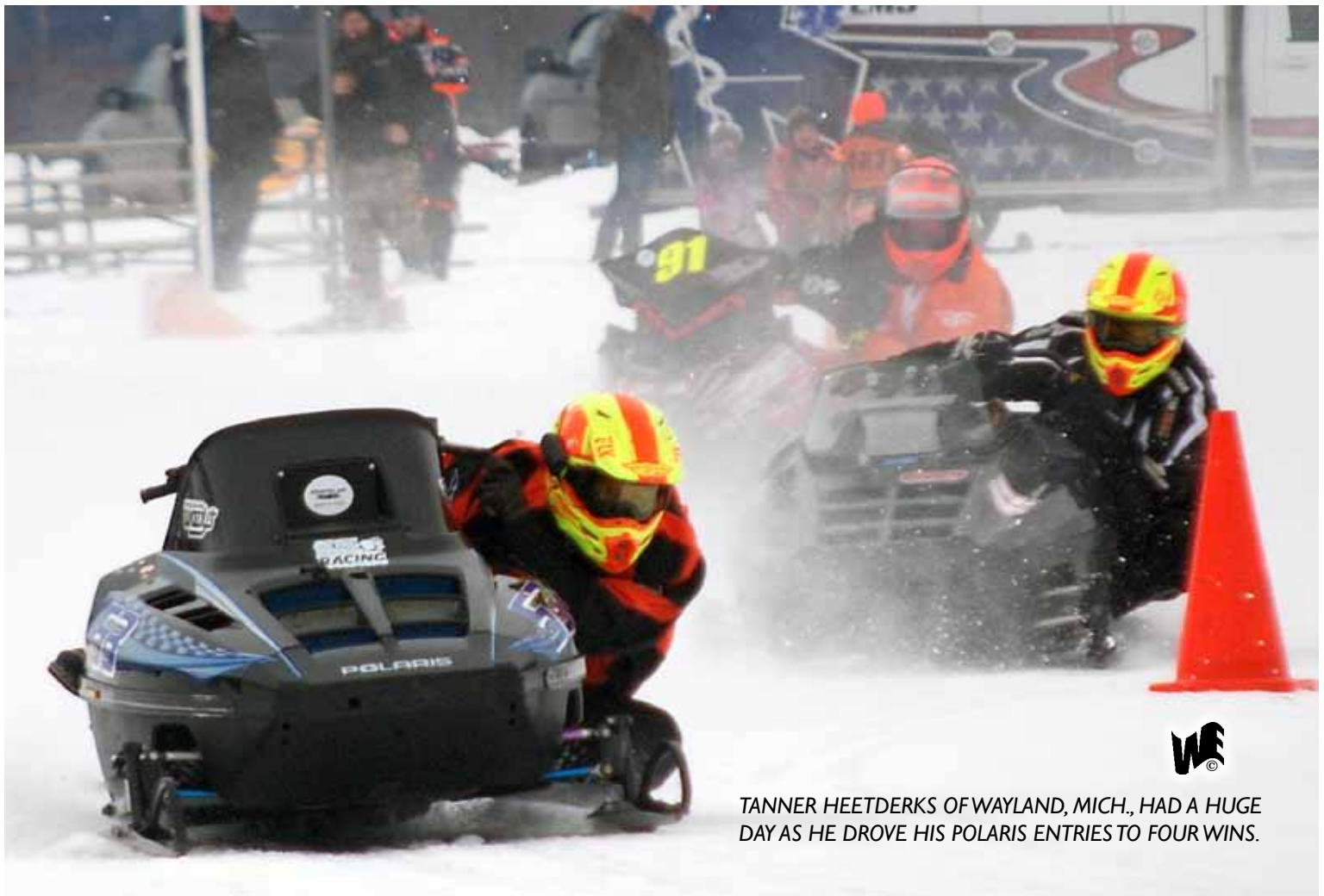
THE VINTAGE EDGE

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MILD WINTER FAILS TO STOP BEVRA RACING



BOB LOCKHART, #125 AND RICH LOCKHART, #320 BOTH OF LEROY, MICH., GO SKI-SKI ON THEIR MERCURY'S IN SUPER STOCK 440 FAN ACTION. BOB WON THE RACE, RICH FINISHED SECOND.



TANNER HEETDERKS OF WAYLAND, MICH., HAD A HUGE DAY AS HE DROVE HIS POLARIS ENTRIES TO FOUR WINS.

By Steve Landon

Lakeview, Michigan – February 8, 2020; - Cold temperatures, and snow in portions of Northern Lower and Michigan's U.P. from mid November through part of December 2019 had sled head's fired up and ready to ride. Sadly those big snowy days and nights would not continue on into the New Year especially in lower Michigan where just enough white gold fell to provide marginal riding conditions at best in many areas. The weather was even worse for racers who watched temperatures struggle to get just below freezing, let alone into the teens and single digits required to build a good land based ice track. For the most part the 2020 race season was fast becoming a bust for the Big Extreme Vintage Racing Association (BEVRA) and others across Michigan.

As winter progressed the dreaded "C" word (Cancellation) was popping up every week. Some long popular events like February's Marion Snowfest in Marion Mich., simply pulled the plug, licked their wounds and set their sights on 2021.

Michigan's pro-enduro series managed to get races off complete with some vintage classes, how-



BEVRA RACE DIRECTOR BILL KERKSTRA SPEAKS TO DRIVERS PRIOR TO THE START OF ACTION.

ever, drivers faced tracks mixed with ice, mud and dirt. Meanwhile in Houghton Lake, Mich., a determined promoter somehow managed to squeeze out enough ice on the popular lake to have drags, oval track racing and a vintage snowmobile show. From 2019's seemingly non-stop Polar Express to the up



A DRIVER IS LOST IN A CLOUD OF SNOW AND ICE DUST AFTER COMING OFF HIS SLED ROUNDING TURN ONE. A LITTLE SHAKEN, THE DRIVER CAME THROUGH UNSCATHED.

GARNER CUSACK, #777 OF HUBBARDSON, MI BLASTS INTO THE LEAD ON HIS MERCURY HEADED FOR VICTORY IN STOCK 340 FAN.



and down winter of 2020 its clear Mother Nature has some serious issues to work out over the summer.

After losing two complete tracks to meltdown's folks at BEVRA were getting pretty discouraged. The long-range weather forecast looked very bleak and some drivers, many who had yet to get in any serious testing were wondering if it was time to put the

old racer on the shelf for the summer. The BEVRA board was not ready to pack it in, they were determined to get at least one race off.

Working around the clock with a little help from Old Man Winter volunteers from Pitcher Perfect Excavating of Lakeview, MI transformed BEVRA's 3/8's mile oval into a gleaming sheet of ice. The third round of track building would be the charm. BEVRA was going racing this winter!

Chomping at the bit to bite into the ice, vintage racers from across the state converged on the high-speed oval. To everyone's surprise the day would be one of the coldest, windiest and snowiest days of the year as 205 entries battled it out in one or more of the 37 classes offered.

Action officially got underway following the drivers meeting with hot laps and heat racing before moving on to the finals. Virtually every race was an intense fan pleasing battle for the good size crowd who truly saw history in motion. In addition to the old sleds some classic and current sleds took to the ice.

Several drivers grabbed the checkered flag throughout the day in single classes, however, some made winning a bit of a habit. Tanner Heetderks of



SPENCER HASSEVOORT OF SPRING LAKE, MI EMERGES FROM THE DUST ON HIS YAMAHA HEADED FOR THE FRONT OF THE PACK.



GREG BAILEY, #6T ON A POLARIS AND MIKE MILES, #93 ON A SKI-DOO BATTLE IN SPORTSMAN 0-400.



BRETT WICKERHAM, #911 OF GREENVILLE, MI ROUNDS THE CORNER AHEAD OF THE PACK ON HIS POLARIS. WICKERHAM CAPTURED THE MASTER SUPER STOCK OPEN CLASS.



DRIVERS CHARGE OUT OF TURN TWO NECK AND NECK.

Wayland, Mich., was the day's big winner taking four wins. Driving Polaris, Heetderks captured Super Stock IFS 540 Fan over Yamaha speedster Spencer Hassevoort of Spring Lake, Mich., and fellow Polaris throttle-jockey Tim Hutchinson of Canton, Mich. Feeling good and running fast Heetderks returned to action in Super Stock IFS 580 LC where he sent fellow Polaris triggerman Dakota Harris of Lakeview to the bridesmaid position. Jonathon Proctor of Trufant, Mich., finished third also on a Polaris. Heetderks moved on to take Pro Mod 440 over local Polaris top gun Justin Crab of Lakeview, Mich. Brandon McKenna of Stanwood, Mich., closed out the top three on a Yamaha. Like all good things eventually they come to an end, this was the case for Heetderks who scored his fourth and final win of the day with a victory in Super Mod 440 in a top three dominated by Polaris. Scott Harris of Sparta, Mich., grabbed second followed by Dakota Harris of Lakeview, Mich., in third. In addition to his awesome wins Heetderks would grab a third in Limited 500/Super Mod IFS behind winner Dakota Harris on a Polaris and runner-up Tim Hutchinson also on Polaris.

Four drivers struck gold twice. Veteran vintage and former enduro racer Max Fahling of Sparta, Mich., led his ski-doo's to the winners circle in Barnstormer Stock over Derek Michael of Hart, Mich., on Suzuki and Kyle Hinck of Cincinnati, Ohio on Sno-Jet. Fahling made one last trip to victory lane when he



OLD GLORY SNAPS IN THE GUSTING WIND AS DRIVERS CHARGE THROUGH TURN ONE.

grabbed the checkered in Relic Stock Pre-1976 over Ryan Eisenga of Spring Lake, Mich., who finished a close second on a Yamaha.

Bob Lockhart of Leroy, Mich., put on a fantastic show with his Mercury Sno-Twisters charging past the competition to take Super Stock 440 Fan over fellow Twister Rich Lockhart of Leroy, Mich. Chad Siler of Spring Lake, Mich., stayed in the thick of the hunt to take third on a Polaris. Showing the old Merc's still had plenty had what it takes to get the job done Twister Bob went on to grab the checkered flag in Super Stock IFS 440 LC out running Mike Kerkstra of Wayland, Mich., on Polaris. Max Fahling rounded out the top three on ski-doo. Rich Lockhart eventually found the victory lane in Super Stock 340 Fan and 250 F/A where he held off fellow Mercury pilot Rocky Wilson of Nunica, Mich., and Yamaha throttle-man

Dominick Delgado of Ionia, Mich., for the win.

The Wickerham family of Greenville, Mich., Had a pretty good day on their Polaris entries with Nick leading the charge to the checkered with a two-win performance. In Super Stock 440 LC he held



NICK WICKERHAM, #48 AND THOM WISNER, #91 GO HEAD TO HEAD IN CLASS ACTION. WISNER WON SUPER STOCK 440 FAN. WICKERHAM CLAIMED TOP HONORS IN SUPER STOCK 440 LC AND IN SUPER STOCK 440 FA.



LOCAL FAVORITE JUSTIN CRAB OF LAKEVIEW, MICH., GETS A LITTLE HELP FROM A CREWMEMBER WITH HIS FLANNERY POLARIS PRIOR TO HOT LAPS.



FORMER ENDURO AND VETERAN VINTAGE SKI-DOO RACER MAX FAHLING HAD A GREAT OPENER POSTING TWO WINS FOR DOO FANS.



TOMMY DAVISON, #18C PULLS HIS YAMAHA AHEAD OF THE PACK; DAVISON CAPTURED JUNIOR NOVICE 300 FAN.

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back the mighty Merc's of Bob and Rich Lockhart of Leroy, Mich. Wasting no time old Nick hopped back on the saddle again where he went to work in Super Stock 440 FA holding off Brett Wickerham in a high speed shootout. Chad Siler also on Polaris finished third. Not to be out done Brett found his way into the winner's circle with a victory over Mike Miles of Saugatuck, Mich., on ski-doo and Polaris pilot Greg Bailey of Zeeland, Mich., in Masters Super Stock Open.

Dave Chappell of Shelbyville, Mich., extended Polaris dominance of victory lane when he roared on to the checkered in Super Stock IFS 540 LC over Spencer Hassevoort of Spring Lake, Mich., on Yamaha and fellow Polaris hotshot Bill Kerkstra of Hamilton, Mich. Chappell would close out the afternoon with one more trip to the winner's circle. In a top three dominated by Polaris throttle-jockeys Chappell made all the right moves to keep the

competition at bay to grab F-500 Sportsman-FIII over runner-up Tim Hutchinson of Canton, Mich., and Tanner Heetderks of Wayland, Mich., both on Polaris.

Lots of flat out high-speed racing, excellent track and a very courteous crew made the BEVRA opener perfect for everyone in attendance. Polaris ruled the day posting 18 wins followed by Yamaha with eight victories, Ski-doo and Mercury each with three wins apiece, Arctic Cat entries managed two trips to the winners circle while Sno-Jet pulled out one victory.

Minus spills and the usual broken down sled racing ran smooth from start to finish. Pitcher Perfect Excavating kept the track plowed throughout the day with crews going so far as to power sweep the track. Their efforts helped keep ice dust down especially as the day wore on. Minus the wind chill and snow it was a perfect day for racing.

Bevra Race Results Lakeview Michigan February 15, 2020

Class, Postion, Driver, Number, Sled, Brand, Hometown/State Kitty Kat

1st Evelyn Butler, OB2, Arctic Cat, Muskegon MI
2nd Owen Butler, OB3, Arctic Cat, Muskegon MI

Jr 120
1st Charlotte Meyering, 7, Ski-Doo, Jenison MI
2nd Rachel, 21, Polaris, unknown

Jr Novice 300 Fan
1st Tommy Davison, 18C, Yamaha, unknown
2nd Khloe Siler, 2, Yamaha, Traverse City MI
3rd Jacob Peterson, 909, Yamaha, unknown

Jr Novice SS 340Fan/300FA
1st Tucker Haven, 128, Polaris, St Charles MI
2nd Nikolas Micheal, 7, Rupp, Hart MI

Sportsman 0-400cc
1st Greg Bailey, 6T, Polaris, Zeeland MI
2nd Mike Miles, 93, Ski-Doo, Saugatuck MI
3rd Chris Kalthoff, 717, Arctic Cat, Roscommon MI

Sportsman 401cc-up
1st Andrew Listerman, 64, Yamaha, Ionia MI
2nd Andy Wirotek, 62W, Yamaha, Laingsburg MI
3rd Matthew Nienhuis, 454 Yamaha, Holland MI

Womens SS 440 Fan
1st Megan McKenna, 999, Polaris, Lakeview MI

Barnstormer Stock
1st Max Fahling, 45, Ski-Doo, Sparta MI
2nd Derek Michael, 7, Suzuki, Hart MI
3rd Kyle Hinck, 36, Sno*Jet, Cincinnati OH

Relic Stock Pre 1976
1st Max Fahling, 45, Ski-Doo, Sparta MI
2nd Ryan Eisengak, 17, Yamaha, Spring Lake MI

Post 75 Single 0-400cc
1st David Smith, 1, Yamaha, Hart MI
2nd Chad Siler, 2, Yamaha, Spring Lake MI
3rd Chris Young, 429, Yamaha, Spring Lake MI

Stock 340 Fan
1st Garner Cusack, 777, Mercury, Hubbardston MI
2nd Tim Wasner, 504, Yamaha, unknown
3rd Brendan McKenna, 909, Yamaha, Stanwood MI

Stock 440 Fan
1st Scott Hassevoort, 59, Yamaha, Spring Lake MI

MI
2nd Chris Young, 429, Yamaha, Spring Lake MI
3rd Garner Cusack, 777, Mercury, Hubbardston MI

Stock 340 FA/LC
1st Chris Kalthoff, 717, Arctic Cat, Roscommon MI
2nd Elmer Hunderman, 4, Polaris, unknown
3rd Garner Cusack, 777, Mercury, Hubbardston MI

Stock 440 FA/LC
1st Andy Wirotek, 62W, Yamaha, Laingsburg MI
2nd Chris Young, 429, Yamaha, Spring Lake MI

Super Stock 340 Fan & 250 FA
1st Rich Lockhart, 320, Mercury, Leroy MI
2nd Rocky Wilson, 58, Mercury, Nunica MI
3rd Dominik Delgado, 803, Yamaha, Ionia MI

Super Stock 300 Fan
1st Nathan Baker, 13, Polaris, Cedar Springs MI
2nd Dominick Delgado, 803, Yamaha, Ionia MI
3rd Chris Young, 429, Yamaha, Spring Lake MI

Super Stock 300 FA/LC
1st Tucker Haven, 128, Polaris, St. Charles MI
2nd Thom Wisner, 91, Polaris, Blanchard MI
3rd Rich Lockhart, 320, Mercury, Leroy MI

Super Stock 340 LC
1st Mike Kerkstra, 118, Sno*Jet, Wayland MI
2nd Thom Wisner, 91, Polaris, Blanchard MI
3rd Rich Lockhart, 320, Mercury, Leroy MI

Super Stock 440 Fan
1st Bob Lockhart, L25, Mercury, Leroy MI
2nd Rich Lockhart, 320, Mercury, Leroy MI
3rd Chad Siler, 2, Polaris, Spring Lake MI

Super Stock 440 FA
1st Nick Wickerham, 48, Polaris, Greenville MI
2nd Brett Wickerham, 911, Polaris, Greenville MI
3rd Chad Siler, 2, Polaris, Spring Lake MI

Super Stock 440 LC
1st Nick Wickerham, 48, Polaris, Greenville MI
2nd Bob Lockhart, L25, Mercury, Leroy MI
3rd Rich Lockhart, 320, Mercury, Leroy MI

Super Stock Open
1st Spencer Hassevoort, 122, Yamaha, Spring Lake MI
2nd Mike Kerkstra, 118, Polaris, Wayland MI
3rd Nick Wickerham, 911, Polaris, Greenville MI

Masters Super Stock Open
1st Brett Wickerham, 911, Polaris, Greenville MI
2nd Mike Miles, 93, Ski-Doo, Saugatuck MI
3rd Greg Bailey, 6T, Polaris, Zeeland MI

Super Stock 340 Fan
1st Max Fahling, 45, Ski-Doo, Sparta MI
2nd Derek Michael, 7, Suzuki, Hart MI
3rd Kyle Hinck, 36, Sno*Jet, Cincinnati OH

Relic Stock Pre 1976
1st Max Fahling, 45, Ski-Doo, Sparta MI
2nd Ryan Eisengak, 17, Yamaha, Spring Lake MI

Post 75 Single 0-400cc
1st David Smith, 1, Yamaha, Hart MI
2nd Chad Siler, 2, Yamaha, Spring Lake MI
3rd Chris Young, 429, Yamaha, Spring Lake MI

Stock 340 Fan
1st Garner Cusack, 777, Mercury, Hubbardston MI
2nd Tim Wasner, 504, Yamaha, unknown
3rd Brendan McKenna, 909, Yamaha, Stanwood MI

Stock 440 Fan
1st Scott Hassevoort, 59, Yamaha, Spring Lake MI

Masters Super Stock 340 Fan FA

1st Tim Wasner, 505, Yamaha, unknown
2nd Rocky Wilson, 58, Mercury, Nunica MI
3rd Dan Chapel, 407, Polaris, Hart MI

Super Stock IFS 540 Fan
1st Tanner Heetderks, 53, Polaris, Wayland MI
2nd Spencer Hassevoort, 122, Yamaha, Spring Lake MI

Super Stock IFS 440 LC
1st Bob Lockhart, L25, Mercury, Leroy MI
2nd Mike Kerkstra, 118, Polaris, Wayland MI
3rd Max Fahling, 45, Ski-Doo, Sparta MI

Super Stock IFS 540 LC
1st Dave Chappell, 26, Polaris, Shelbyville MI
2nd Spencer Hassevoort, 122, Yamaha, Spring Lake MI
3rd Bill Kerkstra, 119, Polaris, Hamilton MI

Super Stock IFS 580 LC
1st Tanner Heetderks, 53, Polaris, Wayland MI
2nd Dakota Harris, 23, Polaris, Lakeview MI
3rd Johnathon Proctor, 686, Polaris, Trufant MI

F500-Sportsman-FIII
1st Dave Chappell, 25, Polaris, Shelbyville MI
2nd Tim Hutchinson, 44, Polaris, Canton MI
3rd Tanner Heetderks, 53, Polaris, Wayland MI

Mod Stock 340
1st Haven Bouverette, 92, Yamaha, Bad Axe MI
2nd Spencer Hassevoort, 122, Yamaha, Spring Lake MI
3rd Dale Bailey, 28, Polaris, St Charles MI

Mod Stock 440
1st Haven Bouverette, 92, Yamaha, Bad Axe MI
2nd Dale Bailey, 28, Polaris, St Charles MI
3rd Brendon McKenna, 9, Yamaha, Stanwood MI

Pro Mod 340
1st Brandon Mooney, 14, Polaris, unknown
2nd Rocky Bouverette, 93, Polaris, Bad Axe MI

Pro Mod 440
1st Tanner Heetderks, 53, Polaris, Wayland MI
2nd Justin Crab, 88, Polaris, Lakeview MI
3rd Brendon McKenna, 9, Yamaha, Stanwood MI

Super Mod 340
1st Brandon Mooney, 14, Polaris, unknown
2nd Rocky Bouverette, 93, Polaris, Bad Axe MI

Super Mod 440
1st Tanner Heetderks, 53, Polaris, Wayland MI
2nd Scott Harris, 43, Polaris, Sparta MI
3rd Dakota Harris, 23H, Polaris, Lakeview MI

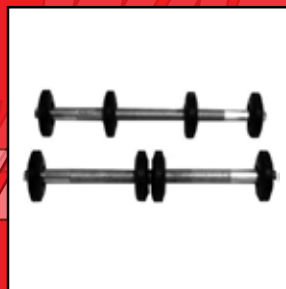
Limited 500/Super Mod IFS
1st Dakota Harris, 23H, Polaris, Lakeview MI
2nd Tim Hutchinson, 44, Polaris, Canton MI
3rd Tanner Heetderks, 53, Polaris, Wayland MI



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