

THE

Volume 33 • No. 4 • 2020

WINNING EDGE

YOUR TOTAL MOTORSPORTS MAGAZINE

Marion, MI Swap Overcomes COVID-19

**VINTAGE SLED
COLLECTORS HAVE A
DEEP LOVE FOR THE
HOBBY AND A
STRONG BACK TO
SURVIVE IT.**



Inside:

**WHAT'S HOT INDUSTRY NEWS
& PRODUCT RELEASES**

**FLASH BACK: 1985 BRIAN
MUSSELMAN INTERVIEW**

AND MORE!

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WHAT'S HOT

Industry News



Timken Named One of America's Most Responsible Companies by Newsweek

The Timken Company (NYSE: TKR; www.timken.com), a world leader in engineered bearings and power transmission products, has earned a spot on the *America's Most Responsible Companies 2021* list compiled by Newsweek and Statista.

"We are honored to have contributed many advancements to our communities and seek to expand the impact we make around the world as a responsible global corporate citizen," said Rich Kyle, president and CEO. "Together, our Timken team is committed to building a more efficient and resilient world, and as an engineering-focused organization, we are well equipped to do so. Being named to this esteemed list of leading corporate citizens underscores the importance of our work, and we know we have more to do as we seek to improve the lives of our many stakeholders and benefit the planet."

Statista and Newsweek compiled the list based on publicly available key performance indicators derived from corporate social responsibility (CSR) reports as well as an independent survey of United States residents. The final list recognizes the top 400 most responsible companies across 14 different industry subcategories. Timken is ranked among the top 10

companies honored in the materials subcategory.

The full list of the *America's Most Responsible Companies 2021* can be found at <https://tmkn.biz/36vPev6>.



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- 13 Long Pond - Jackman, ME

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performance & Safety



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Route to a 2-stroke engine porting package (rotary-valve, piston-port, and reed-valve inducted motors)

Engine Porting: The mere mention conjures up thoughts of the mysterious and the unknown. As well it should. For how many really understand port-timing....duration....compression ratios....squish bands....scavenging....boost ports.....?? But to be the first across the lake, to tromp your buddies through the woods, to be the quickest up the mountain, or to win world titles in competition, your arsenal better include as much horsepower and torque as the next guy.

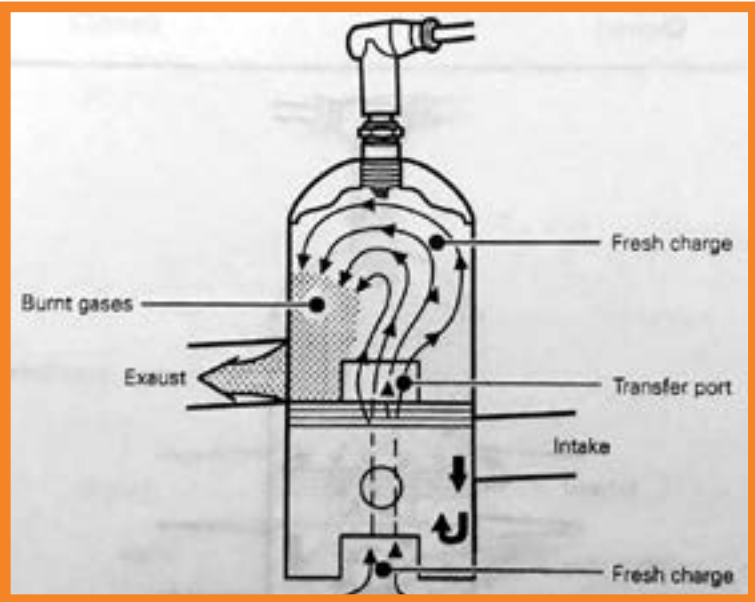


PRECISE ENGINE DYNAMOMETERS ARE CRUCIAL IN THE SEARCH FOR BUILDING MORE HORSEPOWER.

Engine porting is both a science and an art. To begin to unravel the hidden secrets, one must first understand the inner workings of the 2-stroke internal combustion engine. The 2-stroke is an astounding and wonderfully designed powerplant being perfectly suited for applications like snowmobiles. Because of its simplicity, it is compact and lightweight. And due to its potential output, it can supply mind-boggling performance. But make no mistake, the 2-stroke is indeed a complex design.

The 2-stroke is noted for delivering a power stroke for each 360 degrees of crankshaft rotation. An awful lot
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must transpire (in very little time) for the design to be effective. This short time span is what renders the 2-stroke so complicated and involved. In a single cycle, which is comprised of moving the piston from BDC (bottom dead center) to TDC (top dead center) and back to BDC; the intake, compression, combustion and exhaust duties are all completed. It works like this: As the piston begins its ascent, there is vacuum building within the crankcase which is pulling in fresh air and fuel via the carburetion system. The fresh charge of fuel and air from the previous cycle is making its way to the combustion chamber atop the piston. The piston pushing the fresh charge is blocking the exhaust and transfer ports, effectively trapping the charge. As the piston nears TDC, the compressed mixture of fuel and air is ignited, pushing the piston back down, producing the power stroke. As the piston travels downward, the intake port is closed off, the exhaust port is opened, and pressure is building inside the crankcase. And as the piston is nearing its way to BDC, the transfer ports are uncovered and the com-



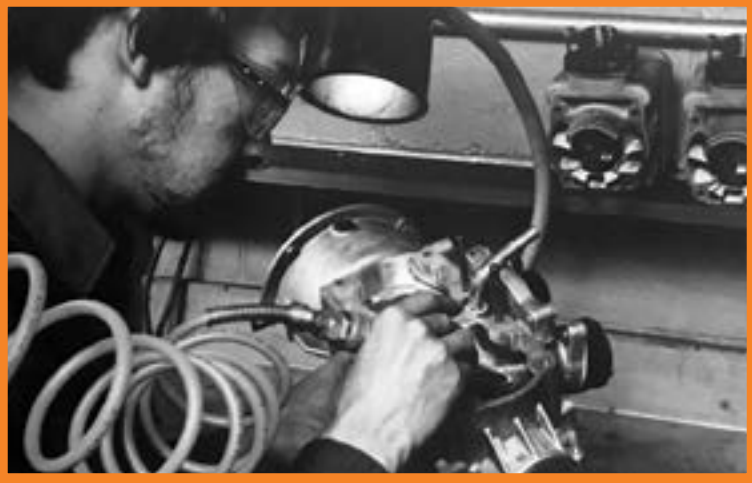
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THE WINNING EDGE MAGAZINE



THE PROVING GROUNDS FOR A SUCCESSFUL ENGINE MODIFICATION PACKAGE REIGNS SUPREME AT THE RACE TRACK.

pressed charge in the crankcase is forced to flow into the cylinder/s which helps move the spent gases out



A STEADY AND PRECISE HAND IS A RARITY AND AN ART FORM.

the exhaust port and now becomes the fresh charge to begin the cycle again.

All this happens in as little as 0.001 seconds. You can appreciate the intricacies of design of all individual engine components required to pull off this spectacular feat.

Extracting higher output from any engine requires it to "breathe" better. The basic consideration for enhanced

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performance are: 1--To get the heaviest mixture of air/fuel into the engine per cycle as possible. 2--To transfer, retain and deliver said charge to the combustion chamber. 3--To compress and combust the mixture as effectively as possible. 4--To expel the spent gasses as completely as possible so as not to contaminate the incoming fresh charge.--And to accomplish this, it is necessary to: 1--Change exhaust port timing, intake port timing, and sometimes transfer port timing. 2--Increase the compression ratio, and sometimes the crankcase compression ratio.

As mentioned earlier, the given time to complete one power cycle takes a fraction of a second. This makes things quite difficult when trying to boost the output of a given engine. It requires perfect modification harmony of all components involved to make it happen. It ain't easy. Port timings must have increased durations and areas to move the higher volume of mixture, and firing compression must match perfectly. This is work of the highest magnitude to get it right.

The intake is where we will begin when embarking on our route to a porting package. As stated previously, moving more volume of fuel and air into the engine is the first requirement for producing more power. Beginning with the "piston-port" engine, this is achieved by removing piston skirt length (and or lengthening the intake port), and also by widening the intake port. "Rotary-valve" engines need to increase intake timing through higher duration timing valve plates, and by enlarging crankcase intake openings and crankcase intake tract area. "Reed-valve" engines must rely on high performance reed block replacement.

Now that more air and fuel can enter the engine, the

engine must be able to rid itself of the spent charge. This requires enlarging the exhaust port (height and width), thereby opening the port sooner and increasing the port area. From here it is on to the transfer (exchange) ports and boost ports. Transfer ports deliver the fresh mixture from the crankcase by means of crankcase compression into the cylinder. The 2-stroke term for this process is called "scavenging." This is an extremely critical part of the performance equation because the exchanged charge not only delivers the fresh mixture to be combusted, it does so in such a way as to simultaneously push the spent gasses out the exhaust port. Two crucial requirements are happening at once, making this a very touchy process. Boost ports are essentially transfer ports, but also assist in helping to cool the piston. Boost ports begin to open just after the transfers to enhance the flushing of spent gases, allowing for a fresher charge; and like its name, does boost power.

The final area of attention is the compression ratio. Again, due to a higher exhaust port, compression is reduced. In addition to compensating for this drop in pressure, achieving a higher compression ratio is key in making more torque. And torque is as crucial as horsepower in the scheme of things. The trick is being able to increase both in the final package (which includes carburetion and exhaust which is a whole other story).

The "route" is a long and winding road. It takes years of trial and error. Competition remains the true testing grounds. Higher-and-higher performance is a never-ending quest. But that's the very nature of the motorsports world.

Mike Decker

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THE WINNING EDGE



GREAT WEATHER AND PLENTY OF DEMAND HELPED MAKE THIS YEARS SWAP MEET THE BIGGEST EVER.

2020 Marion Swap Meet a Huge Success!!

By Steve Landon

Marion, Michigan – October 10, 2020; It was a truly beautiful day for a stroll through the Historic Marion Fairgrounds/ Veterans Memorial Park hunting for treasures and chatting with friends along the way during the Marion Snowmobile Swap Meet. Warm autumn temperatures, a mix of overcast

and sunny sky's greeted swappers loaded with goodies as they began arriving in the pre-dawn hours followed by early bird shopper's eager to beat the rush at the biggest and oldest continuous pre-season snowmobile swap meet in Northern Lower Michigan.

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Presented by the Marion Snowmobile Club the annual event is a must attend for snowmobiler's eager to get in gear for the coming season. Parts, clothing, trail ready machines and more. If you wanted it, you probably found it.

In the months leading up to this year's swap concerns it might fall victim to COVID-19 like so many other shows and festivals failed to materialize. To everyone's surprise the 2020 Marion Swap Meet was bigger and better than ever before drawing attendees from as far away as New York State. Canadian visitors were unable to attend due to travel restrictions to the U.S. caused by the pandemic.

The idea of getting together with fellow enthusiast's outside proved just what the doctor ordered, especially during a long stressful year. Even Mother Nature came onboard providing the best show of autumn color seen in years.



A PAIR OF UNIQUE BOLENS DIABLO ROUGE SCAN THE CROWD LOOKING FOR A NEW OWNER. THE TWIN TRACK MACHINES ARE A BLAST TO RIDE.



ONE HAPPY COUPLE FOUND JUST WHAT THEY NEEDED TO FINISH THEIR SKI-DOO PROJECT'S.



FRESH NEW BELTED REPLACEMENT TRACKS WERE JUST WHAT THE DOCTOR ORDERED FOR MANY OLD SLEDS.

Considering the winter washout of 2019/2020 providing few opportunities for trail riding and racing, sales of ready to ride snowmobiles were surprisingly brisk. Even vintage sleds that included a few long forgotten brands found new homes in the garages of history buffs anxious to bring them back to life. As usual parts and clothing were always on the move. If snowmobiles were not your thing plenty of mini bikes, a few motorcycles, ATV's and snow blowers could be found ready to go. People were clearly in a buying mood and it showed.

Vintage Snowmobile Racing, a huge part of the annual

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GUYS ALSO FOUND A GOOD SELECTION OF QUALITY SLEDDIN' CLOTHING IN THIS YEARS SWAP MEET.



LARRY DECKER OF DEWITT, MICH., (CENTER) CHECKS OUT A VINTAGE RUPP GO JOE. THE FUN LITTLE GO ANYWHERE VEHICLE WAS POPULAR IN THE 1970'S.



A COUPLE OF TATTERED OLD ODD BALL MACHINES FROM THE EARLY DAYS OF THE SPORT HEAD FOR A NEW HOME AND A COMPLETE RESTORATION.



CHARLIE VALLIER OF THE TOP OF THE LAKE SNOWMOBILE MUSEUM CRUISES IN STYLE ON A WHEELED VINTAGE EVINRUDE.



TERRY HUTTENGA

Marion Snowfest in February had a ready to go race team minus driver and crew for sale. Terry Huttenga of Cadillac, a long time racer and area favorite decided to leave the oval behind and retire from active racing for a slower pace life. Huttenga's beautiful #5 Arctic Cat's and a Yamaha enjoyed a great deal of success with Terry at the helm. They will no doubt continue their success with new pilots in the seat.

"I started competing the second year Marion had vintage snowmobile races. I was sitting in stands the first year with Dick Eisenga watching all the action. I told him this looks fun we should do this next year. From that second year

TOP GUN VINTAGE RACER TERRY HUTTENGA BELOW LEFT CHATS WITH A POTENTIAL BUYER FOR ONE OF HIS RACE SLEDS. HUTTENGA HAS DECIDED TO RETIRE FROM DRIVERS SEAT AND SELL HIS RACE SLEDS AND GEAR, HOWEVER, HE'LL STILL BE AROUND THE SPORT HELPING OUT BEHIND THE SCENES AT THE MARION SNOWFEST. HE MIGHT EVEN BE SEEN RUNNING IN AN OLD TIMERS RACE NOW AND THEN.



BUD BENNETT ROARS DOWN THE FRONT STRETCH.

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Snowmobile Memorabilia



THE TOP OF THE LAKE SNOWMOBILE MUSEUM OF NAUBINWAY. MI HAD PLENTY OF ITEMS TO SELL FROM RUGS TO CUSTOM SNOWMOBILE LIGHT SWITCH COVERS. THEY ALSO DISPLAYED A 1960 ICE SKEETER FROM THE MUSEUMS COLLECTION.



AN EAGLE EYED SHOPPER EXAMINES SOME OF THE NEW AND LIKE NEW ARCTIC CAT CLOTHING. "ARCTIC WEAR" IS SOME OF THE WARMEST SNOWMOBILE CLOTHING IN THE SNOWMOBILE INDUSTRY.

on we were chewing up the ice on tracks around the state on our Arctic Cat's. During our career we've ridden Arctic Cat Lynx, El'tigre and Puma. I also had one Yamaha. I've raced on Michigan tracks at St Charles, Gladwin, Onkema, Whiskey Creek, Marion and Raber Bay; I even had a chance to run two years on the Soo I-500 Track,

LEFT: ALL AGREE IT MIGHT LOOK NICE ON THE OUTSIDE, BUT ITS UNDER THE HOOD THAT COUNTS.

BELOW: POTENTIAL BUYERS INSPECTED SLEDS FROM SKI TIP TO SNOW FLAP TO ENSURE EVERYTHING IS READY FOR A LONG WINTER RIDE.



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during their vintages races. I'm still planning on helping out at Marion, I might even run the old man's class once in awhile.

During my vintage snowmobile-racing career I've had a hand full of first place finishes, quite a few second and third pace runs. It's not all about winning, sometimes it's just a challenge of keeping these old sleds running long enough to finish a race. I still have riding sleds, we ride here when we get enough snow, and in Michigan's U.P, and in Canada. I've always enjoyed riding. I started snowmobiling when I was about four or five years old and always loved it!! A person can meet a lot of awesome people riding the trails or at a racetrack. People just like you Steve and Sherry!! (Steve and Sherry Landon the Winning Edge Magazine) – Huttenga said"

Beyond an occasional high-speed charge for the checkered in the old timers' race Terry Huttenga is hanging up his racing gear to ride off into the sunset on his trail sled. If you see him around the track, make sure to thank him for all the great memories he provided you and others as a top gun vintage snowmobile racer.

Marion Snowmobile Club President Dave Swiler was pleased with how everything came together under the newly elected board.

"I was very happy with the turn out of people, everyone seemed like they had a nice time. I heard good things from buyers and sellers alike. It was definitely a great day. I think everyone was happy just to get out and enjoy a pre-season snowmobile event", Swiler said.

Another Marion swap meet in the record books, work will soon get underway for the Marion Snowfest on February 20, 2021. The 2020 Snowfest was cancelled when exceptionally mild weather all winter made construction of the ice oval impossible as well as a firm midway surface needed for the snowmobile show, swap and pit area.

The annual winter spectacular Snowfest features 31 classes of racing on a highspeed half-mile ice oval with snowmobiles from a bygone era. In addition to racing there is a late season swap meet, and a vintage snowmobile show. An indoor concession building and heated restrooms help to make the Marion Snowfest a fun filled day for the whole family. The 2021 featured show snowmobile make will be Yamaha, however, all makes are welcomed and encouraged to enter.

To learn more about the Marion Snowmobile Club, the Marion Snowmobile Swap Meet and the Marion Snowfest like them on Facebook; Marion Vintage Snowmobile Club or visit their Website; www.marionvintagesnowmobileclub.com.





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

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Flashback

BRIAN MUSSELMAN #75 GOT A FRONT ROW SEAT AT THE 1985 SOO I-500 QUALIFYING THIRD IN THE 48 SLED FIELD WITH A TWO LAP AVERAGE SPEED OF 86.36 M.P.H. THE TEMPERATURE WAS -23 AT THE START. 1985 MARKED THE ATTEMPTED RETURN TO A 500 MILE RACE FOR THE FIRST TIME SINCE 1979. DUE TO THE FUEL CRISIS THE RACES RAN 500KM (311 MILES) FROM 1980-1984.

**Fastest at the 500 Mile Mark.
Brian Musselman**



© Photo by Steve Landon
The Winning Edge Magazine

Editor's Note: Twenty-twenty has been a year filled with cancellations which means few autumn events. Not having events like the A-1 Swap and Show and others makes it a challenge to put out an interesting issue. Thank goodness for archives and a love of history.

In December 1985 I did an interview with three time Soo I-500 winner Brian Musselman for a popular snowmobile magazine. Recently I rediscovered the story, we thought it might be of interest to our readers, many of whom were not even born yet. The interview is presented as it was in Mid-December with a few minor tweaks to help our readers. We have also added some more photo's not used in the original presentation. Its focus is on Team Woody's upcoming 1986 season. We hope you enjoy it.

MINNESOTA SKI-DOO FACTORY LEGEND GERARD KARPIK (RIGHT) AND BRIAN MUSSELMAN CELEBRATE RETURNING A DOO TO THE SOO WINNERS CIRCLE FOR THE FIRST TIME SINCE 1971 WHEN MIKE NICKERSON, GERALD TEEGARDEN AND LARRY HOLMES WON THE 500 MILE RACE. KARPIK & MUSSELMAN RAN 500KM (311 MILES).



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Last season (1985) the team scored victories at the Soo I-500 and Albright Shores 300 to underline their increasing competitiveness in this toughest of the oval track snowmobile racing types. As the 1986 season approaches, we asked Brian Musselman about his plans and perspectives on the enduro circuit sanctioned by the Midwest International Racing Association (MIRA).

LEFT: BRIAN ROUNDS TURN TWO AT THE 1982 500 I-500 ONBOARD HIS SKI-DOO KS PROTOTYPE DESIGNED BY DAVE KARPIK. KARPIK AND MUSSELMAN WON THE 500KM (311 MILE RACE BY TWO LAPS OVER KARL SCHWARTZ AND RON WILLIAMS ALSO ON A SKI-DOO SNO-PRO.

with Steve Landon

Brian Musselman, at age '23 is a visible and respected force in MIRA endurance racing in Michigan. A co-driver on three winning Soo I-500 teams, winning the granddaddy event in 1982 with Gerard Karpik, in 1984 with Karl Swartz and 1985 with Chris Daly. Musselman has been a leader in the shift toward production based snowmobiles for the fast and grueling events.



KARL SCHWARTZ WHO FINISHED SECOND IN 1982 TO MUSSELMAN AND GERARD KARPIK IN 1982 JOINED BRIAN IN '84 ON A NEW SKI-DOO FORMULA MX PRO STOCK. RUNNING UNDER "TEAM WOODY'S" THE PAIR PULLED OFF AN IMPRESSIVE 12 LAP VICTORY OVER 1981 WINNER DAN ENNS ON POLARIS. SL: Entering the 1985 season you were facing some tough competition from the Sno Pro sleds that still dominated the circuit. Did you feel you could be competitive on the shorter 250 mile races like you had been at the Soo I-500?

MUSSELMAN: After we won the I-500 in 1984 we ran the same sled (Ski-Doo Formula MX, Pro-Stock) at Albright Shores.

LEFT: TEAM HEAD MECHANIC BOB PREMEAU, DRIVERS BRIAN MUSSELMAN AND CHRIS DALY CAPTURED THE MIRA HIGH POINT CHAMPIONSHIPS IN 1985 AND 1986.



MUSSELMAN ROARS DOWN THE FRONT STRETCH AT THE 1985 SOO I-500. TO AVOID FROSTBITE ON HIS FACE HE MADE A MASK USING THREE LAYER OF DUCT TAPE COVERED BY A THIN LAYER OF VASELINE TO BLOCK ANY PIN HOLES.

The race was 150 miles and we ran right with the Sno Pro equipment without any problems. We knew from that point on we had a chance if we did not break down.

SL: To run the shorter races. you make some changes in your set-up ... different from the I-500. Tell us a little about those changes.

MUSSELMAN: We run a 521cc Formula Plus motor, built by Olav Aaen of Aaen Performance. For the shorter tracks, we feel we have to have a little more horsepower to stay competitive with the Sno Pro sleds. We have to give them (Sno Pro sleds) more in the comers since they handle better. We have to make up that difference in passing power coming out of the corners.

Our front end is lowered for the shorter races simply by adjusting the shocks. The shorter races tend not to be as rough so you can have it that low to the ground ... to lower the center of gravity for the tight corners.

SL: Tell us a little about your thoughts upon entering last season (1985). After winning the I-500 and a strong finish at Albright Shores, did you feel going in that 1985 would be your year?

MUSSELMAN: Our goal last year was to run every enduro race and win the point championship. It was a goal we shared with every team out there, but that's what we were shooting for and felt we could do it.

We started out with the sled we ran in 1984, going through it to freshen it up before the season. Our 1984 sled ran strong the first part of the season finishing consistently in the top ten, but we had to change sleds prior to the Soo after parts fatigue began to take its toll.

SL: Tell us what happens to your sled after each race, does it receive a complete overhaul?

MUSSELMAN: After each race our sled is com-



FOLLOWING THE 1985 SEASON "TEAM WOODY'S" DISPLAYED THEIR WINNING HARDWARE THAT INCLUDED THE 1984 AND '85 SOO I-500 AND ALBRIGHT SHORE 300 TROPHIES. PICTURED L-R CHRIS DALY, BOB PREMEAU AND BRIAN MUSSELMAN.

pletely torn down, everything comes apart. You see, we are running on tracks that have bumps and ruts in them by the end of the race. Often times these ruts are a foot deep. Long travel sleds still only have about seven inches of travel at maximum high set-up. Although they are designed to take a beating, it can be rough on them at the high speeds we are reaching.

We go completely through the sled, greasing and looking for any cracks or other imperfections that might cause problems down the road. Our motor is gone through every second or third race, it all depends on the type of track we are running on. If we were running in dirt or something that might be sucked into the motor, we do whatever is necessary, but all in all, we work until we feel confident.

SL: You often speak highly of your mechanic Bob Premeau, tell us a little bit more about Bob.

MUSSELMAN: Bob works here at the shop. (International Engineering). After working a ten-hour day, we often spend another five to six hours working on the sled, seven days a week. Bob is a key in making this team work, very little ever gets past him when it comes to the racing snowmobile. The advantage of having him working here at the shop is our ability to take time off work to get the sled ready when we fall behind.

SL: You added Chris Daly of Davidson, Michigan to serve as co-driver in 1985. Has Chris proven to be the type of driver you were looking for?

MUSSELMAN: I knew Chris was a good driver, he purchased our old sled a few years ago but just had not had any breaks in this sport, it takes breaks to win. I am confident in his abilities. It's nice to know I can really relax when Chris is out there so when I go back out I'm fully rested. When you're worried about the sled crashing, you can't relax.

SL: In 1984, Jim Dimmerman won the World Championship on a pair of super hard Woody's carbides made by International Engineering. I understand you

BRIAN MUSSELMAN AND CHRIS DALY GAVE LOCAL FANS A CHANCE TO SEE THEIR WINNING TEAM IN ACTION. ONE WEEK AFTER TAKING THE 1985 SOO I-500 THEY CLAIMED THE CHECKERED ONCE AGAIN, THIS TIME TAKING THE ALBRIGHT SHORES 300.



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File by Steve & Sherry Landon. The Winning Edge Magazine



ran a pair of these carbide at the Soo, how did they perform?

MUSSELMAN: To try something new you don't go 100%. We put the carbide to the inside ski more. The inside ski was just checked to make sure there were no chips or cracks in it. On that style of carbide, it holds the edge a lot longer. When you try something like that you don't jump into it 100%, you have to have a back up.

SL: Did you ever change the carbide during the race?

MUSSELMAN: Yes, we ended up switching midway through the race to see how it was. By that time, it was dull.... diamonds would dull by that time, it's a long race. We finished the race on the second set of carbides.

BRIAN MUSSELMAN, CHRIS DALY AND BOB PRE-MEAU TAKE A VICTORY LAP AFTER WINNING THE ALBRIGHT SHORES 300 ONE WEEK AFTER THEIR WIN AT THE SOO. OH WHAT A WEEK!



FANS CHEER AS BRIAN COME ACROSS THE LINE TO FOR THE CHECKERED FLAG. DUE TO A MINOR ACCIDENT THE RACE ENDED UNDER CAUTION AT ALBRIGHT SHORES.

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BRIAN MUSSELMAN AND CHRIS DALY HOIST THEIR ARMS SKYWARD TO CELEBRATE ANOTHER VICTORY AT THE MILE. THE BITTER COLD AIR CAUSED A BIT OF FOG AS THEY BREATHE IN FRONT OF THE BRIGHT TV CAMERA LIGHTS.

SL: Your team uses a radio system tied into both drivers and the pits. Do you feel this is a plus?

MUSSELMAN: Yes. we feel it is a plus for us. Before we come into the pits we can tell our crew what's wrong with our sled. If there is something wrong, they are all ready to make repairs. If I'm on the sled, most of the time I won't know how many laps I've run. Since our crew is lap counting, they can tell us when to be ready for a gas stop.

We have been using radios for the last four years and now feel pretty confident with them. We use our own frequency so we do not disturb anyone and we are pretty much off to ourselves. As for using a sign board to keep in touch with the pits, we use it now as a back-up to the radios.

SL: Do you feel the radios give you an added edge over the other teams?

MUSSELMAN: There are other teams that are using
THE WINNING EDGE MAGAZINE

radios, so I can't say that's our only edge. It's a plus, but I can't say that's why we do all our winning. It's our sled preparation, our driving and our race strategy. Radios are a safety item too. If we see a bad accident our pit can be notified to other situations.

SL: The I-500 had its fair share of problems this year (1985) concerning the cold and poor visibility. Tell us how you handled the cold and driving through clouds of ice dust.

MUSSELMAN: Gerard Karpik of the ski-doo factory taught me well when it came to protecting myself from the wind and cold temperatures. I had three layers of duct tape covering my face and any area I felt there might be a pin hole of air coming through I put Vaseline on my face and it worked. I came out of the race with just a tiny bit of frostbite and I know at the start of the race I was running 100MPH down the straightaways and at 26 below zero, that is cold!

SL: Driving down that front stretch the ice dust must
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have been a challenge. How did you handle it?

MUSSELMAN: Well, you just drove from sled to sled ... you didn't go flying through areas you couldn't see. There was a point, a few times, you would let off the gas and hope the guy behind you did the same. I always kept contact with the guy in front of me because he had vision in front of him. If there was any reacting to do, you could react off his reaction. It was not a good situation. I'm not really pleased with the way everything worked out up there. It wouldn't have mattered to me if they had called the race, I would have been happy. I was happy I won but I felt kind of bad after I did win to be honest with you. It's nothing to be really proud of racing under those standards, you're not proving anything. You have proven you raced and that you're crazy, but that's not what I tried to prove and don't like to hear that.

I've learned a lot. If a situation like the bad conditions at the Soo comes up again. I'm going to pull the sled off and park it. I don't have anything to prove ... I don't want to sound like I'm bragging but you don't have to prove that you are number one under those standards. We received so much bad publicity out of it and a lot of hard feelings over the whole situation. I don't know if it was that good a deal ... to win or not.

SL: After your win at the Soo, rumor was that your engine was in the process of burning down and would not have lasted if the race went 500 miles. Do you wish to clear up that rumor now?

MUSSELMAN: Yes, we ran the same motor later at Albright Shores. and won with it and never even touched it. We ran the original clutch and everything. The only thing we changed on that sled after the Soo was a set of hi-fax. We ran the same sled with no major structural changes other than making some shock adjustments.

SL: Like the I-500. you won Albright Shores under the yellow and a bit of controversy ...

MUSSELMAN: The finish under the yellow was discussed in detail and voted on...before the race even started. It was voted that if there was a guy down on the track and it was the end of the race we would finish under the yellow. That's what ended up happening after all. Everybody agreed to it and then a few of the guys backed off the agreement later. I feel that anybody that does any kind of winning in the year or has good equipment or has worked their tail off to do good will always,

always get more ribbing than the guy that finished last place. Hey I was out there; I didn't know I was in first place when the checkered flag fell at Albright Shores. As far as the controversy the second place guy was behind me when the yellow came, and that's just the way it is, that's racing!

SL: Looking ahead to this season, do you plan to make any major changes in your equipment?

MUSSELMAN: We plan to go with pretty much the same equipment we ran last year. We plan to try a few different things with our motor and our clutching. Clutching, that's the biggest thing we're working for, not so much horse power but to have efficient clutching. Handling and traction, of course, will be areas we plan to continue working and testing. You have to always stay a step ahead.

SL: Who do you see as the front runners this year?

MUSSELMAN: I expect the front runners from last year will be right in the ballgame. I feel all the guys out there have a good chance. For me to pick any teams would be unfair.... we'll see soon enough....

Update:

Brian Musselman and Chris Daly would go on to win the 1986 Lincoln Lions 250 in Lincoln. They would finish 16th at the Soo I-500 with 351 laps, running in the top 10 for much of the early going. A series of blown belts and broken motor mounts would put them out of the hunt. It would be the last time the team would run at the Soo.

In addition to their wins Musselman and Daly would grab back-to-back MIRA High point Championships in 1985 and 1986. Brian continued racing briefly running a ski-doo for Williams/Benner Racing. He retired officially after piloting an Arctic Cat in 1989 on the MIRA circuit with co-driver Rob Sass.

During his career Brian Musselman became the first three time and back-to-back Soo I-500 winner. He was inducted into the Snowmobile H.O.F. in 1998 and the Michigan Motor Sports Hall of Fame in 2002.

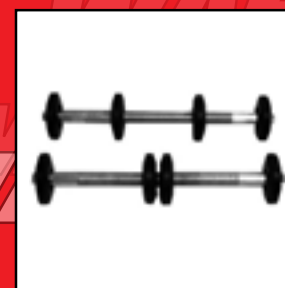
One of the teams winning ski-doo Formula MX Pro Stock's is on display at The Top of The Lake Snowmobile Museum in Naubinway, Michigan.



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