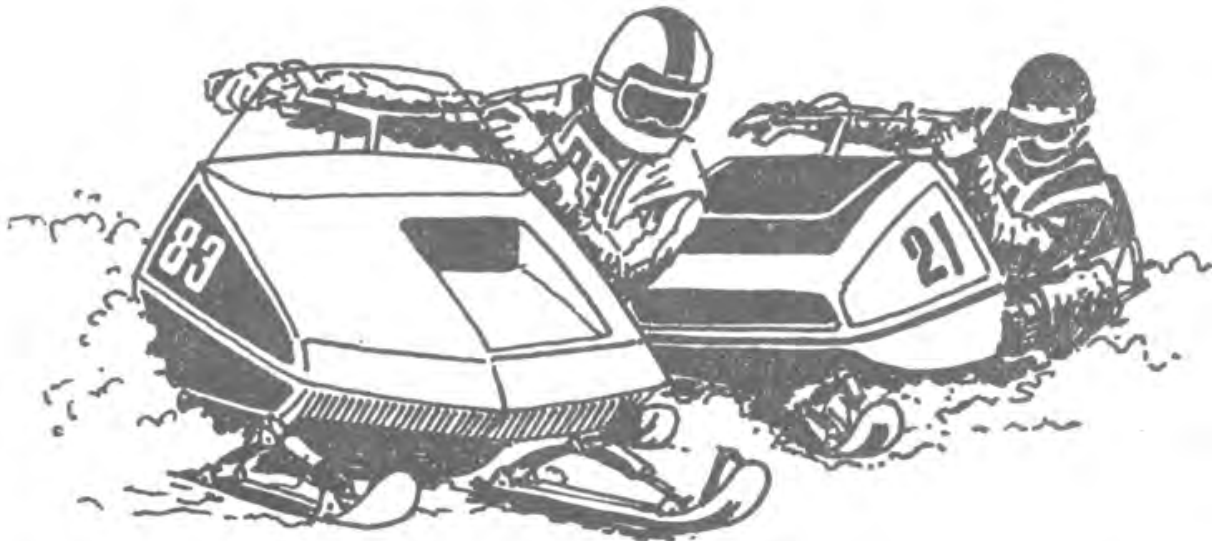


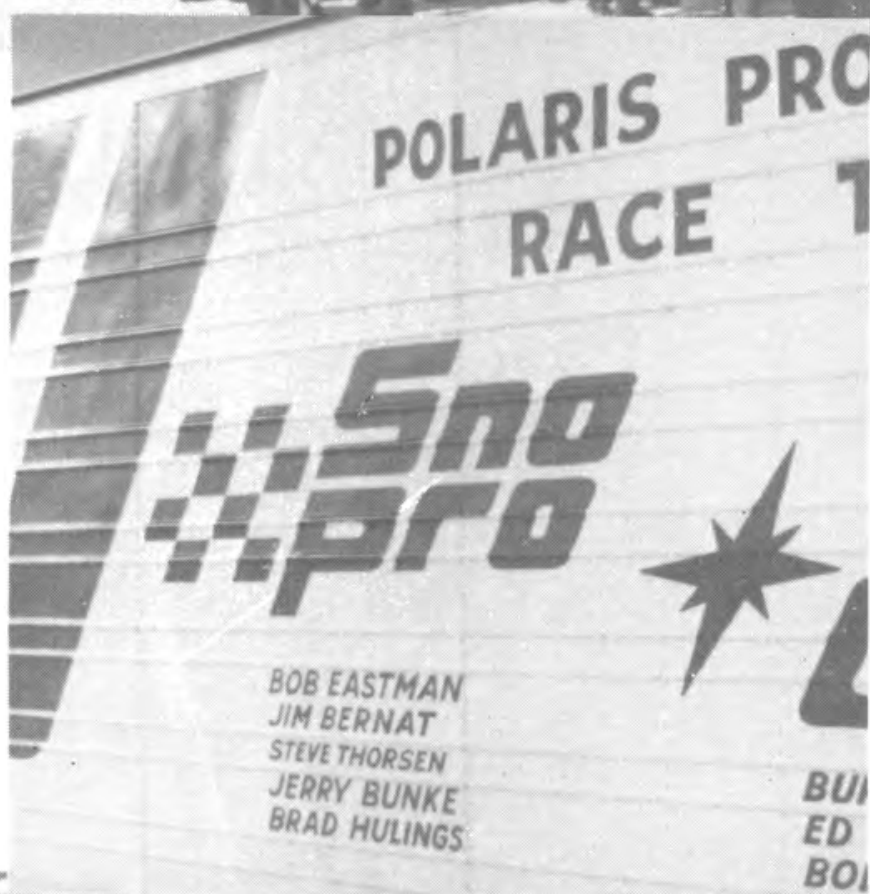


# 1978-79 SEASON



# OFFICIAL PROGRAM

CENTRAL CANADIAN RACING ASSOCIATION





CENTRAL CANADIAN RACING ASSOCIATION P.O. BOX 366  
WINNIPEG, MANITOBA R3C 2H6

November 1978.

Dear Member:

The last few years have produced good racing seasons, and I hope this year will be no different. As your President for the 1978-1979 season, I am happy to be part of a group of people who are looking into the future not living off the past. We all know that racing in Manitoba has decreased considerably and fan participation just naturally followed suit. I think the reason for this change in our favourite sport is simply that we have professionalized this sport to a point where it has become relatively safe to drivers, expensive to sponsors and dangerously exciting to spectators.

In order to achieve this type of safe and fair racing, we had to obtain expensive insurance, good technical people, knowledgeable directors, and adopt a sound set of rules. In short very dependendable but costly help.

You may say to yourself, and rightfully so, why do we need all this expensive personal. This is due to the fact that not a day goes by in Canada without someone suing another for a couple of hundred thousand dollars. It's no wonder sponsors and directors keep their fingers crossed when hosting an event. Accidents are no longer accepted as such, someone has to be blamed and eventually sued. Is it any wonder we can't go out and just have fun doing what we like most.

As you know we will all visit Devil's Lake this year for a race with our Southern Neighbors. I hope this is going to be a continuous and meaningful experience to all our drivers. I know that if we don't beat them, we will certainly show them that Manitoba drivers have a lot of class.

GOOD LUCK

# MANIT<sup>BA</sup>

DEPARTMENT OF HIGHWAYS  
MOTOR VEHICLE BRANCH

Box 15  
Bldg. 15, 139 Tuxedo Blvd.  
Winnipeg, Manitoba  
R3N 0H6

Dear Snowmobiler:

Another snowmobile racing season is just around the corner and I would like to take this opportunity to express my wishes for a safe and enjoyable season on the track and on the trail. The popularity of snowmobile racing is flourishing and the continued efforts by race organizers and your association to promote safe and competitive events will foster increased competitor and spectator participation.

The responsibility of promoting safe snowmobiling lies with racing associations as well as recreational snowmobile groups and it is our sincere hope that the C.C.R.A. and individual racers will undertake every effort to provide accident free racing this coming season.

Best wishes for a banner year.

Yours truly,



Hubert J. Mesman  
Director of Snowmobile Safety

HJM/mf



# THE '79 CATS NOW

If you've been waiting for the right time to buy a new Arctic Cat, the time is right. Now.

Arctic's state of the art technology has earned Cat the reputation of being the one brand of snowmobile that all other brands compare themselves to.

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Compare performance in two versions of the '79 El Tigré. Compare the "Catillac" qualities of the '79 Pantera. Compare the punch and two-up riding comfort of Panther. Step into the 1980's and compare technology with the all new Trail Cat. Compare the economy and spirited ride of the Jag. Compare the price tag of the '79 Lynx.

Whatever you're looking for in price, performance, quality, dependability, handling, you name it, Cat's got it. And if you don't have it, you've waited long enough.



**YOU'VE WAITED  
LONG ENOUGH.**

*the*  
**Cat**



CENTRAL CANADIAN RACING ASSOCIATION

JUNIOR GOLD BIB DRIVERS  
TOP 8

- |                    |                          |
|--------------------|--------------------------|
| 1. Sheldon Friesen | 5. Walter Gretschman Jr. |
| 2. Lisa Fischer    | 6. Michael Gillis        |
| 3. Keith Hayman    | 7. Mike Mauws            |
| 4. Ian Elgart      | 8. Randy Livingston      |

SENIOR GOLD BIB DRIVERS  
TOP 20

- |                   |                       |
|-------------------|-----------------------|
| 1. Garry Querel   | 11. Walter Gretschman |
| 2. Paul Germain   | 12. Leslie Barton     |
| 3. Don Cuvelier   | 13. Monty Lippoway    |
| 4. Andy Baker     | 14. Adrienne Fischer  |
| 5. Ray Holden     | 15. Doug Martin       |
| 6. Leroy Friesen  | 16. Lucien Saindon    |
| 7. John Jonsson   | 17. Larry Leschyshyn  |
| 8. Murray Friesen | 18. Dell Arneson      |
| 9. Dave Shack     | 19. Tim Numedahl      |
| 10. Ken Saban     | 20. Rudy Rempel       |

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**LTD.**

Meet the '79 El Tigrés Series 5000, free air. And series 6000, liquid cooled. Either one can take you to speeds fast-enough-to-fly with a wallop that'll make you check to see if you're still sittin' on the seat.

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**PHONE 775-6158**

### C.C.R.A. RACE SCHEDULE

Jan, 7	Portage la Prairie, Manitoba
Jan, 14	Richer, Manitoba
Jan, 21	Selkirk, Manitoba
Jan, 28	<b>Inter-Provincial Championships</b> Beausejour, Manitoba
Feb, 4	Devil's Lake, North Dakota
Feb, 10-11	<b>Can-Am Championships</b> Portage la Prairie, Manitoba
Feb, 18	Winnipeg Beach, Manitoba
Feb, 24	<b>Canadian Power Toboggan Championships</b> Masters, Beausejour
Feb, 25	<b>Sno · Pro</b> Beausejour, Manitoba
March 4	Morden, Manitoba Lion's 1st Annual Snowmobile Race
March 11	<b>World 3/4 Mile Ice Drag Championships</b> Selkirk, Manitoba ALL U.S.A.A. Classes Plus Open



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**GREEN**

Go - Safe Racing



**YELLOW**

Caution - No Passing



**CHECKERED**

Finish



**BLACK**

Consilation or  
Disqualification



**WHITE**

One Lap To Go



**RED**

Stop

## Look back & smile!

Since its introduction two years ago, the liquid-cooled Polaris TX-L has been the talk of the snowbelt. Not just because it has quickly become King of the cross-country racing circuit. But because, among snowmobilers who are really into performance, it tests out best of 'em all. And with a 333cc, twin-cylinder, liquid-cooled engine, extra-long, fully-adjustable slide suspension, rugged, yet lightweight aluminum

chassis and Polaris race-bred styling, it's no wonder. Make this year the year you ride with the King. The Polaris TX-L.



**GNR CAMPING WORLD**

1370 Dugald Road,  
Winnipeg, Manitoba  
R2J 0H2



Allan Hetteen, founder of Polaris, with the 1954 Sno-Traveler. This was the snowmobile industry's first two-passenger style sled to be commercially manufactured and sold to the public.

# Rumors on racing

## A few facts, mostly speculation, and a couple of outright lies.

We'll start with questions we're usually asked, with the answers we usually give.

Q. What will the racing winter be like?

A. Very interesting!

Q. Why?

A. Because of all the ideas, the different approaches, the new things which will be tried.

Q. Like what?

A. Well, within this year, there will be an overall commissioner of racing. He will be salaried and supported by the snowmobile manufacturers. It is expected that his duties will include working with all racing associations on rules, concepts, schedules, tracks, safety, etc. This will

establish an authority in racing similar to football's Pete Roselle.

Q. What else?

A. The LeMans Corporation, well known for their excellent line of snowmobile lubricants, has taken on the overall sponsorship of three early SnoPro races. The independent driver with the highest point total from these three races, will win a 1979 car.

Q. Any new race sites?

A. You bet! The season opens in Grand Forks, North Dakota, at a fine, big facility which should handle everyone who wants to attend. Racing will be done on a quarter mile track and that should be wild. Owatonna, Minnesota, will be the site of the Kawasaki Tournament of Champions. (More about that later.) Then, our friend, Chuck Rencurrel, has

been working with the Swedes to have races in Finland, Sweden and Russia. How is that for new race sites!

Q. What about different types of races?

A. Kawasaki's Tournament of Champions will feature eight or ten top drivers on matched sleds. They will run three "motos" with an overall winner. That should really be interesting and there is more about this concept under the Kawasaki heading.

Sno Cross, snowmobiling's version of moto cross, is really straining to get started. The manufacturers are for it, and once the drivers try it, it will probably become the most popular form of amateur competition, because practically any sled will do. The only thing holding it back is a couple of tracks and the guys who have time to put one on. Anyone wanting more information on how a Sno Cross race works and is run can get that information from the November/December issue of Race & Rally. A full feature on Swedish Sno Cross will be in there and they really like that form of competition. In fact, they are just getting started in "ice" racing, as we know racing on the ovals in North America.



Q. Are factory teams becoming a thing of the past?

A. Maybe. There are certainly trends in that direction. This year, there will only be six recognized factory drivers. Two of them are Arctic drivers. Two of them are Bombardier drivers. As long as these two companies are so competitive in the market place, one isn't going to quit without the other doing so, too. But then, factories never did race. People do. Just because a company no longer foots the bill for the continuous racing development and race expenses, that doesn't necessarily mean we will no longer see those same drivers. They will very probably still be competing. If they choose not to, there are plenty of young guys out there waiting for their turn, anyway.

Q. If the factories do quit having official teams, where will sponsorship come from?

A. We'll probably see a lot more "outside" sponsorships. This means companies from outside the industry. There will still be related line teams such as those fielded by Kalamazoo in past years, and the new Aaen Engineering Team of this season.

Q. What can we expect from the factories this year?

A. Well, let's take a look at what the rumors are, what we can speculate on, and even a few facts.

Here they are, one at a time.

*continued*

**Get  
into  
the  
real  
thing:  
Make  
friends  
with  
your  
Moto-  
Ski  
Man.**

"I wanted an all-time action sled that took off while those other machines were still turning over. My Moto-Ski Man pulled the wraps off the Grand Prix\*Special."

*Jon Spees. Snowmobile speed buff*

"The Grand Prix Special and I met at Howie Fairbanks. He's my Moto-Ski Man. And the day I saw him uncrating this sleek, low-slung sports sled, I was hooked. It has the look of a Formula One Race Car. And it sure goes like one.

"Ever been blasted clear across a lake? It happens on the Grand Prix Special. Nearly 500 cm<sup>3</sup> rubber mounted deep down in the hull, spit out all the energy you'll ever need. Twin Mikunis breath through a tuned and calibrated air box. Spent gas flies out of a new Forced-Flow exhaust system.



"Bumps come fast, but that free-wheeling Torque Reaction slide suspension damps out most of them. The thick multi-layered seat takes care of the rest.

"The 'V' shaped track gives you one heck of a grip. And with those wide-stance skis—nearly 34 inches across—you can hurtle around turns.

"In six years, I've gone through five sleds. Never found the perfect machine. As I told Howie, with the Grand Prix Special, it's time to stop looking."



**moto-ski**  
snowmobiles

**GRAND PRIX\* SPECIAL**

## SCORPION

By now, everyone has heard that Brad Hulings and Steve Thorsen are going to be the official Scorpion Factory SnoPro Racing Team. However, as we analyze such a statement, it stimulates a vast array of unanswered questions.

Since Scorpion is now one of Arctic's enterprises, it could be a logical conclusion that the new Scorpion Team would be just a simple extension of Team Arctic. However, this thesis holds about as much water as a bottomless bucket. For one thing, simple logic indicates otherwise. Brad and Steve enjoyed considerable success using Polaris equipment. Maybe the early word was that they would be issued some basic Arctic SnoPro chassis and be on their own after that. But maybe not.

If they are really going to be on their own, this would also indicate some freedom of choice, too, on their part. Besides deciding how to set up whatever they use, it might also mean they choose what they use. It really isn't too difficult to imagine them requisitioning about a half dozen RXLs and starting from there. These are sleds they are very familiar with, and they did enjoy success with them. (But what would they use for an engine?)

Edgar Hetteen is spending three or four days a week in Crosby and that is no rumor. Inside rumors say he is showing a great deal of interest and enthusiasm for the Scorpion racing project. Knowing what a competitor he has always been, it wouldn't be too surprising if he now showed up at the races wearing a Scorpion suit. If his spirit catches on with this new SnoPro team, Scorpion will not only enjoy the thrill of being involved in big time racing, but will have plenty of fun with the head to head competition with their Arctic "cousins", too.

This team will surely generate considerable curiosity. It will also stimulate speculation, anticipation, and far more than mild interest throughout the industry and with the race fans.

## BOMBARDIER

There is no lack of commitment or enthusiasm on the part of Bombardier this year when it comes to racing. Again this year, they are making one hundred sleds of each engine size for oval racing. These sleds will be available through their distributor channels to drivers who know what they are going.

There is a good possibility that the 250 class will have the tangerine colored Moto Skis - with the Ski Doos being the Bombardier choice for the 340 and 440 sizes.

Bombardier has decided to reward the Decker family for faithfully representing them through the years.

The Deckers are probably the most formidable independent family race team the sport has ever known, or is likely to know. The Deckers did their job so well that there were times they were beating the factory teams, at their own games. Anyway, it is obvious they were just too good to be competing any longer on an amateur status in amateur classes. (See the story in this issue regarding Mike and Allen, who will be the official Bombardier factory SnoPro Team for the coming year.)

Last year, Bombardier supported a few other independent teams in various parts of this country and Canada. Outside of perhaps the Navy Team, these other teams will be looking either for dealer backing or outside backing this year.

Bombardier is interested in stimulating interest in competition. This is evident in the largest number of racing sleds being made available by any manufacturer. It is also evident as shown by their expressed interest in finding new forms of exciting competition in which their sleds can be used.

## KAWASAKI

Kawasaki has always shown an interest in racing. They even had a SnoPro Team one year. They have always excused their lack of participation since then, by saying simply that they do not manufacture enough snowmobiles to support the expense of big time racing.

There isn't any question about wanting a high performance image, and this certainly shows up in their Invader and Intruder snowmobiles. Now, they may have discovered a new method of getting the desired exposure without the exorbitant expense.

Kawasaki has taken on the sponsorship of a race in Owatonna, Minnesota. The feature event will be the "Kawasaki Tournament of Champions." The proposed format is to take 8 or 10 top drivers and put them on matched Kawasaki Invaders. These sleds are to be set up by the same factory engineer, and all studded and carbided by Kalamazoo Engineering. The idea, of course, is that all the sleds should be very close in performance capabilities, with it getting down to driver ability as to who should win.

To help eliminate the possibility of one driver getting a break and winning outright, there will be three heats held during the two day event. One will be on Saturday and two on Sunday. Then points will be totalled from each of the three heats to determine the winner, just like they do in Moto-cross. Three extra sleds will also be set in the same manner to be used for practice and as back-up equipment.

Drivers who will be offered the op-

portunity to enter this event will be the high point SnoPro drivers of the season up to that time. The participants will be paid enough to keep their interest. Then, a substantial prize will go to the winner.

Before each of the three heats, they will line up to draw the number of the sled they will drive in that heat. In case there is a tie at the end in total points, those who have tied for the top place will go back to the starting line to determine the winner.

It is an exciting concept and will certainly be interesting to watch. It has been used successfully in car racing and in other sporting "championships." It was bound to be tried in snowmobiling, and Kawasaki is behind it.

## ARCTIC CAT

Arctic will be making SnoPro equipment for its two-man factory team of Bob Elsner and Jim Dimmerman. Besides that, there might be a couple of extra sleds for a select independent or two, but that is all. There will be no super stockers built, nor any "up-to-date-kits" for older equipment.

Arctic has long been aware of what racing does for the desirability of a brand. They mention the completion of a recent study conducted over a lengthy period of time to determine just what racing does for a corporate image. They will only speak about it in vague terms, but there is no doubt about the impression the survey made on them.

Obviously, Arctic has chosen to race at the most visible level with a SnoPro team. This concentrates the effort in the area where it will do them the most good.

Larry Colton is heading the field test crew for the racing department. Dave Thompson will be the crew chief traveling with the team. Dennis "Z" Zuwalksi gets to stay home this year and head up the development team. His job will be to "de-program" the race crew when it gets back on Monday morning, and make use of what they have to tell him to improve future races.

Arctic continues to use what they have learned while racing in their consumer sleds. It shows up again this year in a strange machine called a "Trail Cat." This is the first IFS consumer sled on the market, and it sure isn't a high performance model. It is a completely different concept intended for trail riding comfort, rather than blazing speed or trick handling.

The big rumor out of Arctic is about a new racing clutch which they have been spending a lot of time on - trying to figure it out, I guess. This one is supposed to replace one which is already a reference point in the industry. If that is the case, it would really be something.

*continued*

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# Prog

## STOCK WINNERS

250

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

440

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

340

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_



**ram**

**SUPER STOCK WINNERS**

**250**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**440**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**340**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_



**440 - X**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_

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paint green. Last year, they introduced the lightweight Spitfire with the only direct drive in the industry. This year, they have trucked out the Trailfire, another all new snowmobile that fascinated the John Deere dealers last spring at West Yellowstone. This machine is a far cry from any old, heavy tank type format. The Trailfire is a "quick and dirty" sled for sure.

There isn't a new Liquifire this year. John Deere hasn't announced a racing incentive program either. Now, observing the two new sleds which have popped up - one last year and one this year, the next logical step is that a new high performance sled will be introduced next year. John Deere has taken a year off before with a particular model. They are probably doing just that again with the high performance model this year. If the Spitfire and the Trailfire are any indication of what this all new performance sled will be like -- it could be quite a machine.

Right now, Deere is waiting with great curiosity to see where the Trailfire will be performance rated. A favorable rating could result in encouraging owners to race them in performance stock classes with more than a fair chance of success.

Idle rumor has it that John Deere is checking into the possibility of trying to set a new twenty-four hour distance record, too.

My, my, their engineering department is making a lot of noise.

## POLARIS

Polaris announced early they weren't going to field a factory team. To say this proclamation shook up the racing fraternity is putting it mildly. It even shook up Polaris. They basically said that they decided the industry had progressed to a point where the best interests of all could be served by backing up the independents rather than competing with them. The plan was still to send the factory van to the big races, but instead of unloading and working on their own sleds, they would be helping the independents trying to race.

This may have sounded good to the real Polaris independents, but it also made Steve Thorsen and Brad Hulings independents, too. Now, once you have tasted the good life in the big leagues, it gets a little difficult to settle for minor league fare. No doubt, Brad and Steve did some grumbling and cried on each other's shoulder. They probably very carefully considered what being Polaris independents really meant. While doing that, it then dawned on them that Polaris was sincere about that announcement. This is probably why Steve and Brad listened so carefully to Scorpion's offer to go their way, and chose that as the direction to go.

What did this do to Polaris's plans? They expressed disappointment in losing two such fine drivers

and wished them well. But they simply replied to that news by saying it reinforced their plans to go with the independent program. Of course, at that stage, what other choice did they have?

Just what will that program be? It sounds as if Polaris will build from 15 to 18 sleds of Sno Pro capability.

These will be divided up between four or five teams spread around the country. Two of the teams mentioned have been the well known Team Frustration out of Fargo, and Aaen Engineering's new team out of Grand Rapids, Michigan. Aaen's team is supposed to have Doug Hayes and Tim Bender as drivers.



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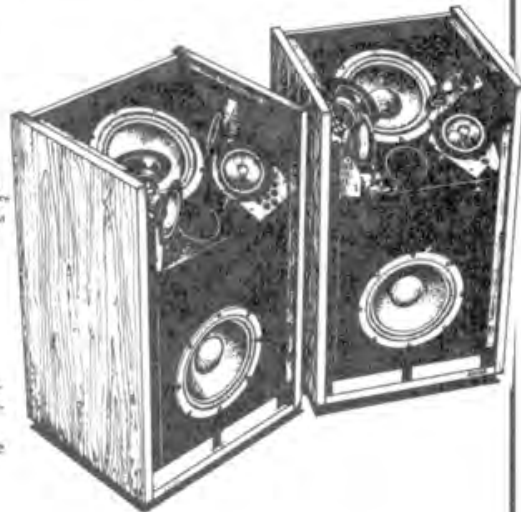
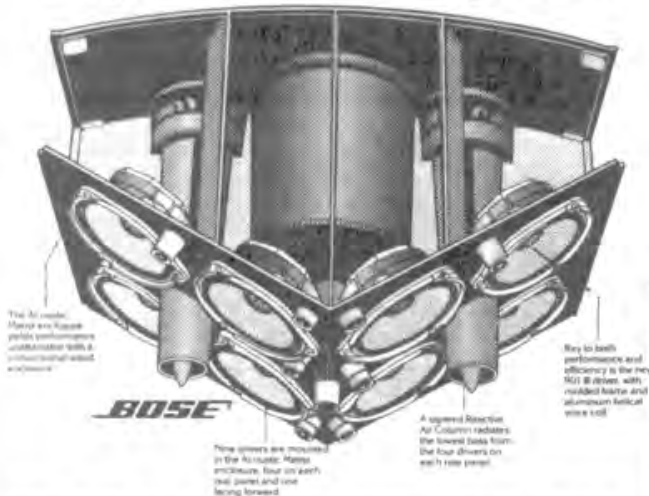
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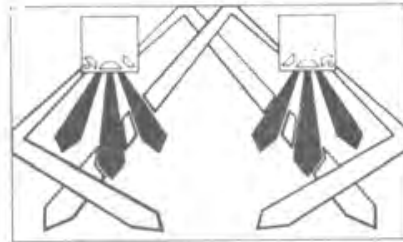
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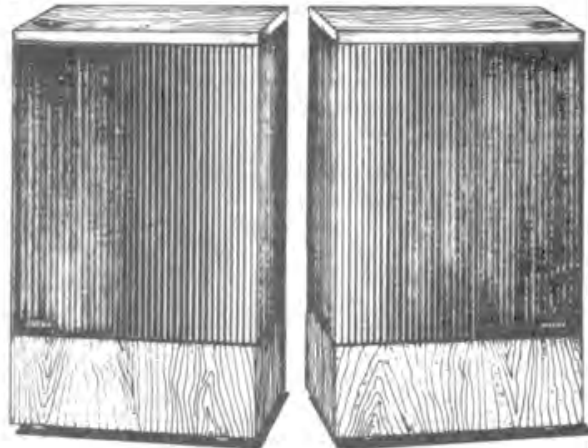
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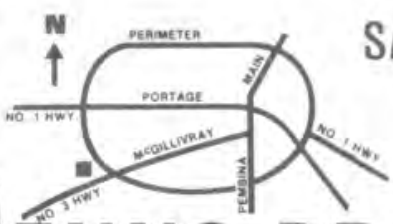
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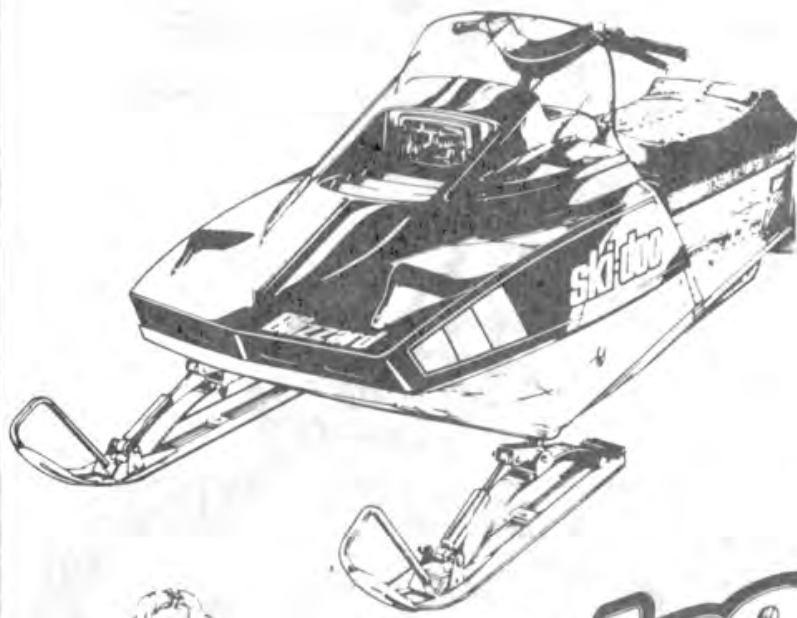
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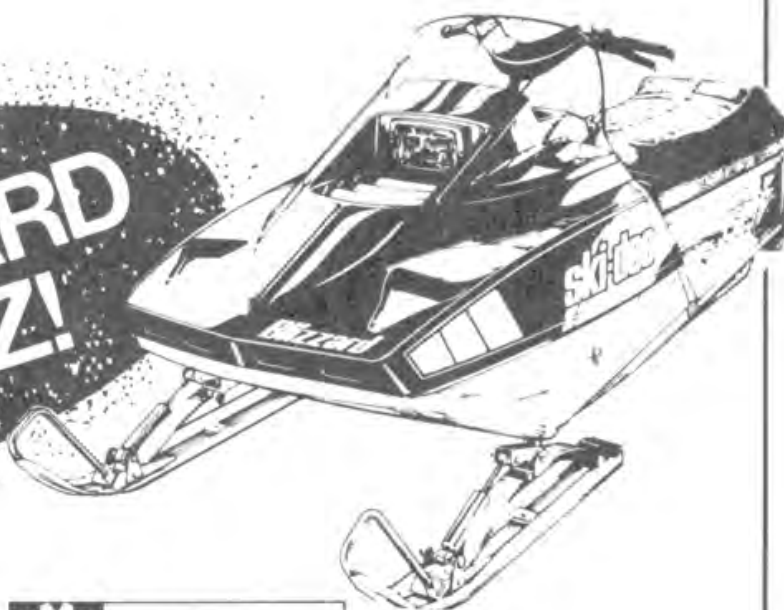
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