...the ultimate winter sport

SNOWMOBILING



FEATURED IN THIS ISSUE ARE–

* 1973 SNOWMOBILES
* SNOWMOBILE CLUBS
* SAFETY SUGGESTIONS
* PLACES TO GO
* FASHION FORECAST
* FACTS AND FIGURES OF INTEREST

SNOWMOBILE SUPPLEMENT

WINCHESTER Press

NOVEMBER 1972 EDITION

Winchester Club prepares for 3rd Season

Winchester Snowmobile Club, formed only three years ago, has expanded and a club spokesman says, "our doors are wide open for new members."

The club has no special nights set aside but plan to 'run' two nights a week this coming season and hope the ladies will be joining in the fun on at least one occasion each week.

"Operations Central" is the Laporte Garage and it is from this point all activity generates.

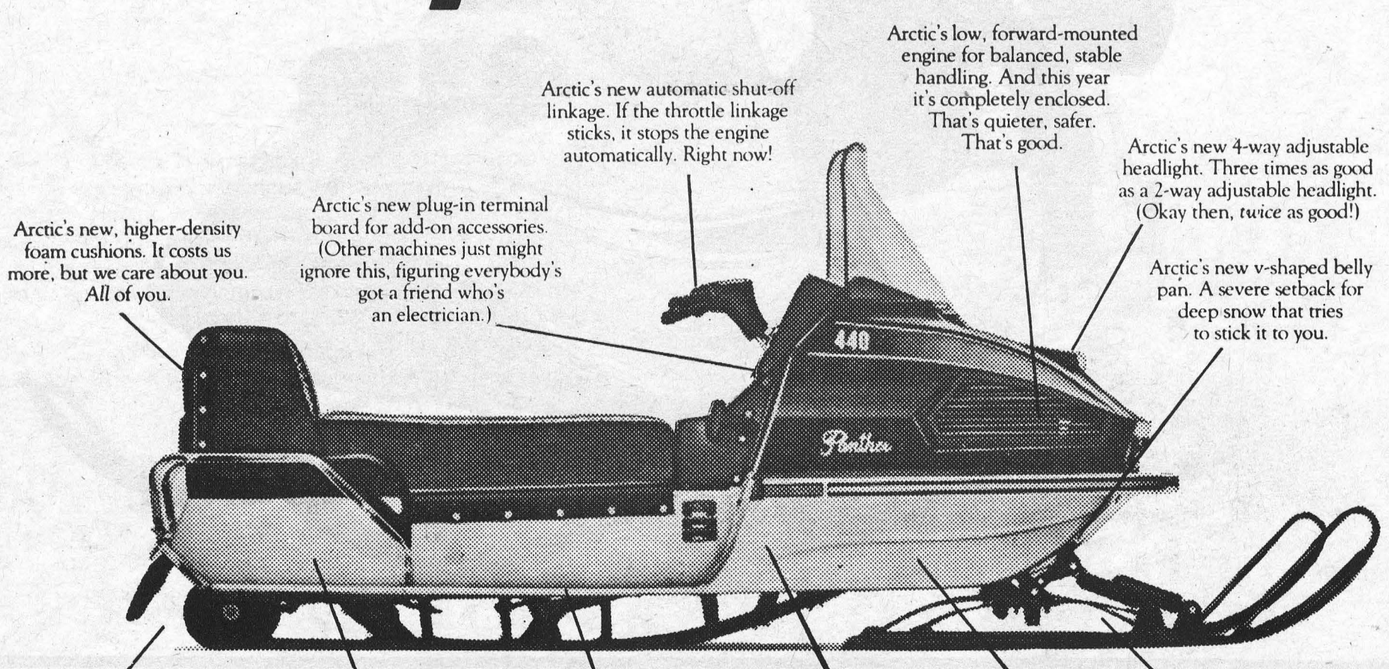
"Our runs," says Secretary-Treasurer Jim O'Gorman, "start at this point and 'trail's end' is also here when we all enjoy steaming coffee and refreshments."

Mr. O'Gorman points out that the club's relationship with area farmers has been excellent and no agricultural land is crossed without the owner's permission.

Last season members of the club attended area rallies each weekend and conducted a successful rally at home.

"The aim of our Club", says Mr. O'Gorman, "is to promote good fellowship and better snowmobiling.

Now that everybody is comin' over to our slide rail suspension... here's a few more things they should do.



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The "Snowbirds" fly high in Hulbert

Geographically speaking Hulbert is little more than a crossroads between South Mountain and Brinston, but for those who live on the flatlands of the area the name has definite claims to fame.

First, it is a thriving farming community, far enough from big cities to have retained the 'friendly neighbour' atmosphere that is so much a part of our Canadian heritage.

Secondly. a small stream winds unceremoniously through the fertile fields west of Hulbert. A quiet rivulet that grows as it flows eastward through the Golden Triangle and, in the springtime, it reaches such monumental proportions that it is known far and wide as the 'mighty Nation'.

Until last winter this was the extent of Hulbert's fame but the solitude of the dark lonely nights suddenly came alive with the arrival of the 'SNOWBIRDS'.

Lest someone get the impression the reference is some type of winter fowl we hasten to add the word 'snowmobile'.

The 'SNOWBIRDS' snowmobile club has grown so rapidly that it is safe to add one more 'claim to fame' and print the name HULBERT a little larger on area maps.

Last winter, in its initial stages, the club boasted over 35 paid-up members and it is understood many more are ready and eager to join when the first traces of snow spread a white blanket over the area.

This has to be one of the most ambitious clubs in the entire district since, despite the fact it is practically new, members meet at a clubhouse that only recently underwent a complete paint job. So enthusiastic are members that they meet every Friday night in what was once a Public School, but now more closely resembles a plush resort. Colourful drapes hide the windows and a modern gas furnace creates an ever-comfortable atmosphere. Kitchen facilities include an electric stove and since the building belongs to the community there is no rental fee as such. All agree, however, the 'SNOWBIRDS' have transformed the loneliness of the abandoned schoolhouse into a cheerful, friendly meeting hall where everyone is always welcome.

During the active season, trail-riding features every Friday night's program, with a different member selecting the route each week. Runs average approximately 25 miles.

A late November dance usually heralds the beginning of the season and feature events during the winter include a rally; a children's day; and a slalom day for adults.

The rally last season attracted 105 machines and club members report, with justifyable pride, that their club had competitors in the top five at every rally in which they participated last season.

Like most rural clubs the Hulbert organization stresses safety and strives to promote friendly relations with those whose property must be crossed by trail-riders.

During long winter months the mighty Nation lies very still beneath the ice and snow, but the silence that once prevailed on lonely frosty nights, is now shattered by the hum of snow machines as they speed across the terraine under the careful guidance of the 'SNOWBIRDS'.

CLIP THIS STRIP

Save a life with this strip. Carry it in your car, or snowmobile . . . Remember these rules.

1. DON'T PANIC -
   Conserve your energy and warmth.
2. CHECK FOOD -
   Carry dehydrated emergency ration.
3. EAT CLEAN SNOW
   Quench thirst. You can survive three weeks on it alone.
4. MAKE SHELTER -
   Use snow and evergreen boughs. Birch bark is waterproof.
5. LIGHT FIRE -
   Use ice to reflect sun's rays. Keep fire out of wind. Reflect fire into shelter.
6. MAKE SIGNAL-
   Throw snowmobile oil on evergreen boughs for smoke.
7. MAKE YOUR POSITION CLEAR -
   Tramp wheel (100 ft. diameter) use upright boughs on southside to cast shadows. Your signal is now visible from a plane.

Before You Leave - on a snowmobile trip, let your intended journey and time of expected return be clearly known to friends and local police authorities.

This Advice - has been cut to a minimum. Read more about survival techniques. It is information you can't obtain when you need it most.

-Thanks to Domtar



OVERLOADING - Don't overload - use a trailer. Your snowmobile will pull it more efficiently. Keep your eye on children, constantly.

Enthusiastic Members Ready At The "Springs"

Each season more clubs are formed by snowmobile enthusiasts and possibly one of the most active is located at Winchester Springs.

Over a generation ago it was a common practice, in rural communities, for neighbours to get together, often when evenings were spent discussing the topics of the day and enjoying the good fellowship that existed.

Speedier means of transportation opened up new vistas as time marched on and it is not unusual to-day to find next door neighbours who are, in reality, strangers.

Possibly the snowmobile is helping create a better understanding and renewal of the type of friendliness only older people remember.

Read, for example, the following description of the 'Springs' club as described by one of it's members:

"The Ski-Doo Club at Winchester Springs is run in co-operation with the Springs Trap and Skeet Club. Their setup is very good as the snowmobiler (approximately 30 members) are able to use their spacious club house.

We 'run' (as we call it)about once a week and use the Nation river and old headlines for most of our travel. We might to as far as 30 or 40 miles on one 'run' depending on the weather.

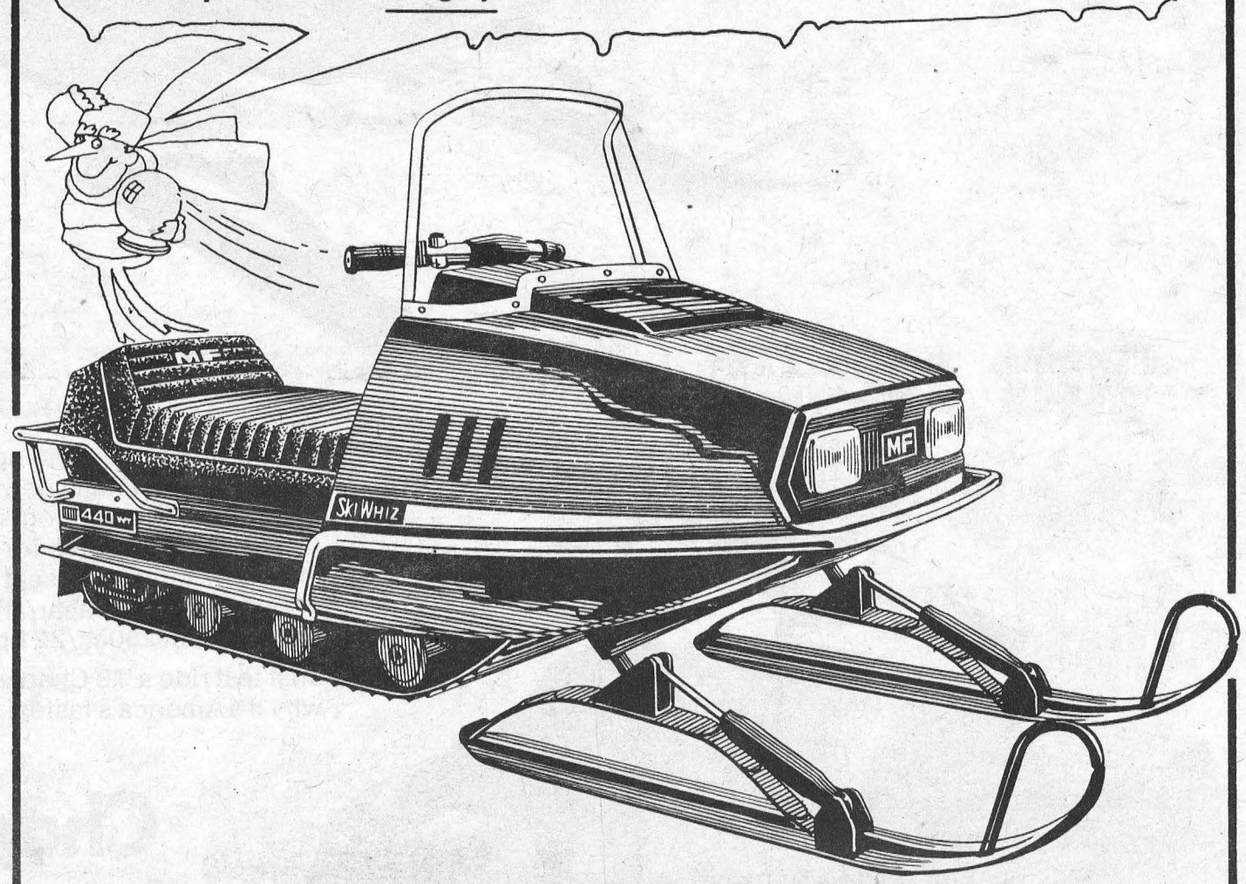
After our 'run' we usually end up at the club house about 11 p.m. One of our members is a good natured merchant and he always lugs in the food for lunch. After lunch and a discussion about snowmobiles and the problems we experience we are home by midnight.

The farmers in this area are very co-operative. We haven't had one complaint.

The club house is situated in an ideal location, about a mile from town, so we can zoom around as much as we like without disturbing anyone."

The Great Ski Whizard predicts...

you're in for a big surprise when you see the new zip...feel the new zap...in the zingey new Ski Whiz '73!



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Get Your Snowmobile Ready For Winter Action

Snowmobile time is here again, and, according to the service people at Massey-Ferguson, now is the time to start getting that snowmobile in shape for the coming season. Here's what the service engineers recommend you do before you take that snowmobile out this year:

First, flush out the fuel tank, clean it thoroughly and then refill with a fresh mixture of gasoline and oil. Regular gasoline works best in snowmobile engines.

Second, run the engine at low speed until it has warmed up. Then, if necessary, adjust the carburetor. According to the experts at Massey-Ferguson, a slightly rich mixture is best and will provide longer engine life and the best possible performance under varying operating conditions. An exceptionally lean mix, they say, can cause engine damage. If the engine runs rough after carburetor adjustments are made, the plug may be dirty and need replacement. If the plug is replaced, check the spark gap and be sure plugs are tightened properly.

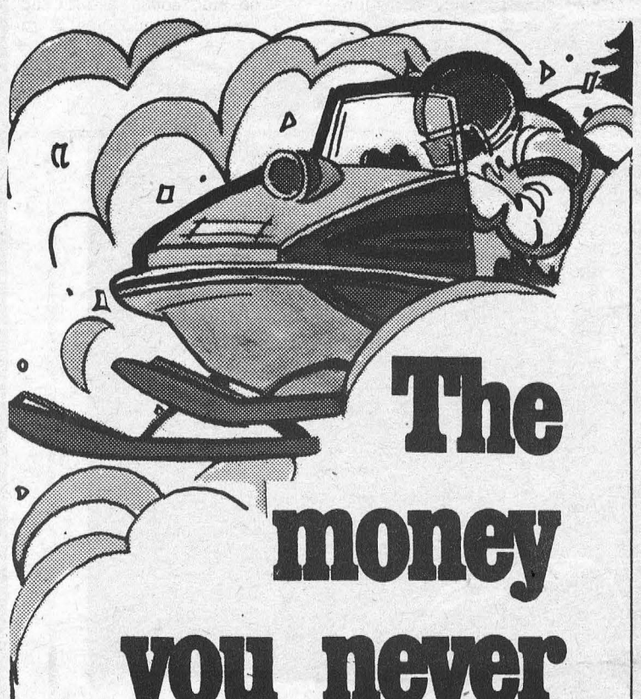
Third, lubricate all wear points but be carefull not to spill grease or oil on belts or the track. The lubricants can damage these parts.

Fourth, check the tension on drive track and drive chain and adjust if necessary. Also check track alignment and adjust this, too, if it is required.

Fifth, check the ski alignment. Skis should be parallel or slightly toed-in.

Do all that--it won't take long-- and your machine will be ready for another season o fun and excitement on the trail.





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A man can feel a special kinship for one of these machines. They've all got the guts to climb steep and kick hard, but you can tame them with a touch. With "Positrack" traction they respond like thoroughbreds, quick and confident. And the "Multiflex II" Slide suspension will take you in and out of a tight turn with such sure-footed balance you'd think it was instinct instead of engineering. Get a big Blue machine from your SnoJet dealer—it's like riding something alive.

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For your free SnoJet brochure and record write to SnoJet, Division of Conroy Inc., Burlington, Vt., or SnoJet, Division of Conroy of Canada Inc., Thetford Mines, Quebec.

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Russell "Bogie Benders" Gear For Action

Barry McVey is a busy insurance executive and this explains why he was unable to submit a comprehensive report concerning the activities of the Russell 'Bogie Benders' in time for this tabloid.

Barry did report that all members, (and there were 55 last year) are eagerly awaiting the first snowfall.

This is one club with a rather unique 'trail'. The New York Central line was once a busy thoroughfare and both passengers and freight were transported daily between Ottawa and New York.

Many years ago, however, the line was abandoned and the tracks taken away. The grade, however, remained and provides an ideal snowmobile run for those fortunate enough to live in the area.

Last year we admitted not knowing what a 'bogi bender' was but we've since been informed the 'bogi' refers to the elbow, and it follows that, since Cochrane's Milk is the club's main source of energy, consumption of same necessitates bending the elbow. Thanks for the explanation, Elwood.

Secretary- treasurer Barry reported last season he was convinced that "until someone proves otherwise the 'Bogi Benders' had to be rated JUST THE BEST."

This season Barry reports- "Noone has proved otherwise."

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DO'S

Do obtain operating instructions. A Do position is sitting down with both feet inside the cab or on the boards but not locked into the foot-rests. This is the ideal position for long, smooth stretches of even terrain.

A Do for bumpy terrain is to place one knee on the seat for better balance and for "side hilling" it's better to lean into the hill from this position.

Like their parents, children love snowmobiling. Initially when teaching children have your dealer lengthen trottle cable so throttle is only 25 percent engaged. Warn against speed, overconfidence, and carelessness. Never let children snowmobile alone. Above all, know your child's capabilities and shortcomings when placed in a situation of responsibility. Be certain he knows the rules and techniques for safe operation. Common sense, courtesy, and respect for the vehicle are fundamental.

Always play safe with children aboard. Do go more slowly with young passengers. Exert extra care. Avoid treacherous sidehills and broken terrain. See that the child firmly grips the grabhandles and is protectively seated with feet parallel on boards. Check frequently to make sure child is still riding correctly.

Nightime snowmobiling is delightful. But reduced visibility makes it imperative you do check your lights before starting. Avoid river and lake crossings at night and don't break new trails. Follow marked trails to keep clear of barbwire fences and guy wires. A majority of snowmobile accidents occur at night.

Make sure when driving to your take-off point that your snowmobile is properly secured to its trailer. Then protect it with a bright cover - also well tied down. Check trailer-hitch and lights before leaving. Make sure all equipment is securely fastened to the trailer.

A trailer carries far more than you can. On safari, it should carry snowshoes for each person, extra fuel, emergency rations, a first aid kit, flares, a knife, and waterproof matches.

DON'TS

Don't cut across another's right of way. If in doubt, throttle down or stop altogether. Carelessness pays no dividends. Watch out for the other guy.

Never use a railroad right of way for snowmobile travel. You cannot hear trains approaching from behind and could run head on into a train on a curve. When crossing railroad tracks, the rules are similar to crossing a highway. Shut off your machine before crossing so that you can hear an approaching train. Cross at a 90 degree angle.

Never jump a snowbank before first finding out what may be on the other side. You may be jumping into the path of another snowmobile, onto a group of playing children, or into the middle of a highway.

Don't be a show off. Excessive speed threatens others, can result in an over-turned machine with accompanying risk of personal injury.

Snowmobiling brings many new winter freedoms. Damaging private property is not one of them. Don't cut fences or trample shrubs. Get permission to use private property for snowmobiling.

If the back of your machine should become stuck in deep snow, do not put your hands or feet near the track while it is driving in attempting to free your machine. Simply lift out the back end of the snowmobile and drive it out while kneeling with one leg on the seat and pushing off with your free leg. Or push the machine out by the handlebars while standing next to it and squeezing the throttle lightly.



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Metcalfe Snow Rovers plan busy Winter Schedule

Doug Acres is serving his second year as president of the thriving Metcalfe and area club best known as the 'Snow-Rovers'. Willis Carson is the vice-president and Mrs. Doug Craig has been returned to handle the secretarial task.

Membership, it is understood, is even greater than last year when the roster passed the fifty mark, and the headquarters (club house) has undergone extensive alterations to assure a comfortable stop-over for trail-weary riders.

Like other community organizations, the snowmobilers were pleased when Metcalfe and District Lions Club made a generous donation to remodel the 'Den', which in reality is the old dining hall at the fair grounds. The spacious and well-equipped building serves as an ideal location for club gatherings and fund-raising projects.

In 1969, at a well attended meeting, the group selected a name and drew up the original constitution. Since then, as might be expected many clauses have been added all designed to help bring about better understanding among machine operators, land owners and the general public.

Trails are carefully laid out early in the fall, members strive to promote goodwill, and property is crossed only with the kind permission of owners.

"In this way", says a club spokesman. "we always find friends along the trail should trouble develop."

Periodic entertainments make the club self-sufficient and often special events are planned to assist other community organizations.

Many of the members participate in area rallys and plans are already under way for a giant local rally this season. One day, too, is set aside for the youngsters, and the fair grounds at Metcalfe always proves an ideal location for this highly entertaining function.

Safety is the pass-word of the club and all members are aware the continued success of the club depends on their ability to create good-will throughout the rural community, and continually promote safety measures.



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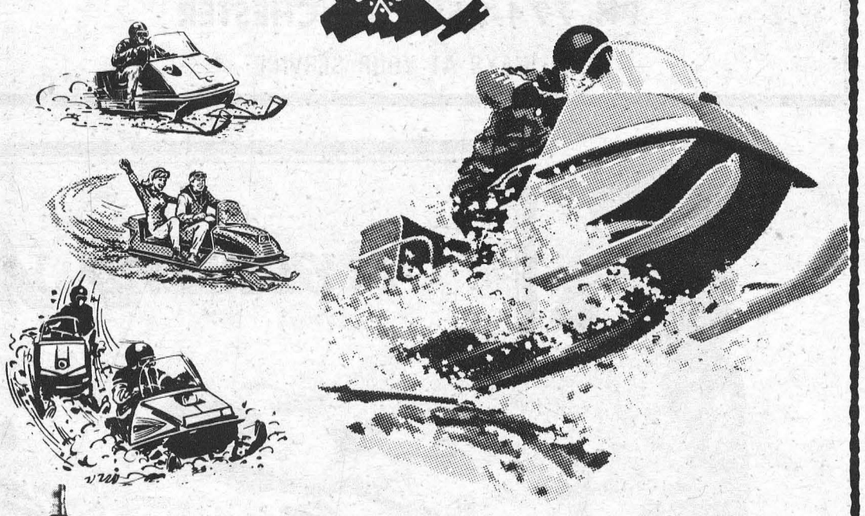

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Winter Playground At St. Lawrence Parks

The beautiful St. Lawrence Parks area, known to summer tourists throughout the entire world, is now also a winter wonderland.

Tourists who return year after year, for summer vacations are familiar with the 6000-acres of parklands and recreational facilities and boast to friends of their visits to Upper Canada Village, Old Fort Henry, and tell of the beauties of the nature trails, wildfowl sanctuary, marina facilities, beaches, golf courses and the lovely camping areas.

What many of them do not know, however, is that long after they have returned home and are reading stories of severity of Canadian winters, rugged men and women are skimming over the same parkland on snowmobiles.

The scene looks different in winter but for the hardy Canadian it is even more beautiful and with exception of a few posted areas the parklands will again be open for snowmobiling this year.

Last year a season high of 3471 snowmobiles were recorded indicating the rapidly increasing popularity of this winter family recreation. In 1965 there were 5000 snowmobiles in Ontario with registrations now exceeding 160,000.

The Maple Sugar Bush in Crysler Park north of #2 Highway, through which a 7 mile trail has been leveled and marked, is a particular favourite for weekend snowmobilers and offers a natural location for group treasure hunts and similar activities.

Parklands south of #2 Highway particularly the Long Sault Parkway, provide large areas for those who like the open spaces. In many of the campgrounds unplowed roads are excellent natural trails. West of Brockville, 1800 acres of woodlands are open for snowmobiling with an access from the Mallorytown Road or Brown's Bay Park.

For the more venturesome a 1/2 mile measured track is available south of Ingleside.

On weekends Park Rangers are on patrol to provide information to the public and assistance if necessary.

Snowmobiling as a family recreation has added a new dimension to the winter season. Careful and sensible operation of snowmobiles will insure many pleasant outings on trails.

THE SNOW MOBILE NUT?

No snowmobile issue, we think would be complete without this humorous poem. We don't know the writer but he most definitely must have been a dedicated winter sportsman. There was no title in the periodical we clipped it from but possibly "THE SNOW-MOBILE NUT" might be appropriate.

There's a new type of creature emerging on Earth.
I'll describe him to you, for whatever it's worth:
He comes out of hiding in winter, I'm told,
He rejoices in weather that's terribly cold.

He leaves the warm fireside, his wife and his kids,
Climbs on to a motor, a belt and two skids.
The machine comes to life, he is ready to go,
But he can't, 'cause as yet there is no sign of snow.

For the past eighteen days he's been wearing a suit
That is covered in zippers from parka to boot;
And mittens, and helmet and mask on his head,
'My God,' says his wife, 'must you wear that to bed?'

Then it finally happens, the ground has turned white,
He's on his machine and he roars out of sight.
On the flat he'll crouch down, on a corner he'll lean,
And they tell me his blood is now pure gasoline.

Over hill, over river, through marsh and around trees,
Over rockpile and sandpite, still down on his knees;
He looks like he's praying as onward he flies,
Is it monster or man? All we see are his eyes.

He'll go screaming ahead when it's twenty below,
Screaming into a blizzard or onrushing snow.
By what demon possessed is this new breed of man
Who finds joy in a snowstorm like no human can?

But what happens in summer when snow is not there?
Is he out on the porch in an old rocking chair?
No, he's inside the house for the whole world to see,
Sitting there on his snowmobile, watching TV.

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New Guide Available

TRAIL DEVELOPMENT & MAINTENANCE

A new 24-page Guide to the Development and Maintenance of Good Snowmobile Trails has been published by Bombardier Limited, manufacturer of Ski-Doo and Moto-Ski snowmobiles, as part of the Company's Snoplan program.

The comprehensive new guide is designed for use by forest, park, and other public land managers, snowmobile clubs, private land developers, government officials and others, in the planning and maintenance of good snowmobile trails.

The guide is available, without charge, to persons involved or interested in the development and maintenance of snowmobile trails by writing on organizational letterhead to Snoplan Trail Study Manager, Bombardier Limited, Valcourt, Quebec, Canada. Trail guide users may then request continuing information as it becomes available.

The guide suggests where and how trails can be planned in harmony with the environment, safety precautions to be observed and cost estimates of trail development and maintenance. It also includes tips on suggested width of trails, maintenance per mile of usage, people and equipment needed to do an effective job. Guidelines are given too for grading, curves, road crossings, marking of trails, and corollary trail facilities.

The guide is not product-oriented. Laurent Beaudoin, president of Bombardier Limited, comments, "We are attempting to show how simple but constant attention to snowmobile trails can result in increasing the sport's popularity among all snowmobile enthusiasts. At the same time, procedures outlined in the booklet will help reduce infringements of the sport on non-users, since well-groomed trails keep snowmobilers attracted to the trails themselves, not to private or non-trail areas."

Bombardier has spent more than two years researching ways to make trails safer and more fun to use. Discussions with conservationists, snowmobilers, local businessmen, and trail area managers have determined that increased trail grooming can provide safer, more enjoyable snowmobiling.

Seven case studies at trail areas throughout the U.S. and Canada reached the same conclusion: As trail maintenance increases, proper usage goes up and economic benefits accrue to communities, too. Results of the studies are contained in the new booklet.



Noise Pollution!

Some steps have already been taken at the Federal level with maximum noise levels set for vehicles. These are 84 decibels for autos and 85 to 88 for trucks, both measured from a distance of 50 feet on the A scale. This scale adjusts readings so that the instruments respond to sound in a way similar to the response of the human ear.

Similarly, a level of 82 decibels on the A scale has been set for snowmobiles.

Mr. Auld has written to Environment Canada Minister Jack Davis, suggesting that these levels for snowmobiles could be lowered further year by year; a similar suggestion regarding the noise levels of road vehicles has been made to the Federal Department of Transport. Further, the Ministry has proposed that controls should be applied at the manufacturing level on construction equipment, power mowers, home appliances and other common noise sources.

He has also asked Environment Canada to involve itself further with noise control in terms of air and rail traffic, serious sources of complaint.

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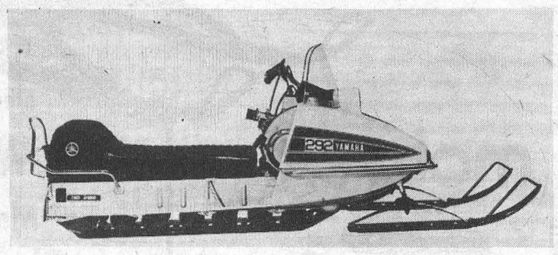

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NEWS ABOUT WINTER SPORTS APPAREL

Accessories Complete Total Look In New Snowmobile Sportswear

The purpose of snowmobile suits and accompanying accessories, first and foremost, is to keep the wearer warm and dry in the worst weather winter has to offer. That is its total function.

But take it from the designers at Ski-Doo Sports Ltd., the pioneer and leader in snowmobile apparel. This year total function includes the "total look" — a head-to-toe coordinated look — for men and women alike. Key to the total look are boots, mitts, helmets, tuques, and other accessories.

There are 19 different boot styles, for example, in the winter sportswear by Ski-Doo, and many are designed to go with specific suits. Rugged rally boots for men, with foam padded leather ankle panels for added protection, are practical yet also complete the "total look" for wearers of the Blizzard suit.

Women can choose Majorette boots with distinctive striping that matches the suit of the same name. Too, there are boots with genuine Shearling, and others with fun fur trim that looks great with any snowmobile suit.

Lambskin covers the entire backside of new ladies' mitts. Other selections include wet-look mitts to go with wet-look Starshine style suits.

Seven helmet styles are offered with six designed to complement particular suits of the same name. All meet the Z-90.1 safety standard.

Reduce Fatigue

Snowmobile enthusiasts who prefer day-long safaris now have an answer to the inevitable fatigue of such journeys.

It's a kidney belt, designed by snowmobile apparel maker Ski-Doo Sports especially for snowmobiling. Firm back and side support are provided for the longest snowmobile treks.

'Own Thing' Is Key To '73 Winter Sportswear Scene

Take more than 60 fashionable sportswear combinations for guys, gals, and youngsters on the snowmobile or other winter outdoor fun scene. Mix and match to suit your own tastes, and you have the "do-your - own - thing" trend in fashion!



The Cossack snowmobile suit lets the outdoor woman gain "total look" or "mix 'n' match" with fun fur and other accessories.

The leading snowmobile apparel stylist, Ski-Doo Sports Ltd., is offering 30 combinations for women, 26 for men, and six for children.

Snowmobilers who like the head - to - toe coordinated look will favor suits like the T'NT Pro Cire. Its wet-look material glistens in both men's and women's versions, and matching mitts plus boots add to the "total look" of the suit.

Mix and match fans, on the other hand, might be happier with something like the Adventurer jacket for men. Four giant snap-down pockets lend a rugged but sharp casual look to the Adventurer, available in navy, yellow, black, and tan. Any of a number of water-resistant pants can be chosen to go with it.

Cozy Knits Offer Comfort After Snowmobiling

Snowmobilers concerned about their comfort and appearance on snowmobile trails have turned to the weather-proven snowmobile suit for some time. But what about after the ride?

Comfort and styling are now an important part of the "apres" scene, too. Witness what the leading snowmobile apparel maker, Ski-Doo Sports Ltd., has to offer for after-the-ride socializing this winter.

Young women will appreciate the warm and sensuous feel of the Caress. The buttoned top with mock neck and triple striping on the bodice creates a poor boy look. "Swingy" bell-bottom pants with triple striping around the ankles complete the two-piece ensemble. This rib knit is 100 percent wool and is available in six colors ranging from deep red to grey.

Men who want to say "all male" in their apres apparel will go for the He-Man Pullover. Its shirt styling in wool and availability in six colors make it a handsome addition to city or country wardrobes.

Men and women can team up if they wish with Racer Cardigans offered in sportswear by Ski-Doo. Slim, solid-color styling is complemented by contrasting stripes from shoulder to wrist and easy-pull front zipper. Three colors are offered for men, four for women.

Look-alikes for the entire family are available in the Elan Pullovers from Ski-Doo. Saddle shoulders and mock crew neckline give a neat, smooth look. They're available in black with contrasting yellow yoke and a white stripe that adds a sporty flair.

Useful Luggage

Accessories for snowmobiling are becoming more comprehensive every year as the sport grows. This year, enthusiasts can choose from among a wide variety of nylon and leather luggage that's useful for year-round trips, not just sno-faris.

Two duffle bags, two suit bags, and a lightweight steerhide saddle bag are among the items available from Ski-Doo.

TRAFFIC REGULATIONS - Observe local regulations. When crossing highways, stop, look and listen. Beware of view-blocking snowbanks and your engine noise drowning out other motors.

ski-doo '73

'73 Ski-Doo Snowmobiles highlight improved performance, quieter operation, increased operator safety and comfort, new colours.



The '73 machines, fourteenth edition of the Ski-Doo snowmobiles with which Bombardier opened the way to new winter fun and a new industry back in 1959-60, again offer the public a wide choice of styles, features and prices. The line includes seven series and more than 20 models ranging from $695.00 up, suggested retail price, F.O.B. Valcourt, Que. This does not include the Blizzard professional racing series scheduled for later introduction.

See Them See Them Now At

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Helmets Are A Necessity

Protecting the head is what snowmobile apparel and accessory manufacturer Ski-Doo Sports Ltd. regards as one of the most necessary elements for safe snowmobiling. The company offers three different styles of helmets that all exceed Z-90.1-1966 and CSA specifications.

The Ski-Doo, T'NT, Blizzard, and junior helmets all provide sturdy protection with their polycarbonate shell lined with styrofoam. Safety features include reflective stripes for night snowmobiling and quick-release adjustable chin strap with molded chin cup for comfort.

Snaps are provided for clear or tinted visors that protect the face from wind and branches.

Snowmobile Statistics record major death traps !

During the winter of 1971-72, the number of fatal snowmobile accidents declined by 8.9 percent and the number of deaths dropped by 1.7 percent. The Canada Safety Council's national report on snowmobile accidents just released warns that these small decreases are no reason for any complacency. Bruce J. Legge, Q.C., President of the Canada Safety Council points out that in real numbers, fatal accidents are down from 112 the previous year to 102 last winter while deaths are down only by 2 from 118 to 116 -- hardly reason to believe that the problem is being solved.

Over half of the fatal snowmobile accidents involved collisions with other motor vehicles (cars, trucks, buses and other snowmobiles) while almost 15 percent were the result of breaking through the ice on lakes and rivers or running into open stretches of water.

Sixty-seven (65.7%) of the fatal accidents occurred on public roads. Another 20 accidents occurred on lakes and rivers (15 of these accidents resulted in 24 drownings), and 13 accidents happened on private property, including eight on railway tracks.

Sixty-nine fatal accidents took place at night while 24 occurred during daylight hours (the time of occurrence of nine accidents was unknown).

Ninety-six out of the 116 fatalities were drivers, 17 were passengers and three were pedestrians. There were 102 males and 14 females killed in snowmobile accidents during the winter of 1971-72. The 25-44 age group suffered the most fatalities with 52 followed by the 16-24 age group with 38 deaths. Eleven deaths (9.5%) were in the 0-15 age group.

Eighty people died in collisions with motor vehicles, trains, wires, fences and other objects. Fifty-six of these collisions were with motor vehicles, while eight people were killed by trains while travelling on, or alongside the tracks or while crossing them. This is up from two the previous winter.

The operation of snowmobiles on public roads is still the major hazard as 66 people were killed on the roads; 40 on secondary roads, 19 on municipal streets and seven on the highways.

The Canada Safety Council encourages and supports Provincial Governments and Municipalities in prohibiting the operation of snowmobiles on public roads.

The statistics reveal little change in the overall picture of snowmobile tragedies. People are still being killed by the careless and thoughtless use of snowmobiles. One victim fell 40 feet to his death when he dropped into an open quarry.

Beware of the air...when you're moving

When your favorite disk jockey tells you it's 10 degrees above zero outside, that's only part of the temperature story. The actual thermometer reading doesn't give full indication how cold it really is because it disregards the wind chill factor.

This way of measuring the cold considers the wind speed and relates it to the thermometer temperature to come up with an effective wind chill temperature.

For instance, if the thermometer temperature is zero and the the wind is blowing at 15 miles an hour, the equivalent wind chill temperature is 36 degrees below zero.

You can enjoy snowmobiling and other winter outdoor sports, no matter what the actual and equivalent wind chill temperatures may be, if you check the thermometer and the wind, refer to this hand Wind Chill Cart, then dress correctly for conditions so you'll stay warm, dry, and comfortable.

Snowmobiliers and skiers should remember that the speed of their sports creates its own wind velocity, making warm clothing a must.

Above zero: Windproof, waterproof jacket and pants allow variety at warmer temperature; one-piece suit gives greatest protection in all conditions. Felt-lined boots, thermal socks, mitts, tuque, plus inner apparel (underwear, shirt or sweater, knit suit, etc.) depending upon temperature level.

Below Zero: One-piece suit, extra socks, felt-lined boots, thermal underwear, knit suit or sweater and stretch pants, mitts, hood or ear-protecting tuque or balaclava for facial protection.

At All Times: Goggles or visor for eye protection against snow, sun glare.

If Frosbite Occurs from inadequate attire (symptoms: numbness, spotty whiteness), snugly cover affected part with wool clothing, get person indoors, wrap part in warm (not hot) blankets or soak in lukewarm (not hot) water repeatedly for short periods of time until part is warm again. Handle part carefully to avoid injury.

ESTIMATED WIND SPEED IN MPH	ACTUAL THERMOMETER READING (°F.)											
	50	40	30	20	10	0	-10	-20	-30	-40	-50	-60
	EQUIVALENT TEMPERATURE (°F.)											
calm	50	40	30	20	10	0	-10	-20	-30	-40	-50	-60
5	48	37	27	16	6	-5	-15	-26	-36	-47	-57	-68
10	40	28	16	4	-9	-21	-33	-46	-58	-70	-83	-95
15	36	22	9	-5	-18	-36	-45	-58	-72	-85	-99	-112
20	32	18	4	-10	-25	-39	-53	-67	-82	-96	-110	-124
25	30	16	0	-15	-29	-44	-59	-74	-88	-104	-118	-133
30	28	13	-2	-18	-33	-48	-63	-79	-94	-109	-125	-140
35	27	11	-4	-20	-35	-49	-67	-82	-98	-113	-129	-145
40	26	10	-6	-21	-37	-53	-69	-85	-100	-116	-132	-148
(wind speeds greater than 40 mph have little additional effect.)	LITTLE DANGER (for properly clothed person)				INCREASING DANGER			GREAT DANGER				
	Danger from freezing of exposed flesh											

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Vernon "Trail Blazers"

Brian Dalgleish has to be considered the driving force behind the active Vernon snowmobile club.

Fittingly named "THE TRAIL BLAZERS", the organization boasts a membership of over 30 enthusiastic operators, and like neighbouring Metcalfe, members are proud of the fact they have their own sales outlet and repair depot.

Vernon and Metcalfe trails often run close to one another and as a result there is a close relationship between the two clubs. Both have members who are active in area rallys.

Drinking Drivers Cause for Alarm

Drinking snowmobile drivers is becoming a cause of alarm and the subject came up for discussion at a safety conference last season.

According to reports from that meeting the story of the drinking driver in Ontario and his traffic safety record is "appalling."

Accident rates are twice as high for alcoholics and their chances of being involved in a fatal collision are four times as great as the non-drinking driver.

Alcohol was a prominent factor in another area of concern at the conference. An Ontario Department of Transport study showed 50 percent of snowmobile operators involved in fatal collisions; 42 per cent non-traffic collisions, and 24 per cent in all types of collisions had been drinking or were impaired.

Provincial Judge Livius Sherwood said, at that time, that the breath test laws also apply to snowmobile operators on or off the highway. In addition, he pointed out that a motorist who has his driver's license suspended under the Criminal Code is prohibited from operating a snowmobile during the suspension period.



TRAVELLING ON ICE - Avoid thin ice. Check thickness on foot. Never stunt on ice - it's dangerous. Breaking through ice is one of the most common causes of fatal accidents.

Snow Ethics

BE A PROFESSIONAL
Professionals don't stunt or horse around. Knowing what your snowmobile can and can't do is vital to your safety. Have regard for other people and property. Learn your limitations.

BE AN INSTRUCTOR
Teach your children how to avoid accidents by driving safely. Check that they never snowmobile alone and they always hold on properly.

BE A FRIEND
If you see someone in trouble, give help. There's no reason why you shouldn't be prepared. Safety booklets and manufacturers' guides are packed with commonsense tips. Read, then apply your knowledge.

BE AN ECOLOGIST
Don't litter trails or camping areas. Don't pollute streams or lakes.

BE A PARTNER
You share our winterland with skiers, ice fishermen, hunters and other sportsmen. Share!

BE AROUND NEXT YEAR
Obey local regulations. Stick to marked snowmobile roads. Safety is worth practicing!

-Thanks to Domtar

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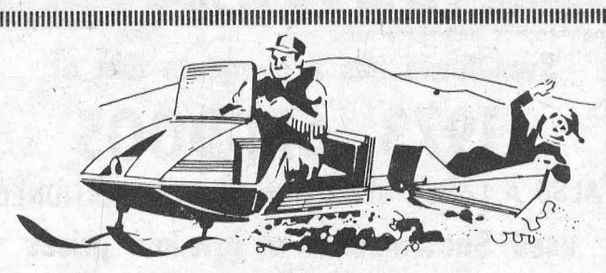

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SNOWMOBILE SAFETY

We are vitally concerned about your safety while snowmobiling. Most of the accidents in the past have been caused by improper use of snowmobiles and careless operation - such as collision with cars; running into parked cars; going through thin ice, etc.

Your snowmobile was designed and built to be used on snow. We therefore, recommend that you stay away from roads where motor vehicles are used. Stay away from lakes, rivers and unfamiliar areas until you are absolutely sure it is safe.

Snowmobiling is an enjoyable, healthy, invigorating sport. Do not abuse the rights of others by trespassing on other people's property. Help us to improve our environment. Do not litter. Never harass wild life, and always wear your safety helmet.

Safe, happy snowmobiling!

General Safety Rules

1. Know your controls. Read the owner's manual carefully. Learn how to stop engine quickly in emergency.
2. Always check the fuel level before starting.
3. Never add fuel to a running engine. Before adding fuel, shut off engine and use an approved safety container. Remember that gasoline can be a hazard.
4. Check throttle to make sure that it is free and not frozen.
5. Check your brake for proper adjustment.
6. Make sure that steering and skis are adjusted properly.
7. Keep all shields and safety devices in place - as instructed in owner's manual.
8. Make sure track is not frozen to the ground when starting your snowmobile.
9. Do not operate engine inside where fumes can collect.
10. Stop the engine whenever you leave the snowmobile - even for a moment.
11. Don't leave your keys in the ignition.
12. Carry a tool kit and know how to use it.
13. Make sure the machine is equipped with emergency gear - spare spark plug, extra drive belt, tools and flashlight.
14. Always properly maintain the snowmobile. Frequently check all bolts, guards and parts. Follow manufacturer's maintenance and storage instructions.
15. Drive at a reduced rate of speed until you are thoroughly familiar with your machine and the terrain.
16. Don't tailgate.
17. Avoid ski and sledding areas.
18. Respect the rights of others - courtesy pays.
19. When travelling any distance, use the "buddy" system.
20. Don't venture out alone without notifying someone where you are going and when you plan to return.

Special Rules

1. Always wear a safety helmet.
2. Wear clothing suited for the climate. Avoid loose clothing.
3. Become familiar with all controls before starting.
4. Be extra careful when operating in crowded areas.
5. Be extra careful when carrying passengers.
6. Use extra care when pulling sleighs, or cutter. Use proper hitch.
7. Do not allow children to operate your snowmobile without instructions and personal supervision.
8. Stay off lakes, rivers and reservoirs until ice is safe.
9. Slow down at night and use extra care.
10. Do not litter. Respect others' property.

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New 1972 295 c.c. 22-H.P. Twin,
15-inch track, 335 lbs. $795.00

1973 Eliminator
Comes in three models: 295 24-h.p., 340 28-h.p., 440 35-h.p. All have ski sorber front end (shocks), Salsbury racing clutches, polyurethane tracks 15", speed and tach, kill switch. Real performance machines.
.....Prices - $1095., $1195., $1295.

1973 Alouette Sno Duster
295 c.c. Kohler 20-h.p., 15" track, high low beam headlight, kill switch, brake lights. This is a full sized machine. Limited supply.
.....Pre-Season Sale, $639.00

1973 Sno Brute 440
440 c.c. Sachs twin 40-h.p. high performance engine. Totally new — a breed apart. Slide suspension, ski sorber front end, speedo, tach, 15" track, kill switch, high low beam headlight, stop light.
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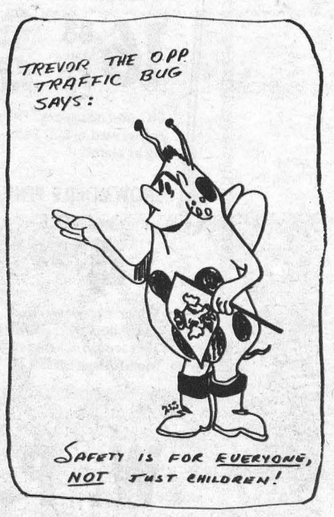

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B. Adult-Size Boots
Moisture-shedding nylon uppers. Zipper/drawstring closures. Buckled cross straps. Sure-grip rippled soles. Full felt liners to really keep you warm. Ladies' sizes 5 - 10. Pair **12.89**
Men's sizes 6 to 12 ..... 13.89

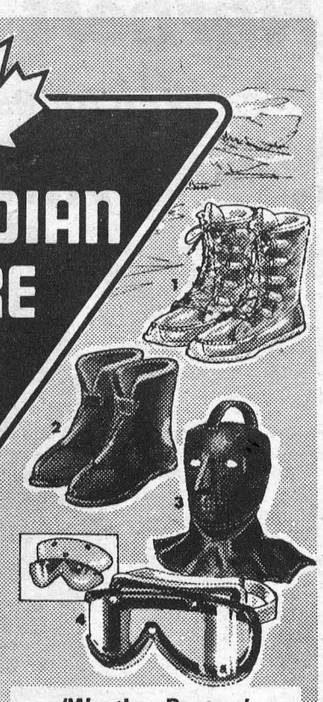
C. Kiddies' Snowmobile Suits
Sturdily constructed for action aboard the snowmobile or sleigh. Quilted nylon lining. Double knees. Front and leg zippers. Pile-lined hood. Half-belt waist. Navy blue with red trim. In 2/3/4 or 6. Each **14.95**

D. Adult-Size Helmets
'Canadian' design in colorful silver and red-glitter color with red maple leaves on the crown. Comfortable, CSA approved polycarbonate construction. Accommodates most snap-on visors. M/L/XL ... **21.95**

E. Adult-Size Mitts
Black cowhide. Knitted inside storm cuffs. Orlon pile lining. Snap-clips. Men's/Ladies' S/M/L ..... **7.95** PAIR

F. Adult-Size Helmet
Solid white. Dome snaps for face shield. (extra). C.S.A. approved. Ladies', Men's M/L/XL **15.99**

G. 'Flip-Up' Visor-Shield
Clear, blue or smoke-colored shields. White snap-on visor peak. Universal snap-on fit **3.19**



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Child's 8-9-10—Youth's 11 to 3 .....
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Clear amber green lenses. Foam-padded frame. Adjustable fit ... **1.89**

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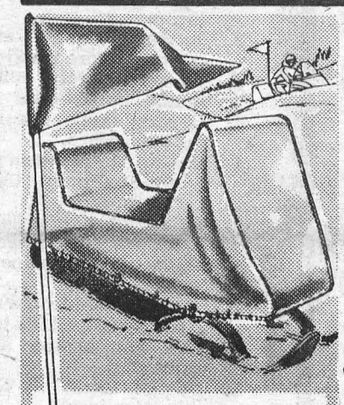

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Fit most machines. Durable, poly-coated nylon. Black piping at seams.

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4.59

White fiberglass. Red flag. About 60" .. 4.59
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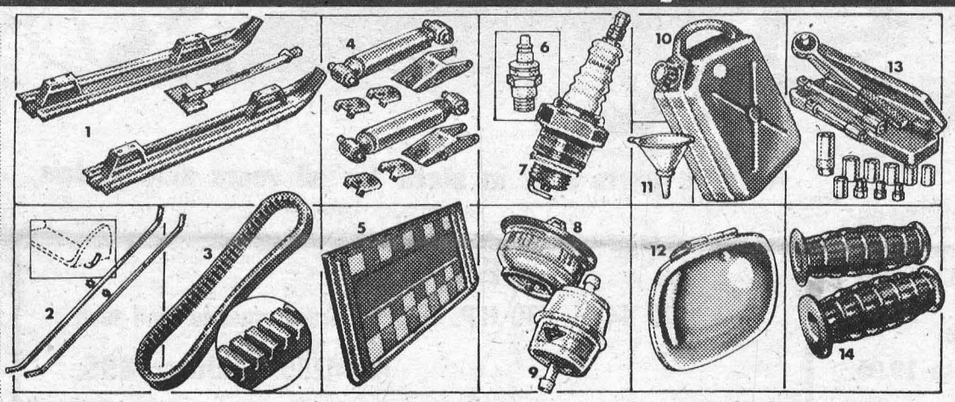

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By 'Ski-Tote'. Create your own cutter or tote sled. Complete with mounting hardware for ¼" plywood (not included). Universal fit hitch. Runners about 45" overall. Sturdy steel construction. Glossy black finish. Total weight about 25 lbs. The complete kit. **27.95**

2. REPLACEMENT WEAR BARS
Standard duty similar to original equipment. State make of machine. Priced per pair from $1.69 to **2.79**

3. MOTO-MASTER DRIVE BELTS
Our standard-duty, economy line of belts. State make of machine. Sample: Fits Ski-Doo 'Olympique' **5.98**

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Universal fit designed to fit most makes of snowmobiles on the market. Attach one shock absorber to each front leaf spring and ski for added stability, comfort and handling ease. Kit includes 2 shock absorbers, mounting brackets and hardware **23.85**

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For 15" application. 18" overall with trimmable edges. Red and black 'Malamute' deluxe. Checker-board design. **3.95**

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Universal fit, plastic sleeve that covers entire plug when storing as a spare in your tool kit ..... Each **.49**

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For most popular snowmobiles
Standard each **1.19**
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For spin-on application such as found on Tillotson carburetors. It's always wise to carry a spare **1.10**

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Universal fit for machine equipped with ¼ or 5/16" gas line. Replace now for smoother performance. **.85**

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U.L.C. approved. Strong, non corrosive plastic that won't dent or scratch like metal. Built-in spout **7.47**

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