



Press Photo—Laurin

WINCHESTER
Press
Snowmobile Supplement November 1976

Snowmobile issue

Reader approval enthusiastic

Reader Approval is always the aim of those who work conscientiously in the publishing field.

We, at The Winchester Press, are extremely well pleased that our annual 'SNOWMOBILE ISSUE' has been so enthusiastically endorsed by all who are interested in the popular winter sport.

Proof of such a statement, if any were necessary, is the fact that when the idea was conceived in 1968, it consisted of a 2-page spread in our regular edition.

In 1969, by popular demand, we expanded to an 8-page supplement and included a few briefs on safety.

Dealers and sportsmen (and women) demand still more and last year more pages were added to accommodate this demand and the result was a 12-page tabloid.

Rugged individuals in a rugged winter climate love the great outdoors, and it appears this season will find more and more 'trails' as the number of machines continues to increase.

ines continues to increase.

Sales increase, clubs expand, new clubs organize and we feel compelled to keep in stride - resulting in 12 pages of interesting stories; safety hints; rules to follow; constructive criticism; and of course attractive endorsements of various types of machines, dealers and repair depots.

We feel we initiated the plan in 1968 and are rather proud when we note many other weeklies, as well as dailies, releasing special pages along the same lines.

If you plan to buy this season we suggest the following pages as an ideal shopping guide.

If you already own a machine possibly a careful study of the many advanced improvements this year, may suggest a trade.

If you plan to use the old machine another year we know the safety hints and other information will be valuable.

We've attempted this year to carefully blend the paid advertising, government regulations,

and safety hints and hope the result is a document you will file away and refer to often.

We draw attention to the fact that each dealer has colourful brochures available and will gladly mail out copies. A telephone call is all that is required.

We hope our efforts meet with your approval and as winter closes in our message to all snowmobilers is simply this: "May all your 'trails' be happy ones - and safe ones."

IT'S SNOW TIME



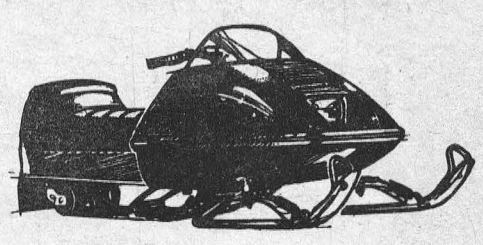
engines from 300 cc to 440 cc.

We have a complete line of Accessories and Clothing

Whirlwind



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Winchester, Ontario Phone 774-3379

Night trail ride popular

One of the most enjoyable snowmobile activities is a group ride at night. Taking a nocturnal journey results in a change in atmosphere. The same old trails become magically transformed into a new riding experience. Add the moon, brightly shimmering stars, frosty breath, stillness of the air and it sums up to an invigorating evening of many moods.

Family riding or club safaris are eagerly anticipated highlights of the season. Whether the event is scheduled well in advance or through impromptu planning, night riders are headed for the best of times. Most such ventures last several hours if the kids are along and some have been known to extend to daybreak. There's no need to hurry anywhere special because the chief objective is to ride at a pace that keeps everyone together.

Sometimes there is a planned stop for a campfire, warm drinks or just a brief rest. Some groups plan a special stop and pre-arrange firewood or shelter. Food, supplies and necessary equipment can be stocked in advance or towed along in a cutter. Those nighttime campfire gatherings will be remembered long after the snow trickles away with the change of seasons.

Experts suggest a few sensible rules for that jaunt through the dark. Be sure that lighting systems are in top condition. Adequate trail lighting by headlight will keep you out of trouble. Don't outrun the limits of your lights. Good rear lighting is essential to keep the group together. It's also recommended that each rider try to keep the sled behind within sight to avoid separation. Helmets are mandatory because low-hanging tree limbs can be especially difficult to see. Carry a flashlight and spare batteries.



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

Fun dependent on clothing

Winter safety and enjoyment depend on how well you dress for the part.

Not only should you be aware of thermometer readings, but also of equivalent chill temperatures created by wind or by riding a snowmobile.

Temperatures as low as minus 10 degrees Fahrenheit may pose little danger for the well-bundled winter voyager. But when you combine a low temperature with wind, the possibility of freezing exposed flesh increases sharply.

That's the word from the snowmobile people who note that the minus 10 degree reading coupled with a 20 mph wind produces a chill factor of minus 53 degrees! And it doesn't matter whether you're talking about nature's wind, the wind created by the speed of your snowmobile,

or a combination of both.

Cold weather apparel designed for snowmobiles is a must. This would consist typically of thermal underwear and a windproof, waterproof, insulated snowmobile suit with an insulated helmet and face mask. A snowmobiler should also wear waterproof boots with thick inner lining and gloves or mitts with similar cold weather characteristics.

Check the chill chart to see how wind conditions will affect the outdoorsman.

WIND CHILL INDEX

ESTIMATED WIND SPEED IN MPH	ACTUAL THERMOMETER READING (°F.)											
	50	40	30	20	10	0	-10	-20	-30	-40	-50	-60
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												

Photographers see winter's splendor on tracks

No season offers more opportunities for a photographer to indulge his creative urge than winter.

Wind-sculptured snowbanks, snow-laden evergreens and branches wrapped in ice are just a few of nature's subjects. And of course rare opportunities exist for the photographer anytime you mix kids and snow together.

That's where the modern snowmobile comes in handy. Most of our best winter scenery was inaccessible until the advent of these versatile fun machines.

Here are a few tips to make your wintertime shooting more rewarding and less troublesome:

- Avoid carrying your cold camera into a warm, humid building in order to prevent your lens from fogging and to make sure condensation doesn't form inside the camera.

- Watch exposure stops. A light meter is useful anytime, but it's particularly valuable when shooting pictures on the snow. On extra-bright days shoot at least an f-stop higher to compensate for snow reflection.

- Try using filters to get some unusual effects.

- Experiment with time exposures on a moonlit evening. Catch some strategically placed lights or a cozy fire. The resulting mood shot should be highly satisfying to any photographer, pro or novice.



Crysler Park Upper Canada WINTER RECREATION



● Cross Country Skiing

● Maple Sugar Bush

● Snowmobiling

● Nature Trails

● Tobogganing

● Snowshoeing

● Horse Drawn Sleigh Rides

● Ice Fishing

● Skating

SNOWMOBILING

- Wolf's Lair and Red Fox trails traverse over seven miles of wooded parklands in Crysler Maple Sugar Bush.

- The trails are marked, groomed and patrolled

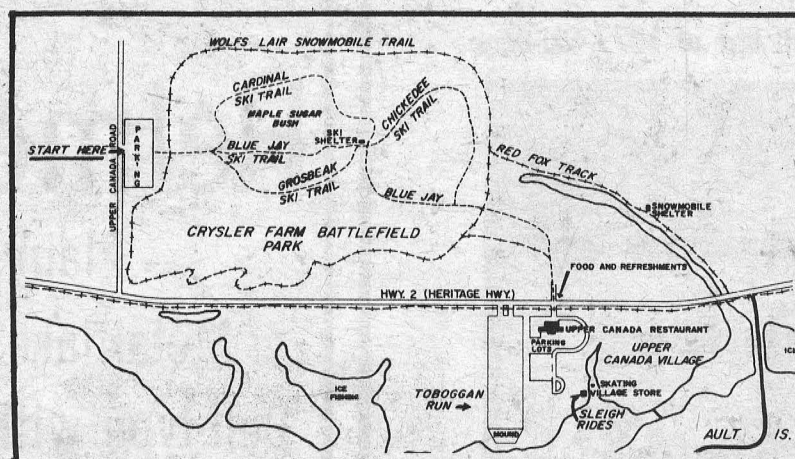
- Free parking is available at the entrance to the trails on Upper Canada Road south of Hwy. 401 (exit 120)

- A shelter is located on Red Fox Trail

- Snowmobilers may travel throughout the Long Sault Parkway, Crysler Park, and numerous other parks operated by the St. Lawrence Parks Commission

- All parklands other than restricted areas are open to snowmobiles

- Safety is an important part of all recreation



**The St. Lawrence Parks
Commission**
Morrisburg, Ontario

Final preparations

Advise check list for longer trips

Commercial airline crews always follow a prescribed step-by-step safety checklist before each flight. Potential problems are eliminated and equipment deficiencies corrected before the plane is allowed to leave the ground.

Experts also recommend a checklist for snowmobilers before "take-off" on long cross country trips:

Qualification. You must have complete command of your machine and know and understand its operation. Practice turning, ascending and descending hills, emergency stops and the various handling techniques such as leaning, standing, kneeling.

Controls. Freezing water can cause throttle and brake levers to stick. Be sure that they work freely and that the throttle returns all the way when released. Check your gauges for accuracy. A reliable compass is invaluable. Lights should all be functioning.

Battery. On electricstart models, a weak battery can be a handicap. Be certain that it is at peak power and all the cells are covered by distilled water. In case of battery failure enroute, know how to start the engine

manually.

Engine. A properly tuned powerhead will be ready to perform whenever you need it. It will start easier, run smoother and save fuel. A periodic checkup by your service dealer is good insurance.

Drive System. While your dealer is checking out the engine, have him inspect the clutch assembly, pulleys, drive chain, sprockets, track and suspension. Chaincase oil should be at the recommended level and all lubrication requirements met.

Skis. Inspect springs, fasteners and wear bar. Replace wear bar when needed to extend ski life. Try turning the handlebars in either direction to determine steering resistance; adjust and lubricate linkage when necessary.

Fuel Supply. Avoid a long, cold walk by making sure that you have ample fuel before attempting a long trip. When topping up, it is good insurance to purchase a reputable brand of gasoline free from dirt and moisture. Mix it at the recommended gas-oil ratio as stated in your operator's manual. Carry a reserve supply on trips into remote areas.

Repair Kit. It is a must to have an adequate repair kit before

leaving for remote areas. Necessary items are pliers, screwdriver, wrenches, extra drive belt, spare spark plugs, light bulbs and other parts required for emergency repairs in the field.

Survival Kit. Never attempt any long trip unprepared for the worst. Carry snowshoes, flares, first aid supplies, hatchet, waterproof matches, tarpaulin, food, water, map and flashlight. An emergency kit can be a lifesaver, if you know how to use it. Know how to set up shelter, prepare a fire, protect yourself from the wind and snow.

Route. Study the area which you plan to travel beforehand. Obtain maps or trail information and try to learn of potential hazards such as highway crossings, steep ravines, thin ice covering avalanche country. Above all, never attempt a long trip if you have doubts about your capability.

Communications. Leave word where you are going and when you can be expected to arrive at your destination or when you will return. In case of trouble on the trail, you have already taken the first step to assure your rescue. Don't travel alone.



- Wide range of Ski-Doo Clothing in stock!
- Full line of 1977 Ski-Dos

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The Early Bird Gets
The Warm-th

Great Snowtime Values

Snow Suits



from
\$14⁹⁵

Canadian Made Snowmobile Boots

from **\$12⁹⁵**



Snowmobile Mitts

Children & Adults

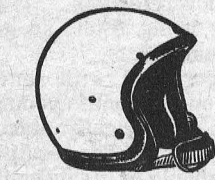
from **\$4³⁹**

All Leather Adult Mitts

\$11⁹⁵



Helmets



Plain C.S.A. **\$16⁹⁵**

Metallflake C.S.A. **\$18⁹⁵**

Bell-type with Visor **\$38⁹⁵**

(Large Variety Of Colours)

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Rules to follow when snowmobiling

Proposed by a committee comprised of representatives from the U.S. Forest Service, Bureau of Outdoor Recreation; Michigan Conservation Commission; Minnesota Conservation Department; Department of Lands and Forests, Ontario, Canada; U.S. National Park Service; and representative snowmobile manufacturers.

1. I will be a good sportsman. I recognize that people judge all snowmobile owners by my actions. I will use my influence with other snowmobile owners to promote sportsmanlike conduct.

2. I will not litter trails or camping areas. I will not pollute streams or lakes.

3. I will not damage living trees, shrubs, or other natural features.

4. I will respect other people's property and rights.

5. I will lend a helping hand when I see someone in distress.

6. I will make myself and my vehicle available to assist search and rescue parties.

7. I will not interfere with or harass hikers, skiers, snowshoers, ice fishermen or other

winter sportsmen. I will respect their rights to enjoy our recreation facilities.

8. I will know and obey all federal, state and local rules regulating the operation of snowmobiles in areas where I use my vehicle. I will inform public officials when using public lands.

9. I will not harass wildlife. I will avoid areas posted for the protection or feeding of wildlife.

10. I will stay on marked trails or marked roads open to snowmobiles. I will avoid country travel unless specifically authorized.

Wintertime sports more enjoyable in organized groups

Organizing for wintertime snowmobile activity makes a lot of sense. Weekend cookouts, nighttime trail rides, trips to a race, rallies, meets with other clubs, ice-fishing derbies and rides for charity are a few of the many snowmobiling events people can enjoy in common.

There's a serious side to organization as well. Capable leadership will recognize the positive advances that can be made through sensible, rather than restrictive, legislation. Developing and maintaining snowmobiling areas and trails is most productive through organization.

It also takes hard work to build a good image for snowmobile riders. Community service is one concept where a club can make clear gains in good will. Local clubs frequently form emergency search and rescue teams. In recent years, these service groups have provided invaluable assistance in time of need.

Work is also on a club agenda. Warm weather months are used to prepare and maintain snowmobile trails. Many areas would be unfit for winter travel were it not for the local trailbreakers. Clubs also assist the home town by staging races, rallies and other functions that bring in crowds during otherwise off-season winter months. Dozens of northern villages and small cities have benefited handsomely from the winter bonus produced by an enthusiastic band of snow riders.

There are several ways to get organized. While you can assemble a fun group with just a few friends and neighbors, it is also possible to develop a strong organization affiliated with a state federation or national association. You will find strength in numbers as well as the vitality that is inherent in a well organized club fueled by plenty of hustle and active participation.



Play It Safe ...

BE INSURED!

Snowmobiling can be fun
if it's done
safely

Call Us About Our
LOW, LOW RATES

**Summers Insurance
Agency Inc.**

PH. 774-2515 WINCHESTER

ALWAYS AT YOUR SERVICE

the '77's are in!



"Move out" in '77 with Polaris Command Performance!

Polaris builds a snowmobile for anyone who insists on overall superior performance... with more features, more reliability, and more dollar value than ever before.

Powerful Polaris Star engines are the most dependable in the business. From 250 to 433 cc's, both free air and fan cooled.

Race-tested high tensile rubber track with steel cleats gives positive traction. Rubber ice growlers for added stability.

Polaris Torque Balanced Drive system provides smooth acceleration and efficient power transfer at all speeds, in all snow conditions.

Polaris hydraulic disc brakes provide positive stopping control. Conveniently located on left handlebar.

Other standard features on all Polaris models include:
• steel slide rail suspension • hi-lo sealed beam headlights • Polaratone muffler system • hinged fiberglass hood • variable compression foam seat • plus dozens of other performance/convenience features.

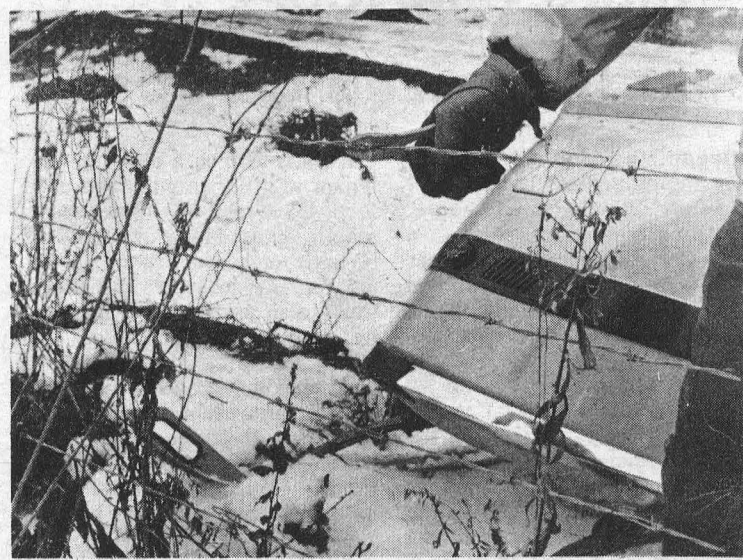
Command '77 Polaris

QUALITY SNOWMOBILES

DEEKS AUTO-ELECTRIC

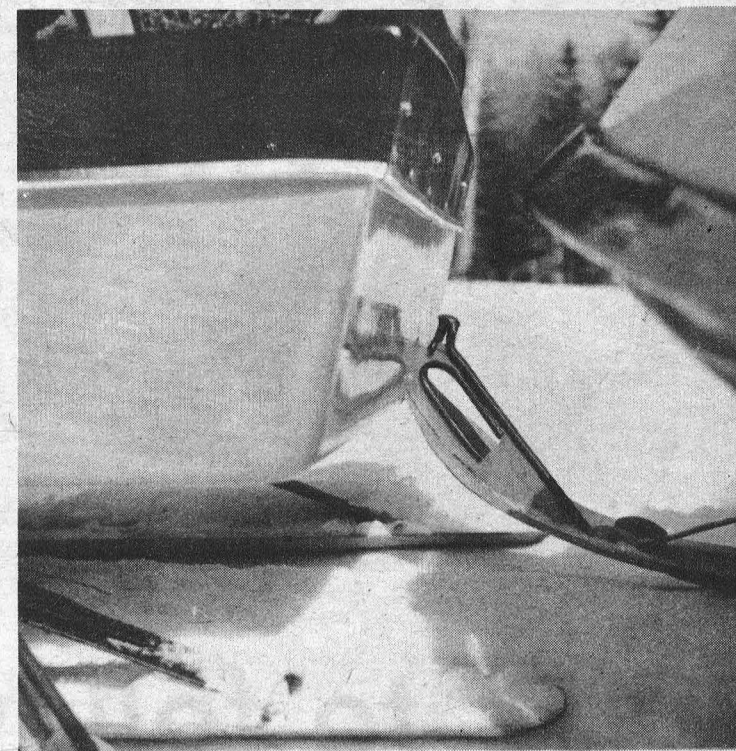
Winchester 774-2634

Safety rules for safe snowmobiling



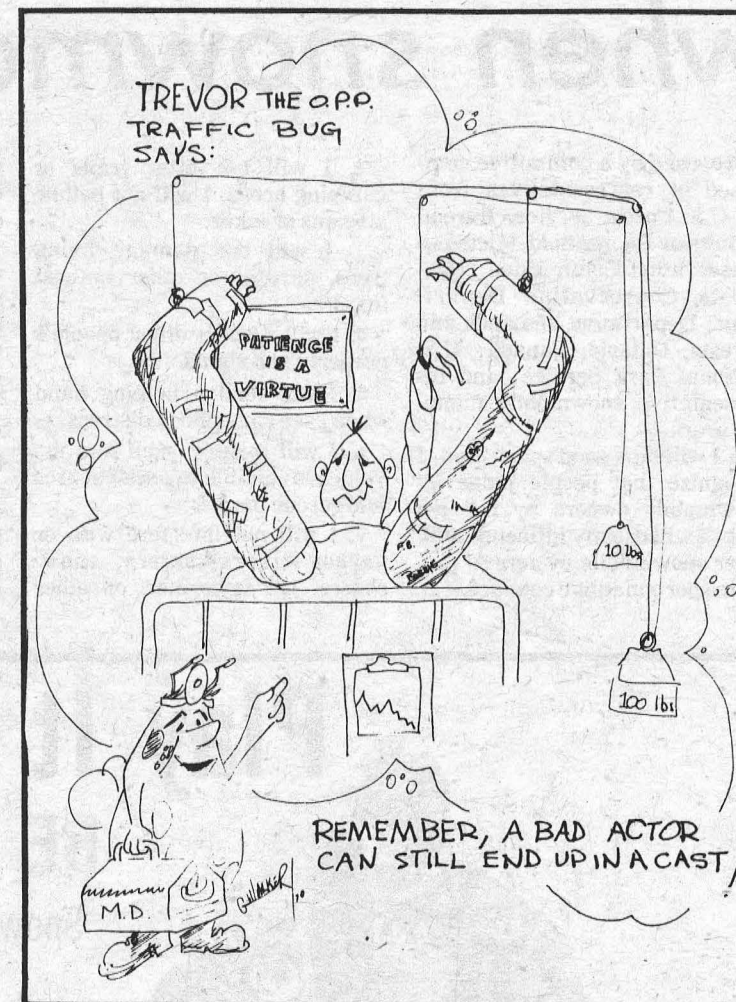
General safety rules

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.



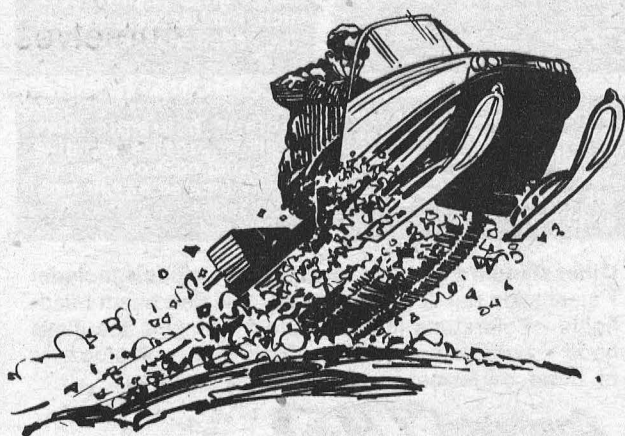
SPECIAL SAFETY RULES

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.



ROYAL BANK
serving Ontario

We wish you an enjoyable snowmobile season. If you are thinking of a related purchase inquire about our Termplan Personal Loans. Remember! Well handled credit is a valuable financial resource and we will never knowingly "let you get in over your head."



Manager Winchester Branch
Gary Shaver



Snowmobiling Is A Great Canadian Winter Sport

Keep it safe and enjoyable by making sure that you, your family and your machine are well insured.

Give us a call when the snow starts to fall. We can make sure that you will get the best coverage and protection for your money!

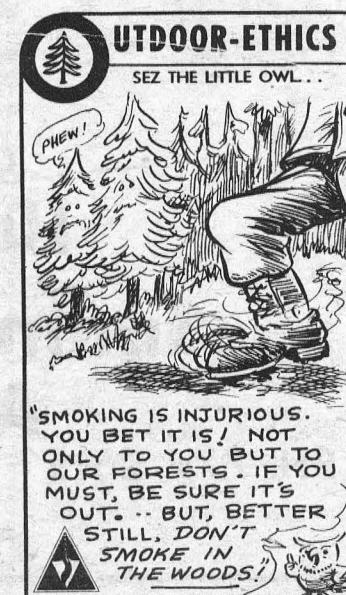
McVEY
Insurance Service

Metcalfe

821-2524

Snowmobilers take note

Local people will judge snowmobilers by your conduct. In many areas, there are no regulations regarding snowmobiling. Your actions could result in harsh by-laws depriving others of fun and enjoyment.





Winter recreation for the entire family

Winter Wonderland Ontario Style!

That's Crysler Farm Battlefield Park, a snow covered Family Recreational Region with all the trimmings!

Here you will discover nature as it was meant to be seen. Four cross country ski trails take you through a peaceful forest better known as the Crysler Park Maple Sugar Bush. It is not uncommon to see animal tracks in this region for it is within the boundaries of the Wildlife Sanctuary. Snowshoeing may be enjoyed throughout 3,500 acres of picturesque parklands. For the snowmobile enthusiasts, miles of groomed and marked trails are available. For those who seek a truly exciting outing the toboggan run on the Memorial Mound will provide family enjoyment.

For a truly unique and charming outing, take the family for a horse drawn sleigh ride through the streets of Upper Canada Village.

In addition to Crysler Farm Battlefield Park the St. Lawrence Parks Commission is responsible for over 6,000 acres of winter playground which includes the 1000 Islands Parkway, Long Sault Parkway and numerous other parks along the banks of the St. Lawrence.

After a full day of activities, relax to a hot meal at Upper Canada Restaurant (weekends only). Tickets for the sleigh rides and skating may be purchased at the Village Store where a fine selection of souvenirs, handicrafts and other gifts are available.

Parking facilities are available at both the entrance to the trails via Upper Canada Road (interchange 120, Hwy 401) and lots adjacent to the Restaurant and Village Store.

A well planned recreational program complimented by Eastern Ontario hospitality is "not so far away". Your equipment is all you require to participate in the activities. You will enjoy it!

All winter activities are subject to favourable weather conditions.

Snowmobiling

- Wolf's Lair and Red Fox trails traverse over seven miles of wooded parklands in Crysler Maple Sugar Bush
- The trails are marked, groomed and patrolled
- Free parking is available at the entrance to the trails on Upper Canada Road south of Hwy 401 (exit 120)
- A shelter is located on Red Fox Trail
- Snowmobilers may travel throughout the Long Sault Parkway, Crysler Park, and numerous other parks operated by the St. Lawrence Parks Commission
- All parklands other than restricted areas are open to snowmobiles
- Safety is an important part of all recreation

Pack in, pack out

Snowmobilers, skiers, hikers take note: Snow won't disintegrate the carelessly-discarded litter it hides along trails, on frozen streams, and at campsites during wintertime.

That's why trail specialists urge winter outdoorsmen to follow a policy of "pack in, pack out". That means to take out everything you take into an area in winter, including cans, bottles, cartons, and other debris.

The '77 Alouettes Are Here



295 - 340 - 440
SACHS & KOHLER
SPECIALISTS

Alouette™

Full line of Alouette
Snowmobile Clothing

Alouette Sales
Service - Parts

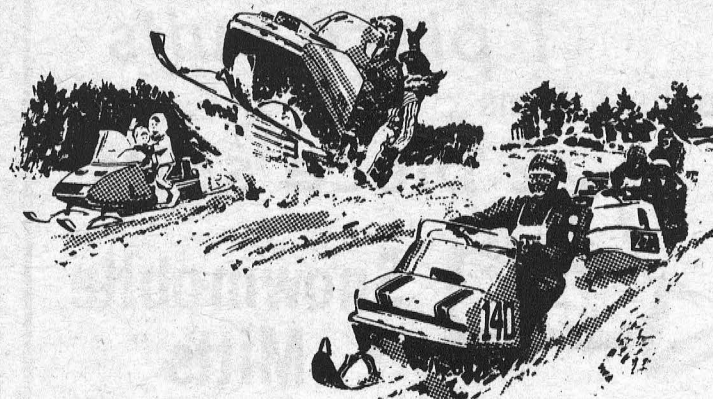
Lee Shaver & Son
R. R. No. 2, Iroquois, Ont.

Snow Trails BOB BREWSTER

A FEW SIMPLE ECONOMY MEASURES CAN EXTEND YOUR SNOWMOBILING PLEASURE SUBSTANTIALLY. IN PRE-MIXING GASOLINE OR FILLING THE SLED'S FUEL TANK, TAKE YOUR TIME. YOU'LL SPILL LESS.

USE THE PROPER FUEL-OIL MIXTURE, SUGGEST THE SNOWMOBILE ENGINEERS. MIXING TOO LITTLE OIL INTO THE GASOLINE IS DANGEROUS; MIXING TOO MUCH IS WASTEFUL. BE SURE TO MIX THOROUGHLY.

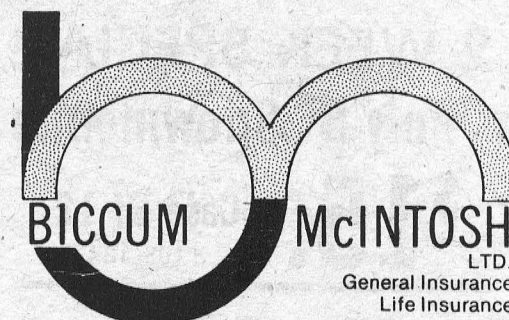
AVOID EXCESSIVE IDLING. WHEN YOU PAUSE ON THE TRAIL, REACH FOR THE IGNITION KEY AND SHUT DOWN. A WARM ENGINE RESTARTS EASILY WITHOUT CHOKING.



Snowmobiling this winter?

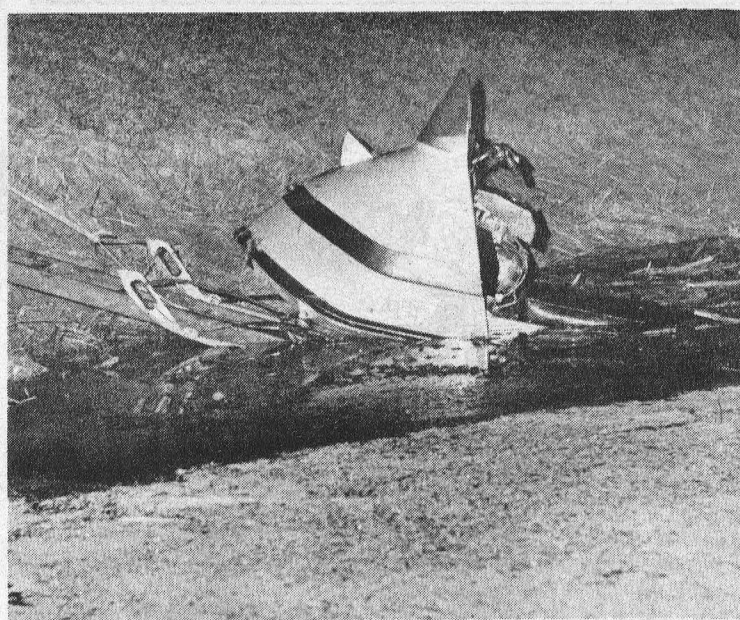
Be sure
you're covered.

Being avid
snowmobilers ourselves,
we know the hazards
but we also know insurance.



With Offices in

Winchester Phone 774-2832
Chesterville Phone 448-2854
South Mountain Phone 989-2157



Unmarked waterways unsafe to snowmobilers

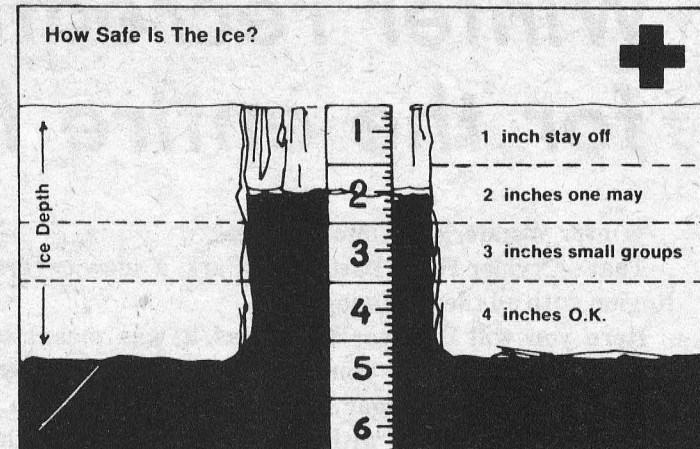
If you find it necessary to cross an unmarked waterway, try to determine ice thickness by chopping a hole or inquiring locally. The decision to cross must be weighed against the possibility of finding a safer, though longer, route. Bear in mind as well that an early snowfall can insulate the ice preventing an adequate buildup in thickness. Avoid river channels, flowages with fluctuating water levels and dam spillways.

Snowmobile trailblazers offer a few hot tips about ice. When traveling down a river bed, approach bridges carefully. Snow from the roadway can form a ridge on the ice that may reduce your overhead clearance. Slow down when crossing glare ice; it's much easier to maintain control than to regain it. Add studs to your track and carbide runners to your skis if much of your snowmobile activity involves running on ice or hardpack. Avoid spinning your machine, even for fun. A crack or an ice ridge can trip you, resulting in a hard spill.

There's only one safe generalization about riding on ice—don't trust it. Ice can be thick enough to support a semi-trailer load of snowmobiles and then yield with a single footstep. It can be glassy smooth or as wrinkled as a prune. Cracks and slush are part of its makeup.

Consider the fact that you and your snowmobile can weigh about 500 pounds and don't forget

that traction is greatly reduced on ice. Combine these factors and multiply by the number of riders traveling together; it's obvious that the chances of a mishap are considerably raised. Some people assume that four inches of ice will support an adult skater, but it won't necessarily support a kid on a snowmobile. Even six inches can be a safety borderline where a group of machines is concerned.



Snowmobiling?

See Us For All Your
Snowmobile Needs!

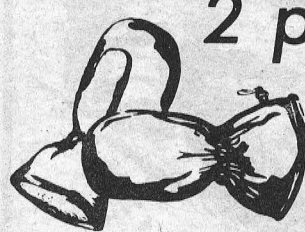
Snowmobile Suits

Adults, Teens & Children

1 piece suits

Adults & Teens

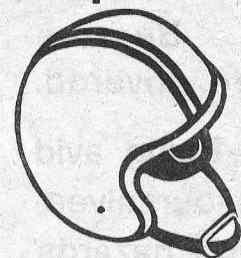
2 piece suits



Snowmobile
Mitts

All Sizes

Snowmobile Oil
Gas Cans Tool Kits
Spark Plugs



Snowmobile Boots

Drive Belts

Helmets & Visors

2 WEEK SPECIAL

Fina 'Poly-B' Snowmobile Oil

\$15. Case Of 12
Plus Tax

A. T. Allison
& Sons

Inkerman

989-2818

How this Toro can hurl a ton of snow a minute

The key is two-stage construction. An "intake auger" that bites deep into the snow and then a "hurling fan" that throws snow up to 25 feet!

There are over 20 features that can add up to a ton of snow a minute!

Toro's patented drum-type intake auger (see drawing) is efficient. It meters snow evenly to help reduce clogging.

Then the powerful hurling fan takes over. It's 14" wide, capable of hurling up to a ton of snow per minute 25 feet!

There's a powerful 8-h.p. engine that's winterized to start easily, even on sub-zero mornings.

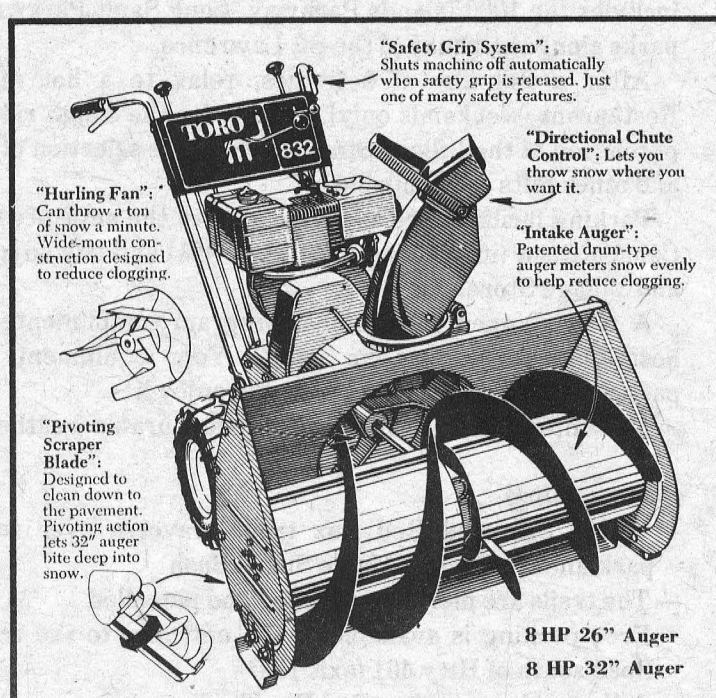
The directional chute control is extra wide, designed to reduce clogging. It lets you throw snow where you want it, to the left, right or straight ahead.

Unique pivoting scraper blade is designed to clean down to the pavement. The "pivoting" action lets the auger take a deeper bite. Gives smooth operation so you do less work.

Independent wheel clutches let you make one-hand turns. Just disengage one wheel while the other keeps going. The machine does all the work.

Toro safety features plus options

Special safety grip system shuts the machine off automatically should you release the handlebars without first disengaging the auger.



8 HP 26" Auger
8 HP 32" Auger

If you stumble, a non-locking reverse gear automatically returns to neutral if the shift lever is released.

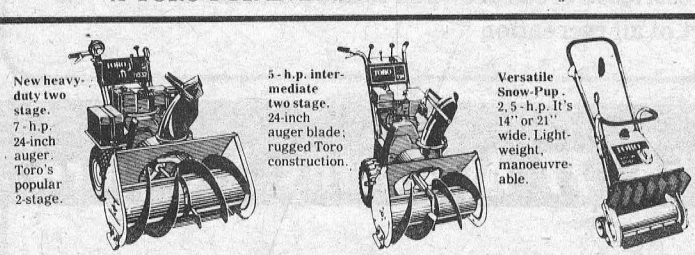
"Cleared" pneumatic tires provide good traction and stability. For extra traction, optional chains and studs are available.

A guaranteed Toro for every job

Toro has seven models to choose from, including the 524 and 724 intermediates and the amazing Snow Pup®. All Toro snowblowers for residential use are guaranteed to the original owner against defective parts and workmanship for one year. Transportation costs excluded.

Ask your nearest Toro Dealer for a free demonstration. You'll find him listed in the Yellow Pages.

A TORO FOR EVERY SNOW REMOVAL JOB



If you purchase a new TORO, we will give you a free electric start and tire chains. RETAIL VALUE \$140.00

Haven't you done without a Toro long enough? **TORO**

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Cross country skiing easy to maneuver

Snowmobiling and cross-country skiing have several common characteristics. Both require plenty of snow and open spaces; skis are used for flotation and controlling direction and, of course, either way you get to enjoy the outdoors in winter. Have you ever considered going both ways, on the same day?

Snowmobile to the area you wish to "ski-tour", put on your skiing equipment and head into the wilds. After you have had enough of making your own way, your waiting machine offers a change of pace.

Cross-country skis are thinner, more flexible, narrower and

lighter than downhill skis. Nordic skiing has become popular in the North American snowbelt and consequently ski shops everywhere are now offering an exciting variety of special equipment and clothing suitable for this sport. Ski-touring enthusiasts wear lightweight clothing including knickers and colorful knee stockings. Ski clothing is preferable to snowmobile wear due to the extra exertion and vigorous striding required.

When going cross-country, use a gliding walk, much like skating. Special light ski poles aid in maintaining balance and thrusting forward across the snow.

Once you attain the rhythm, it is relatively easy to traverse even rolling country without difficulty. Steeper hills can be climbed by sidestepping at right angles to the slope.

Ski touring can be a different family experience. There's a special joy in breaking your own trails, perhaps surprising deer and other woodland creatures in their natural habitat. You certainly will return with some long-lasting memories.

It's SNOW FEVER Season



**BE CONFIDENT
BE SAFE**

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on your snowmobiles*

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Snow Trails BOB BREWSTER

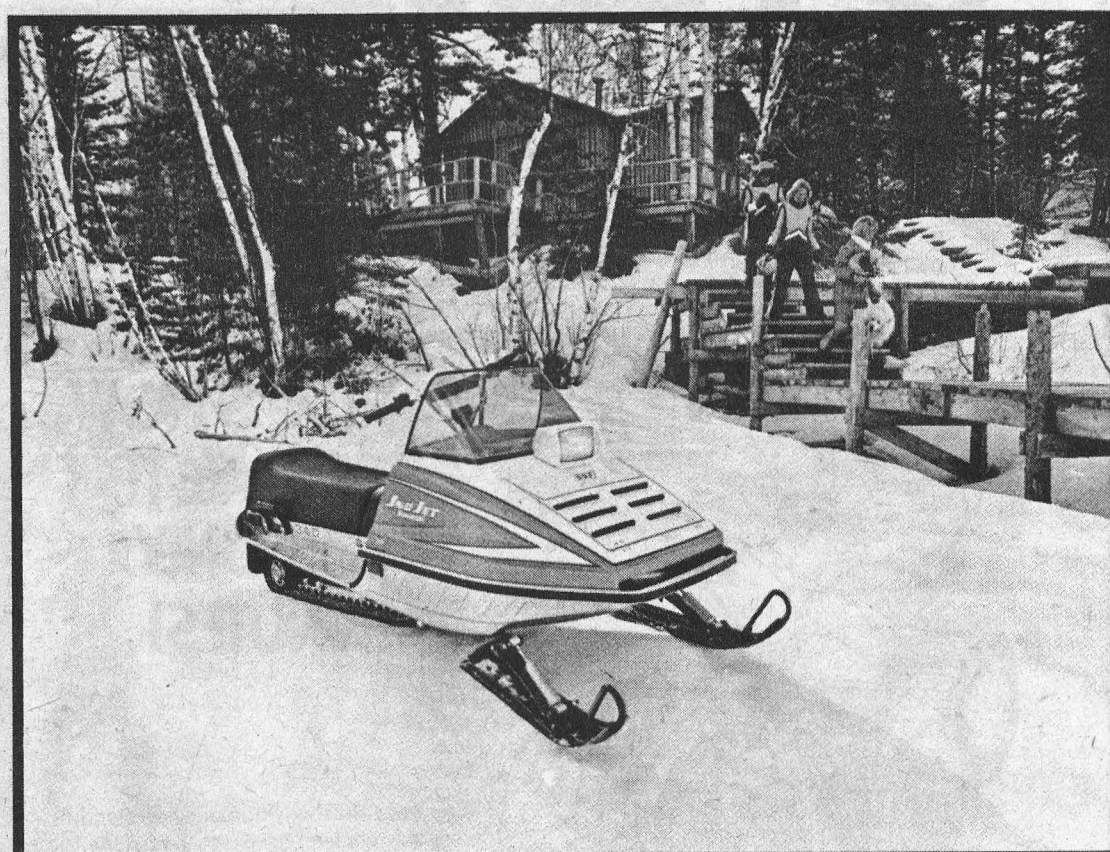
"TRAIL RIDING IS ONE OF THE MOST ENJOYABLE FORMS OF SNOWMOBILING."

IF YOU ARE NOT FAMILIAR WITH THE AREA, SECURE MAPS FROM LOCAL OFFICIALS OR CLUBS. STUDY THEM BEFORE STARTING OUT, AND FROM TIME-TO-TIME, ON THE TRAIL.

A TRAIL LEADER SHOULD BE DESIGNATED WITH ALL THE FOLLOWING RIDERS KEEPING A SAFE DISTANCE BETWEEN MACHINES. HAND SIGNALS ARE USED BY ALL DRIVERS. IF YOU ARE GOING TO STOP, RAISE THE RIGHT HAND. TURNS ARE SIGNALLED BY POINTING THE ARM IN THE DIRECTION OF THE TURN.

WHEN CROSSING ANY ROAD OR RAILROAD, NEVER TAKE A CHANCE OF CROSSING "ON THE FLY". ALWAYS STOP, LOOK AND LISTEN, AND THEN PROCEED ACROSS AS QUICKLY AS POSSIBLE.

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**Complete Line of Kawasaki SnoJet Sales,
Service and Parts**

TOM'S

**AIR COOLED
ENGINES**

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Tune-up key to fuel conservation

The fuel shortage has stimulated interest among snowmobilers on ways in which they can conserve gas and still enjoy their favorite sport.

Snowmobile engineers have these suggestions to offer:

Tune up for economy. Proper ignition timing and clean spark plugs assure extra mileage. Be sure your engine is perking efficiently.

Check the fuel system. Make sure that all fuel line fittings are

tight and drip-free. The carburetor should also be firmly seated on the manifold. If the gasket is defective, have it replaced.

Adjust your carburetor properly. When functioning correctly the carburetor meters the precise amount of fuel required by a sled from idle to "full bore." Better let a factory-trained or qualified mechanic determine whether yours is okay. Some carbs have air filters which should be cleaned occasionally.

Avoid excessive idling. Frequent pauses on the trail are a way-of-life. Whenever you have to stop for a bit, reach for the ignition key and shut down. A warm engine restarts easily without choking.

Slow down. Exhilarating high-speed runs across the flats are part of the broad spectrum of snowmobile pleasure. Why not literally cool it a few times and loaf a little? Wide open throttle running can increase fuel consumption 50 per cent over mid-range speeds.



Check track adjustment. An out-of-adjustment track is another energy parasite. Follow the owner's guide recommendations for the right amount of slack in the track.

Use the proper fuel-oil mix. Lubricating oil is also a petroleum product. While mixing too little into the gasoline could damage the engine, mixing too much in is wasteful. Owners should follow factory recommendations. Drivers can also avoid abusive operational modes which tempt them to use excessive amounts of oil as compensation.

These suggestions will not only help conserve fuel, but they'll save you money besides.





ICE SAFETY

CUT OUT HERE


RESCUE BREATHING (MOUTH-TO-MOUTH)


THE CANADIAN RED CROSS SOCIETY

Start immediately: The sooner you start, the greater the chance of success.

			
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CUT OUT HERE

REPEAT LAST THREE STEPS TWELVE TO FIFTEEN TIMES PER MINUTE.

IF AIR PASSAGES ARE NOT OPEN: Check neck and head positions, CLEAR mouth and throat of foreign substances.

For infants and children, cover entire mouth and nose with your mouth. Use small puffs of air about 20 times per minute.

USE RESCUE BREATHING when persons have stopped breathing as a result of: DROWNING, CHOKING, ELECTRIC SHOCK, HEART ATTACK, SUFFOCATION and GAS POISONING.

Don't give up. Send someone for a doctor. Continue until medical help arrives or breathing is restored.

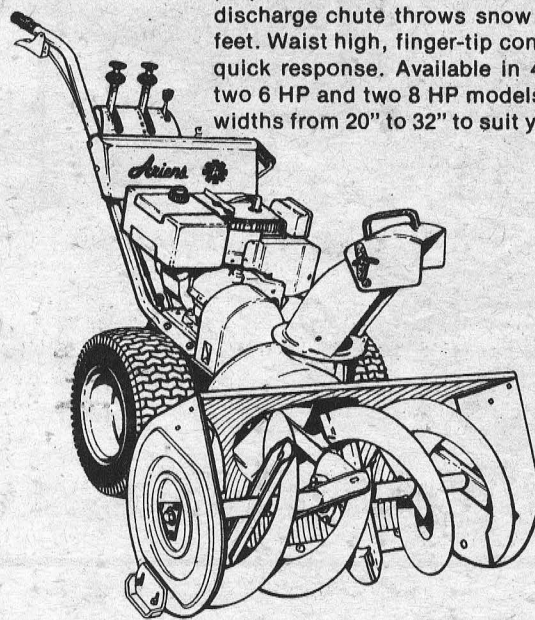
CUT OUT HERE

A CUT ABOVE THE REST!

Ariens

When winter's at its worst, the rugged, powerful Ariens Sno-Thro will muscle its way through the heaviest snowfalls and knee-deep drifts with ease. An Ariens makes snow removal almost fun.

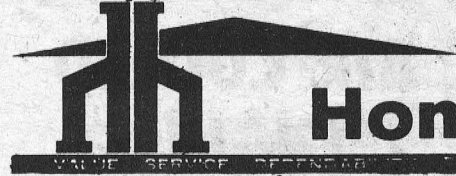
Easy to maneuver, the Ariens Sno-Thro cuts a clean swath with its two-stage, self propelled action. The 230° swing-around discharge chute throws snow up to thirty feet. Waist high, finger-tip controls ensure quick response. Available in 4 HP, 5 HP, two 6 HP and two 8 HP models with auger widths from 20" to 32" to suit your needs.



Why not join the thousands of discriminating owners who have chosen Ariens for their winter-long snow-removal chores.

**IF YOU HATE
SHOVELING
SNOW FOR
HOURS...
HERE'S HOW
TO HATE IT
FOR ONLY
MINUTES!**

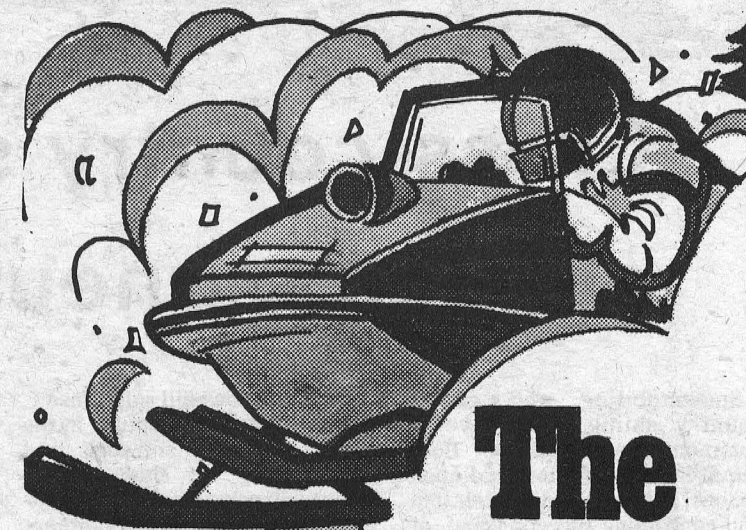
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The money you never knew you had.

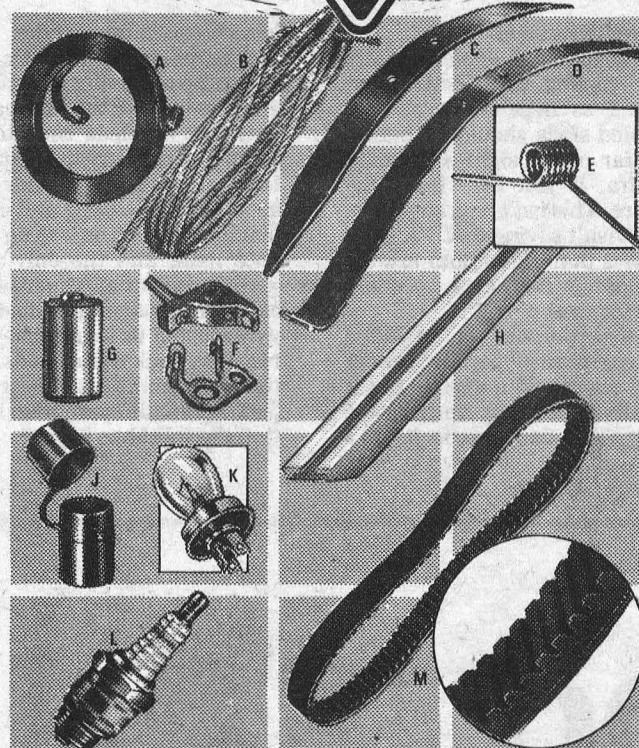
Action Money is a loan but better than. Chances are all you need to get it is a steady job, an honest look, and the Bank of Montreal. It's the loan you have before you ask. Because asking only activates credit you already have. Even if you're not a customer. Yet.

Snowmobile loans are available

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The First Canadian Bank

Manager Winchester Branch A. R. Loynachan

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Your One-Stop Shop for Quality Snowmobile Parts

Recoil Springs

A. For most makes and models. For SKI-DOO. . . . **3.29**
For Sachs engines. . . . **\$4.79**

Starter Cables

B. All Jio, Hirth and Sachs engines. From 1700 mm Nylon Cord. . . . **1.98**
. . . . **75¢**

Spring Booster

C. Stiffens up snowmobile front suspension spring. 3" centres. Ea. **2.99**

Main Leaf Spring

D. Available for most popular makes and models. A **3.69**
super ride, from. . . . **ea.**

Bogie & Suspension

E. Maintain tension, helps rid snow packing. Most makes. Each, from. **79¢**

Ignition Parts

F. Avail. for most. **1.59**
Points, ca., from. . . .
G. Condensers, ea., from **\$1.09**

Tough Slide Rails

H. Polymer material; wear-resistant, self-lubricating properties. Machines with slide suspension. Most models, makes. **4.99** to **11.49**

Bulb Caddy

J. Molded polyethylene case holds spare headlamp bulb. Waterproof. **1.09**

Headlamp Bulbs

K. Popular Stanley and Osram base bulbs. Each, from. **95¢** to **1.49**

Champion Plugs

L. Performance! Standard **\$1.39**
Gold Palladium, each. . . **\$3.05**
Bosch Spark Plugs, from. **\$1.15**

Standard Drive Belts

M. Equal to or better than originals. Motomaster quality. Most makes. Ea. **6.99** to **8.99**
Heavy-Duty from **\$6.65** to **\$16.59**



Safety First with Mor-Power Anti-Spill Battery

38.59 with trade-in **36.59**

Top performance under extreme vibration. Tube or cap type venting. L-type terminals; min. 0°F. cranking amps, 175; min. reserve capacity, 35 min. Abt. 7 1/4 x 5 x 7".

Men's or Women's Jackets

A & B Thermal polyester fill; heavy pile collar, hideaway hood. Men's Skipper Navy/Black, Black/Orange, Sand/Cinnamon. Women's Pink/Blue, Green/Orange and Black/Orange. S-M-L-XL. Reg./Mod./Lg Tell **\$39.95**; Giant Tell **\$42.95**

Black Bib-Style Pants

C & D Winning match-ups for Women's or Men's above jackets. Comfort features — Side zips, foot straps, suspenders. S-M-L-XL. Top to Toe value. **26.95**

Women's Snowboots

E Step out front with smashing style. Zip-front nylon uppers, leather cross strap and full felt liners. 5-10. **14.49** Pair

Men's Snowboots

F Comfortable price for great winter comfort. Same quality features as above in Black and Silver. 7-12. **15.49** Pair

Adult's Glitter Helmets

G Impact-resistant polycarbonate shell. CSA certified. Purple/Blue/Red/Gold Glitter. S-M-L-XL. **19.95**

Visor and Flip-up Shield

H Tough removable shield in Clear/Blue/Smoke color. Smart white plastic visor. Curved face shield for helmet. . . . **3.89**
. . . **\$2.19**

Economy-Priced Helmet

I CSA certified white polycarbonate shell with foam plastic inner liner. Children's and Adults' M-L-XL. **14.95**

One-Piece Snowsuits

J Children's cosy nylon suit with full zipper. In sizes 2, 3, 4 or 6. Youth's 26-34 **\$22.95**; Women's **\$36.95**

WALK IN STEP WITH HOT STYLE



Sports Goggles

3.99

Interchangeable lenses in Clear, Amber, Smoke. To fit Adults.

Army-Style Mukluks

21.95 Pair

White nylon; felt liners. Size 6-13. Ladies' Mukluks 5-12. Pair **\$35.95**

Voyageur-Style Moccasins

15.95 Pair

Tanned leather. Sizes 6 to 12. . . . Ladies' Mukluks 3-8. Pair **\$23.49**

Mukluk-Style 1-Piece Boots

7.95 Pair

Child's 8-13 has drawstring top. Leather Mukluks Boys 1-6. **\$23.49**

Handmade Snowshoes

1 to 3. Quality hardwood frames with tough gut webbing. Great family buys.

1. Trapper; 14 x 48". Pair. **\$25.95**

2. Trapper; 12 x 42". Pair. **\$21.95**

Child's; 9 x 29". Pair. **\$17.95**

3. Ojibway; 12 x 60". Pair. **\$27.95**



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Advertisement

Arctic introduces economical sled

If you're one of the 750,000 snowmobilers out there who hasn't bought a new sled in the last four years, the Arctic Cat Jag 3000 was built for your strong consideration.

The Jag is a middle of the line sled that offers most of the features of the high priced stuff, still lets you do it all at a pretty good clip in satisfactory comfort and yet bears a price of \$1,545.00. For the \$1,545.00 you'll be picking off quite a sled that is an effective demonstration that a quality snowmobile package doesn't have to cost a lot. In every major criterion for evaluating a trail riding snowmobile, circa 1977, the Jag ranks from satisfactory to excellent.

In the area of performance, the Jag should be satisfactory for anyone serious about a trail riding snowmobile. Powered by a Spirit 3000, a free air twin with 336 cc's capable of producing 30 horses at 6 grand, the Jag won't snap your helmet off, but it's definitely a Cat and not a dog. Snap the throttle at any speed and you get a nice surge of power along with a feeling that, as they say, "the Spirit is gonna move ya." In fact, during two acceleration runs on hard pack through the quarter mile with the 30 sleds tested at Grand Portage, the Jag bested five pumping run where a higher percentage of the Jag's 30 horses were needed just to overcome resistance, the El Tigre-bred sports sled still bested three 440's.

As last year, Arctic's Spirit features the high horsepower, slow rpm concept. In examining the Jag or any Spirit-powered Arctic, you should think in terms of horsepower, not displacement. For instance, on the Jag 3000, with performance greater than most 295's on the market, the displacement is actually 336 cc's. The extra displacement permits the engine to more than match conventional performance, running at about 1,500 to 2,000 rpm slower.

As a sidelight that should interest any potential Arctic buyers, last year's complete conversion to Spirit engines was achieved satisfactorily without any real problems, which speaks well both for Arctic's research and development, and quality control. According to Arctic, last year's warranty claims on a per engine built basis were the lowest in the company's manufacturing history. Incidentally, warranty claims on the Jag Spirit engines were the lowest.

The Jag has all the Arctic quality features. The engine sports CDI, a 120-watt alternator and is fueled through a single 30 mm Mikuni slide carb.

Taking a trail filled with deep moguls at a rapid speed on the Jag gives the feeling that for some reason you

entered a rodeo and the chute just opened. One roller coaster ride over the deep moguls gives you a liberal arts degree in riding the Jag under the worst of conditions. Both the seat and suspension can handle the deep moguls and not give your body any punishment at all.

Under all other test riding conditions, the Jag performed in a more than satisfactory fashion - acceleration and straight line stability across snow capped lakes are excellent, hill-climbing agility, tak-

ing the skill of the rider into consideration, is adequate and the easy steering, seat and suspension make a four hour trail ride relaxing enjoyment and not a macho badge of honor.

One thing that will be a macho badge of honor with the Jag after that four hour ride is its remarkable gasoline economy. During a 20 mile trail ride through all types of riding conditions, snow types and terrain, including plowing two feet deep powder, the Jag came through with over 23

miles per gallon.

The old myth about free airs not cooling as effectively or being as dependable as fan-cooled sleds should be buried as far out of sight as Jimmy Hoffa. It just isn't true anymore. This isn't true anymore. This isn't saying that FA's are better than fans. Both are dependable. Both give excellent performance.

Dual purpose is an often heard phrase bandied about this sport and industry, but it really does apply aptly to the Jag. You can handle it as a

luxury machine where you just get on and steer it. Or you can jump on, really get into it, and treat it like the fun machines that all sleds used to be when just riding a snowmobile through fresh powder or around body leaning and challenging tight turns was an end unto itself and the only real justification that you needed to buy a new sled. Handled the way most of us learned how to ride way back when, sleds like the Jag stand for the best fun and adrenalin pumping high that the sport has to offer.

JAG 3000

**Unbeatable
on trails and
in budgets.**

Quick, responsive, maneuverable. A performance Cat - but costs less than you'd imagine. Less when you buy it. Plus better operating economy than competitive 340s. Come on in. We'll get you started on a beautiful relationship with a Jag.



A mighty
good feeling
comes
with
the
Cat

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