

FACTS,
RUMORS &
PEOPLE

ROSS MARTIN and Robbie Malinoski won Duluth's two Pro Open races in the first ISOC AMSOIL Championship Snocross event this season. Martin (Polaris) won the Pro Open class at the second round of the Duluth



Martin

Nationals at Spirit Mountain, while Polaris pilot TJ Gulla was 2nd and Arctic Cat's Tucker Hibbert was 3rd. The first day's National Pro Open main event went to Robbie Malinoski (Ski-Doo/AMSOIL/Scheuring Speed Sports). Malinoski won the premier C.J. Ramstad Memorial Cup Pro Open class and led flag-to-flag. (See up-to-date racing coverage each Monday in Cool News at, www.AmSnow.com) ... Stud Boy Traction, Goodwin Performance and DOOTalk have created the Stud Boy Traction/Goodwin Performance/DOOTalk.com Race Team (catchy name). Zach Pattyn will be the lead Pro rider at the ISOC National events followed by his brother Nick Pattyn and Casey Boylan in the Pro-Lite (semi-pro) classes. Jake Angove will fill the Sport class, and Josh Zelinski and Tom White will ride in the Vet classes in ISOC Nationals and Regionals. Ron Pattyn (Stud Boy Traction), Greg Goodwin and

CONTINUED ON P. 10



Pre-2013 model year...

AmSnow's wishes, predictions, and trailside rumors

While it is true that a few of us in the snowmobile biz get to see the new iron a little early each year, we think it is important to re-iterate that any media person that tells you he or she knows EXACTLY what's on the roster for the coming season from an OEM (before

we have it on our website or in our mag) is either lying, breaking a signed confidentiality agreement, or on that manufacturer's payroll. That said, a look back at last year's predictions and we had some hits and misses. Cat did offer a new chassis in the ProCross and ProClimb and shed some weight so we were right on there, but they did not come with a new direct injection motor – a swing and a miss.

Polaris did not offer a new D.I. sled or replace their 4-strokes, strike two. Ski-Doo did offer some significant updates to the XP chassis with the new rMotion rear suspension so we were right there, but Ski-Doo did

not come with a new 4-stroke variation or a new chassis ... dang it.

We were right on the button with Yamaha adding power steering to the Vector and Venture, but the Phazer model lives on and there were no new powerplants or significant chassis changes made – is that strike four?... we probably shouldn't keep score.

This year we're going a little different route, dividing our thoughts on the upcoming 2013 model year sleds into three categories; wishes, predictions and rumors.

Check them out on the next page, and stay tuned for the next issue when we will have all the scoops on which of these hypothesis come true!

CLIFF RANDALL of Toronto, Ont., and his team set a new goal of 150 mph for their custom Mighty Mach Z (1) project. You may recall seeing Randall's past customization efforts in AmSnow.

Randall bought a 2007 Ski-Doo Mach Z with the goal of hitting 140 mph on ice. His second goal, make the best looking twin cylinder 1000cc Mach Z, ever. (Mail Bonding, Jan. 2009 and Spring 2011.) The Canadian says he bought the Mach Z because of the "internet folklore" on how fast it was. The sled reached 140

mph at a NBSSR race after doubling the power to 350 and decreasing the chassis rolling resistance. At this January's NBSSR race at North Bay, Ont., the team hopes to eclipse 150 mph. There certainly have been faster sleds, but this is one of several projects we've kept an eye on.

Team sponsors include a who's who of performance products. (See AmSnow.com for sponsors and updates.) Another project Randall is working on is a 2012 Ski-Doo 800 E-TEC (2). It has a Straightline Performance 30 hp N20 kit



RANDALL'S MIGHTY MACH Z AIMS

FOR 150 MPH (AND BEYOND) THIS SEASON!

FOR 150 MPH (AND BEYOND) THIS SEASON!

Team sponsors include a who's who of performance products. (See AmSnow.com for sponsors and updates.) Another project Randall is working on is a 2012 Ski-Doo 800 E-TEC (2). It has a Straightline Performance 30 hp N20 kit

mph at a NBSSR race after doubling the power to 350 and decreasing the chassis rolling resistance. At this January's NBSSR race at North Bay, Ont., the team hopes to eclipse 150 mph. There certainly have been faster sleds, but this is one of several projects we've kept an eye on.

Team sponsors include a who's who of performance products. (See AmSnow.com for sponsors and updates.) Another project Randall is working on is a 2012 Ski-Doo 800 E-TEC (2). It has a Straightline Performance 30 hp N20 kit

LAST YEAR'S TOP CLASS of sleds included the Cat XF 1100 Turbo, Ski-Doo's X-RS 800R E-TEC, the Polaris 800 Switchback Pro-R and Yamaha's new Vector with EPS. Like you, we're wondering what 2013 has in store!

ARCTIC CAT:

We wish that Cat would have a new direct injection 600 or 800 engine. (We would even settle for Semi-Direct Injection) We also wish Cat would bring back a fan 700 EFI motor.

We predict the Sno Pro 500 will now be in the ProCross chassis as will the F570.

Rumor has it that with all the new sleds last year, Cat may coast for a year and just tweak the current lineup and add some BNG. ... we think there's more up the Cat engineers' sleeves though!

POLARIS:

Ditto wish on D.I. or S.D.I. engines.

We predict that there will be a new 4-stroke engine from Polaris to replace the turbo.

Rumor has it that a new

ski is coming this year. We also think Polaris will have a new entry-level engine and/or sled to replace the 550 fan IQ Shift.

SKI-DOO:

We wish that the 1200 4-stroke would come with a BIG turbo option next season, something to give the Cat Turbo a run for its money!

We predict that the ACE platform of engines will expand to include an 80-100 hp version. Possibly using a turbo?

Rumor has it that one all-new chassis will be made available in limited quantities. Can you say Spring buy?

YAMAHA:

We wish (and so do many others) that Yamaha would add a lightweight 800cc (or similar) 2-stroke

D.I. engine to its lineup... AND / OR add a turbo option for the trail guys for the Nytro, or even the Apex.

We predict that not much will change for 2013 in the meat of its lineup, but there may be a new twin 4-stroke sled in the 90-110 hp entry-level arena.

Rumor has it that there will be an even newer Nytro front-end. Also, it's likely a new VK Pro utility sled will be available in the North American market.

Folks wanting to know all the 2013 new model info as soon as we can tell you should sign up for our twice-monthly newsletters and also go to our website and buy a digital edition of the Spring issue. Check out your options at www.AmSnow.com/digitalissues



Dear AmSnow,

I recently went on a short-term mission trip to Mendoza, Argentina and took my reading material along for the 33 hours of travel. We took a short trip up into the Andes Mountains and came across a ski resort. Being a Ski-Doo guy I found this sled. I believe it's a 1980s Ski-Doo Alpine. I was so pumped to find the old Ski-Doo I made the van driver stop so I could get the picture! No one else on the trip understands my passion for snowmobiling and they were a little upset, but I got my picture, so all is well!

Thanks for the good work, Ken Lewis Union City, Pa.



Dear AmSnow,

As the "Chairman" for the Vintage Challenge event, as part of the "Ride with the Champs" at the Hall of Fame in St. Germain, Wis., I have certainly had my share of mishaps and amazing fun. This picture was the lineup for the shortened event last year. We had to trailer north due to lack of snow. You can see my infamous No. 58 Liquidator, only about 10 miles before she threw a large chunk of track out the back.

It was great to have celebrities such as Jim Dimmerman, Stan Hays and Brad Hulings join the event last year. Thanks, Joe Rainville Caledonia, N.Y.

