

SNOWTRACKS

THE OFFICIAL PUBLICATION OF THE CALIFORNIA NEVADA SNOWMOBILE ASSOCIATION

FEBRUARY | 2014



Inside:
It's convention time!



From the Editor



Erin Lunn

Happy winter, everyone – FINALLY!!

We really were thinking we wouldn't put out a Snow Tracks for March as some areas haven't had a bit of snow, much less rain, but we really need everyone's support for our annual convention in March, so that is the focus of this issue.

We'll have one more issue, so PLEASE send me pictures of you and your club members on the snow actually doing what we love to do – snowmobiling! Remember to note the names and locations (date is always good, too) when you send pictures.

My apologies for not being able to send out a notice to solicit club articles and flyers for this issue, it was a last minute decision by your executive committee to put out this issue, so we'll be sure and highlight all club activities next issue, please send over any flyers and reports right away as I'll probably start on the next issue now and finish it up right after convention closes.

Thanks for all the positive feedback on your new Snow Tracks and if you get a minute, shoot our new publisher, (Jeff Moberg), a line to let him know your appreciation, he's the greatest!

Enjoy the snow!

CNSA President

Fred Wiley

Finally getting some white stuff, hopefully it will continue some we can have some kind of a season. Please add your snow reports to the website and let everyone know what's happening.

The report from Lake Tahoe says that we will be able to ride at this year's convention. CNSA will be hosting some avalanche training on Saturday during the day. The Safety Trailer will be on site, so take a look and schedule the trailer in your area.

CNSA recently attended a Travel Management Rule (sub-part C) in Kings Beach. The day was utilized to create a collaborative effort to advise the Forest Service on how Sub-Part C should be approached prior to the NEPA process starting. This is an approach that should allow for important comments and direction early rather than after the start of NEPA/Scoping. Western Chapter of Snowmobile States Chairman, Scott Jones and several CNSA leaders including Wayne Fisher, Greg McKay, Keith Sweepe, and myself. The time and effort was both productive and educational. CNSA and Snow Lands Network met for a couple of hours and this can only help lead our organizations in moving this process forward. This type of process is the only way that we can reach common ground and keep working together toward our goals.

After several weeks on the road, it's time to go riding. See you at convention, please take a moment now to visit the CNSA website and get signed up.

Be Safe and Have Fun,
Fred Wiley

OMVR

Get Involved!

YOU can make a DIFFERENCE –

There are new faces in the OHMVR office in Sacramento that want to resurrect the SnoPark committee and we're looking at who should be on it. One potential task is to recommend how and where to increase the capacity of the present SnoPark system by about 50% during the next 10 years. Anyone who would like to be considered for membership can email Bill Rugg at the email below and we'll see what we can do! The Committee meets monthly in the OHMVR office in Sacramento.

Bill Rugg
brugg@sbcglobal.net
510-351-8166

Take a Friend Snowmobiling

Campaign Off to a Great Start!

Mother Nature is supporting the Take a Friend Snowmobiling Campaign with record snowfalls and cold weather throughout most of North America. The campaign, which began 5 years ago is gaining momentum and many snowmobile associations and their clubs are planning special events to introduce non-snowmobilers to our winter activity of choice. Supporting the campaign is the continuing improvement and expansion of the trail systems and riding areas throughout North America and the great snowfall that the vast majority of us have experienced so far this winter.

The snow cover and cold weather has encouraged many snowmobilers to pull their slightly used snowmobiles out of the garage, tune them up for winter riding, and get them ready for some winter fun. Reports from associations across North America are showing substantive increases in trail permit sales and in snowmobile registrations. In some cases, DMV offices are reporting a 300% increase in the number of snowmobile registration purchases compared to previous years. Dealers are reporting high traffic counts and strong sales for snowmobiles and related goods and services.

All of this activity revolving around great **SEE 'FRIEND' PAGE 8---->**

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California-Nevada Snowmobile Association

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Individual Lifetime Membership Dues	\$450	\$ _____
Family Lifetime Membership Dues	\$525	\$ _____
Business Membership (Use "CNSA Business Membership" Form)		
Club Membership (Use "CNSA Club Membership" Form)		

Contributions

Legal Defense Contribution	\$ _____
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Items (each)

	<u>QTY</u>	<u>Amount Enclosed</u>
CNSA patch 7 1/2 x 9 1/2	_____	\$ _____
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Shipping	_____	\$ 1.00

Send completed application and check or money order made payable to CNSA

Remit to: CNSA Membership Chairperson - Carl Cappelen

58205 Marilyn Ct

Springville, CA 93265-9135

Phone: 559-542-0611 Email: membership@CNSA.net

Total Enclosed: \$ _____

Applicant agrees to observe the CNSA Articles of Incorporation & Bylaws and to abide by all other policies as promulgated for the guidance of CNSA. CNSA Membership Dues are due and payable October 1st and delinquent on December 31st of each calendar year.

Applicant Signature _____

Date _____

FOR CNSA USE ONLY Effective: October 28, 2006

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Climate Scientist Who Got It Right Predicts 20 More Years of Global Cooling

By Barbara Hollingsworth

Dr. Don Easterbrook – a climate scientist and glacier expert from Washington State who correctly predicted back in 2000 that the Earth was entering a cooling phase – says to expect colder temperatures for at least the next two decades.

Easterbrook's predictions were "right on the money" seven years before Al Gore and the United Nation's Intergovernmental Panel on Climate Change (IPCC) shared the 2007 Nobel Peace Prize for warning that the Earth was facing catastrophic warming caused by rising levels of carbon dioxide, which Gore called a "planetary emergency."

"When we check their projections against what actually happened in that time interval, they're not even close. They're off by a full degree in one decade, which is huge. That's more than the entire amount of warming we've had in the past century. So their mod-

els have failed just miserably, nowhere near close. And maybe it's luck, who knows, but mine have been right on the button," Easterbrook told CNSNews.com.

"For the next 20 years, I predict global cooling of about 3/10ths of a degree Fahrenheit, as opposed to the one-degree warming predicted by the IPCC," said Easterbrook, professor emeritus of geology at Western Washington University and author of 150 scientific journal articles and 10 books, including "Evidence Based Climate Science," which was published in 2011. (See EasterbrookL coming-century-predictions.pdf)

In contrast, Gore and the IPCC's computer models predicted "a big increase" in global warming by as much as one degree per decade. But the climate models used by the IPCC have proved to be wrong, with many places in Europe and North America now experiencing record-

breaking cold.

Easterbrook noted that his 20-year prediction was the "mildest" one of four possible scenarios, all of which involve lower temperatures, and added that only time will tell whether the Earth continues to cool slightly or plunges into another Little Ice Age as it did between 1650 and 1790.

"There's no way to tell 'til you get there," he told CNSNews.com. But he lamented the fact that governments worldwide have already spent a trillion dollars fighting the wrong threat.

"How does it feel to have been right?" CNSNews.com asked Easterbrook.

"To be really truthful, it's wonderful. There's nothing that makes you feel better than to be right and be able to say, 'I told you so,'" replied Easterbrook, who was also an official reviewer of the IPCC reports. "But I'm not gloating about it because it's not good news. It's bad news.

"And in many respects, I hope that I'm wrong. And the reason I hope that I'm wrong is because it's going to cost several million people their lives if I'm right. In Third World countries where food and water are a problem right now, it's going to get worse. Cold is way worse for humanity than warm is."

Easterbrook said he made his earlier prediction by tracing back "a consistently recurring pattern" of alternating warm and cool ocean cycles called the Pacific Decadal Oscillation (PDO) that occurs naturally every 25 to 30 years. He discovered that the PDO corresponded with a similar temperature cycle demonstrated by isotope ratios found in Greenland ice cores going all the way back to 1480.

"We don't know what the driving mechanism is, but it's very consistent. It's happened five times a century and every time it's happened, there's been a corresponding change in global temperature, either warm or cool," Easterbrook told CNSNews.com.

"What I did was I projected this same pattern forward to see what it would look like. And so in 1999, which was the year after the second warmest year on record, the PDO said we're due for a climate change, and so I said okay. It looks as though we're going to be entering a period of about three decades or so of global cooling.

"And so in 2000, I published a paper with the Geological Society of America in which I predicted that we were going to stop warming and begin cooling for about 25 or 30 years, on the basis of taking the temperature records that go back a century or more and simply repeating the pattern of warming and cooling, warming and cooling, and so on.

"And that in fact has happened. We have now had 17 years with no global warming and my original prediction was right so far. But we have still probably another 20 years or so to see if the cooling trend continues, and if it does, then my prediction will be right and my methods will be right. And so what it boils down to is, so far so good."

Easterbrook added that his long-term prediction until the end of century is "a lot more nebulous" due to the still-unknown effect of the sun, which has entered a "grand solar minimum" occurring every 200 years. "Everything we think depends on what's going to happen with the sun."

But based on past climate data, he says the most likely scenarios are "either deep cooling, or a return to another 25-year cycle of light warming/cooling, but nothing even approaching the 10 degrees warming the IPCC folks are predicting."

When CNSNews.com asked Easterbrook if anybody from the IPCC, which "ignored all the data I gave them," ever admitted that he had been right, he laughed. "No, every time I say something about the projection of climate into the future based on real data, they come out with some modeled data that says this

is just a temporary pause, like a tiger waiting under the rug."

Easterbrook noted that 32,000 American scientists have signed a statement that there's no correlation between climate change and carbon dioxide levels. "I am absolutely dumbfounded by the totally absurd and stupid things said every day by people who are purportedly scientists that make absolutely no sense whatsoever....

"These people are simply ignoring real-time data that has been substantiated and can be replicated and are simply making up stuff," he told CNSNews.com. Driven by a quest for money and power, he added, "what they're doing in the U.S. is using CO2 to impose all kinds of restrictions to push a socialist government."

"One thing many people don't realize is that CO2 by itself is incapable of causing significant climate change. Carbon dioxide in the atmosphere is 39/1,000ths of one percent. It's nothing. Ninety-five percent of the greenhouse effect is water vapor, and water vapor is not changing. ...

"No doubt CO2 has been climbing, but the total change in atmospheric composition [since 1945, when CO2 levels began to increase] is one 9/1,000ths of one percent. So how are you going to have a 10 degree climate change by changing this tiny amount? You can't do it," he says, which is why the trillion dollars already spent worldwide on reducing carbon dioxide has had little effect.

"The people who are climate deniers are the people who are denying global cooling," Easterbrook told CNSNews.com. "We haven't had any global warming in 17 years, and they are denying that. And so we're not the deniers. They're the deniers."

See more at: www.cnsnews.com/news/article/barbara-hollingsworth/climate-scientist-who-got-it-right-predicts-20-more-years-global#sthash.iTTG-bqf8.dpuf

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The U.S. Forest Service offers a variety of visitor maps for people using Android and iOS devices. The digital maps are part of their work toward creating a paperless government.

In areas of national forests where Internet connections are unavailable, the app and static maps work well if users download the maps prior to their visit.

The interactive map is expected to be available on a limited basis starting in March 2014. The USFS's seven regions are tasked with uploading maps. Users should contact the regional office where a forest or grassland is located if maps are not available on the app. Paper maps are still available for purchase online at the National Forest Store: www.fs.fed.us



**California Nevada Snowmobile Association
2014 CNSA Convention
March 1, 2014
MontBleu Hotel Casino
55 Highway 50, Stateline, Nevada 89449
800-648-3353**

- Friday Rides - Hope Valley or Spooner Summit
- Saturday - General Meeting 1-3 PM
- No Host bar - 5:30 PM
- Saturday Buffet Dinner/Awards 6-8 PM
- Convention Buffet is \$50.00, children under 13 is \$25.00.
- **Buffet selection:** Chicken Cordon Bleu and/or Sliced Roast Strip Sirloin

Accommodations



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Idaho Lawsuit Update

Four days after environmentalists sued Uncle Sam for opening up 3,000 miles of trails to motorized vehicles in Clearwater National Forest, two Idaho counties have gone to court demanding that 200 more miles be opened.

Clearwater and Idaho Counties sued the U.S. Forest Service in Federal Court, claiming their residents will lose jobs, money and recreational opportunities under the government's plan. Three environmental groups sued the Forest Service last week, claiming its approval of 3,000 miles of off-road vehicle trails will "have significant, negative impacts on practically



every aspect of the natural environment." Now, the two counties claim the Forest Service's Record of Decision (ROD) for its November 2011 Travel Management Plan illegally wipes out 200 miles of trails previously open to motorized vehicles. The counties claim it also designates portions of the forest as de-facto wilderness without Congressional approval.

The plan prohibits the use of snowmobiles and other off-road vehicles (ORVs) in designated areas. This will affect timber harvesting, which will derail local economies, the counties say. Clearwater County claims the forest provides almost three-quarters of its employment. "The forest provides a significant portion of the revenue, both through recreation and timber harvest, which results in a significant portion of the tax base supporting Clearwater County and Idaho County," the complaint states.

The Travel Management Plan was developed without consideration for the counties' own land use plans, as required by federal law, the lawsuit states. It creates a "de-facto" wilderness out of Recommended Wilderness Areas (RWAs) based on "insufficient" and "non-existent" data from the Forest Service's Environmental Impact Statement (EIS), the counties say.

"At no point in the ROD, or the EIS ... does it appear that the Forest [Service] sought any studies or information relating to actual trail or road use in RWAs, nor is there any comparison of motorized use of trails and roads between the RWAs as existed at the time of the Clearwater Forest Plan compared to now," the complaint states. The counties claim the Forest Service is making decisions it is not authorized to make.

"The Clearwater Forest Plan recommends management of RWAs to prevent changes in character. It does not provide the forest supervisor the authority to force changes in character so that RWAs are managed as actual wilderness without a designation of wilderness having been made by Congress," the complaint states.

In the previous lawsuit, the environmental groups claimed that the same documents designate too many miles for off-road vehicles use.

They claim that ORVs "degrade air and water quality; impair others' ability to enjoy natural sights, sounds and smells; and create safety hazards - for motorized travelers themselves and others."

The counties say the Forest Service violated the Federal Land Policy and Management Act, the National Forest Management Act, the National Environmental Policy Act and the Administrative Procedures Act. The environmentalists challenged the plan under the last three of those laws.

The counties are represented county attorneys E. Clayne Tyler, for Clearwater County, in Orofino, and Kirk MacGregor for Idaho County, in Grangeville.

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Polaris Racers Bunke and Christensen Win Third Straight Soo I-500

Brothers Ryan and Travis Faust Team Up to Finish Second for Second Year in a Row

Polaris enduro racers Gabe Bunke and Aaron Christensen enhanced their place in snowmobile racing history on Saturday, Feb. 1, by winning their third straight Soo International 500 race on the famed Soo I-500 track in Sault Ste. Marie, Michigan. The victory was the third Soo win of Christensen's career, and the fifth of Bunke's career.

For the second straight year, the second-place team was made up of brothers and co-drivers Ryan Faust and Travis Faust driving a sled owned by Bunke Racing. The Fausts were joined by co-driver Spencer Kadlec, a fellow Polaris cross-country racer who in the 2013 Soo race was a co-driver on the winning Bunke Racing team. Finishing third to complete a Polaris podium sweep in the 2014 Soo I-500 was the sled campaigned by Beard Motor Sports with Michael Haynes as the lead driver.

The 2014 Soo I-500 was dominated by Polaris race sleds, as the race has been in recent years. Polaris race teams claimed six of the top 10 finishing positions, and 13 of the top 20 finishing spots.

The two Bunke Racing sleds were the only sleds to run all 500 laps, and the third-place Beard Motor Sports team had completed 499 laps when the checkered flag flew. The winning Bunke Racing team had posted the sixth-best qualifying speed, and the Faust brothers qualified ninth.

Bunke and Christensen are elite cross-country racers who compete in the Pro classes on the USXC circuit, as do the Faust brothers. Bunke has also raced snocross and ice LeMans in his career, and has competed in the Soo I-500 several times. Later this month he will run for the first time in the Iron Dog cross-country race across Alaska, where he will be a Pro class teammate of Scott Faeo.

In recent years, Bunke has begun to position himself for the next stage of his career, his post-driver years. He owns Bunke Racing, which campaigns cross-country and enduro sleds, and his son Taylor is among the drivers racing cross-country for the team. Working with the Polaris Racing staff, Gabe Bunke has been instrumental in recent years in the development of Polaris cross-country and enduro race sleds.

Yet the elder Bunke remains at the peak of his game as a driver. Along with winning a third-straight Soo I-500 and preparing for the Iron Dog, he is the current points leader in USXC Pro Open points, and is second in Pro Stock points.

Gabe Bunke previously was on the winning team at the Soo in 2005 (with co-drivers Josh Davis and Corey Davidson) and 2002 (with Mike Gentz, Jr.).

Along with a trophy, winner's purse and place in history, this year's winning drivers also won the honor of throwing out the ceremonial first pitch at a Detroit Tigers Major League Baseball game this spring. Bunke and Christensen are scheduled to throw out the first pitch on Saturday, April 5, when the Tigers host the Baltimore Orioles at Comerica Park in Detroit.

Listed here in order of finish are the Polaris race teams in the 2014 Soo I-500, with the primary driver listed.

1. Bunke Racing, Gabe Bunke
2. Bunke Racing, Ryan Faust
3. Beard Motor Sports, Michael Haynes
6. Yovich Racing, Brian Anderson
7. R&R Racing, Josh Ware
8. Kovar Racing, Dan Maki
11. Russell Racing, Shane Felegy
13. Team Applebees, Karl Schwartz
14. Hoos Racing, John Hoos
15. Team Blu Racing, Cardell Potter
16. Eckert Racing, Kyle Eckert
18. Team Diamond, Mitch Diamond
20. R&R Racing, Rich Spranger
22. Tommie Bauer Racing, Tyler Nickels
24. Team Traction, Greg May
25. Piche Racing, Larry Young
26. Gentz/Bouchard Racing, Chad Dyrdaahl
30. Holeshoot Motorsports, Billy Skea
32. Performance Dyno Racing, Jeramie Piippo
33. LMB Speed Shop, Eric Bouman
36. Felzke Farms, James Heiler
37. Mayer Racing, Anthony Mayer



MEMBERS OF THE TWO BUNKE RACING TEAMS POSED AFTER FINISHING 1-2 IN THE 2014 SOO I-500. THE DRIVERS (AND THEIR FINISHING POSITION) ARE (L-R): SPENCER KADLEC (2), TRAVIS FAUST (2), GABE BUNKE (1), AARON CHRISTENSEN (1), AND RYAN FAUST (2).



BUNKE RACING DRIVERS AND CREW MEMBERS GATHERED AROUND THE FIRST-PLACE TROPHY AND WINNING SLED AFTER CO-DRIVERS AARON CHRISTENSEN (FRONT LEFT) AND GABE BUNKE (FRONT RIGHT) EARNED THEIR THIRD CONSECUTIVE SOO I-500 VICTORY.

<----'FRIEND' FROM PAGE 2

snow cover and cold weather is encouraging in supporting the Take a Friend Snowmobiling efforts by snowmobile clubs and organizations. All of the Associations understand there is a Take a Friend Snowmobiling contest that is ongoing this season. The state and province that generates the most organized activity, supporting the Go Snowmobiling effort and reporting it to the ISMA Office, will be eligible to win a \$5000 grant for their organization.

Associations and Clubs are encouraged to organize a campaign and develop partnerships with their local Visitor and Convention Bureaus, Dealers, newspapers, radio stations and local land managers in the development and management of a unified campaign taking non-snowmobilers out for a fun snowmobile ride this winter.

The general media is on board in supporting snowmobiling as they realize that the heavy snowfall and cold weather supports outdoor recreation - which is good for the mind and body! Positive stories about the economic impact that is generated by snowmobiling activity are being published in newspapers and magazines across North America and this is an excellent time to meet with and interact with your local news reporters. Event planning is relatively easy and should include easy riding opportunities for new snowmobilers with carefully planned stops and good food! The Safe Riders! campaign is also an important part of the Go Snowmobiling effort. Any group activity and/or Go Snowmobiling campaign must include the messages contained within the Safe Riders! campaign and always support safe, responsible snowmobiling.

If you participate in a Take a Friend Snowmobiling activity, let your organization know. You can also send us photos and stories to our Facebook page at www.facebook.com/GoSnowmobiling. Our Facebook page is growing and has over 2800 "likes" and is getting bigger daily. Join us on Facebook today and Take a Friend Snowmobiling!

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Polaris Snowmobile Racers Dominate Snocross, Win Multiple Oval Titles at Eagle River World Championship

CORIN TODD, RYAN SPRINGER WIN 2 SNOXCROSS TITLES APIECE; BLAINE STEPHENSON WINS 4 OVAL FINALS

Polaris snocross racers Corin Todd and Ryan Springer each won two finals and Blaine Stephenson won four finals on the legendary ice oval during the 51st Eagle River World Championship Snowmobile Derby, held Jan. 16-19 in Wisconsin's Northwoods. Polaris snocross racers demonstrated total Terrain Domination® by winning both Pro-class finals, both Pro Lite finals, and two more class titles.

CORIN TODD, RYAN SPRINGER SWEEP IN SNOXCROSS FINALS

In snocross racing at Eagle River, Leighton Motorsports racers dominated the Pro classes as teammates Corin Todd, Zak Mason and Trevor Leighton all finished in the top five in both finals. Corin Todd was a two-time champ, winning both the Pro Open World Championship (W.C.) and the Friday Night Thunder Pro Open final. Trevor Leighton finished second in the W.C. and fifth on Friday night, while Zak Mason was second on Friday and fourth in the W.C. James Johnstad (Judnick Motorsports) took third in the W.C. and fourth on Friday night, and Bobby LePage (Cottew Motorsports) was fifth in the W.C.

Polaris racers filled the podium after the two Pro Lite finals, both of which were won by Ryan Springer (Carlson Motorsports). He was followed in the weekend Pro Lite final by Cole Cottew (Cottew Motorsports) in second, Luke Wollenberg (2 Three 7 Motorsports) in third, Nickolas Lorenz (Lorenz Racing) in fourth, and Jake Geeseman (Geeseman Racing). Springer won the Friday Night Thunder Pro Lite final and Wollenberg took second and Geeseman finished third.

David Blunt (Team Blunt) won the Plus 30 final, leading a 1-2-3-4 Polaris finished that included Scot Adams (JTA Racing) in second, Brian Staab (Twisted Throttle Racing) in third, and Bob Heizman (Twisted Throttle Racing) in fourth. Blunt was also third in Pro-Am Plus 30.

Nickolas Lorenz won the Sport final and Cole Cottew took second as Polaris racers took seven of the top 10 spots.

Michael Gagliano (Team G Motorsports) was second in Plus 40; Jakki Farmer (Farmer Racing/Fort Fremont Racing) was second in the Women's class; and Jordan Carlson (Upperacing) won the Novice final, followed by Devin Katzman (Eagle Disposal Racing) in second and Steve Walter (Walter's Racing) in third.

FIVE SLEDS WITH POLARIS ENGINES IN CHAMPIONSHIP FIELD

Five Polaris-powered Pro Champ race sleds qualified for the 12-man World Championship. Joey Fjerstad (Joe Fjerstad 16x Racing) finished fifth, Brandon Johnson (Wahl Bros. Racing), Holt, MN, was sixth, Jordan Wahl (Wahl Bros. Racing), Greenbush, MN, was seventh, and Nick Van Strydonk (T&N Racing), Tomahawk, WI, finished eighth.

Van Strydonk etched his name deeper in Eagle River history at the end of the first segment of the championship when he picked up the tail of his sled and pushed the vehicle from turn three, through turn four and across the start-finish line. The sled had blown a belt, and rather than accept a tow and withdraw, he pushed it across the line to remain eligible to compete. The crowd cheered the 2012 Eagle River World Champion on as he struggled with the machine on the ice oval. He pushed it over the line and his crew changed belts so Nick could keep racing.

In TLR Cup points after Eagle River, Van Strydonk is in third, followed by Johnson, Jordan Wahl, Joey Fjerstad, and Dustin Wahl in fourth through seventh, respectively.

BLAINE STEPHENSON EARNS FOUR EAGLE RIVER TITLES

Blaine Stephenson (Stephenson Racing) of Hutchinson, MN, won four finals on World Championship weekend, including two Formula 500 finals (one held during Friday Night Thunder), Limited 600, and Limited 500.

Polaris racers finished 1-6 in the Formula 500 final during Friday Night Thunder, as Stephenson won and was followed by Brian Healey in second and Troy Schmitz in third. Eight of the top nine finishers in the Sunday Formula 500 final were on Polaris sleds, with the same three racers - Stephenson, Healey, and Schmitz, respectively - finishing 1-2-3.

AJ Lange earned a spot on the podium with his second-place finish in Limited 600. All eight finishers in the F-500 Sport final won by Tanner Lyberg were on Polaris sleds. Lyberg was joined on the podium by Tyler Lyberg in second and Billy DeVault in third. Polaris racers who won Junior class titles were: Danick Lambert, Sorel, Quebec, Junior F-500, 14-15; Brennen Sather, Detroit Lakes, MN, Junior F-500, 11-13; and Jacob Ricci, Wausau, WI, Junior Novice, 10-14.