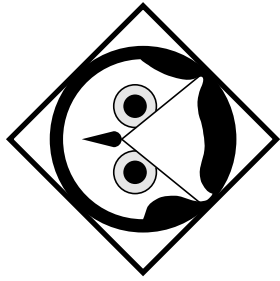
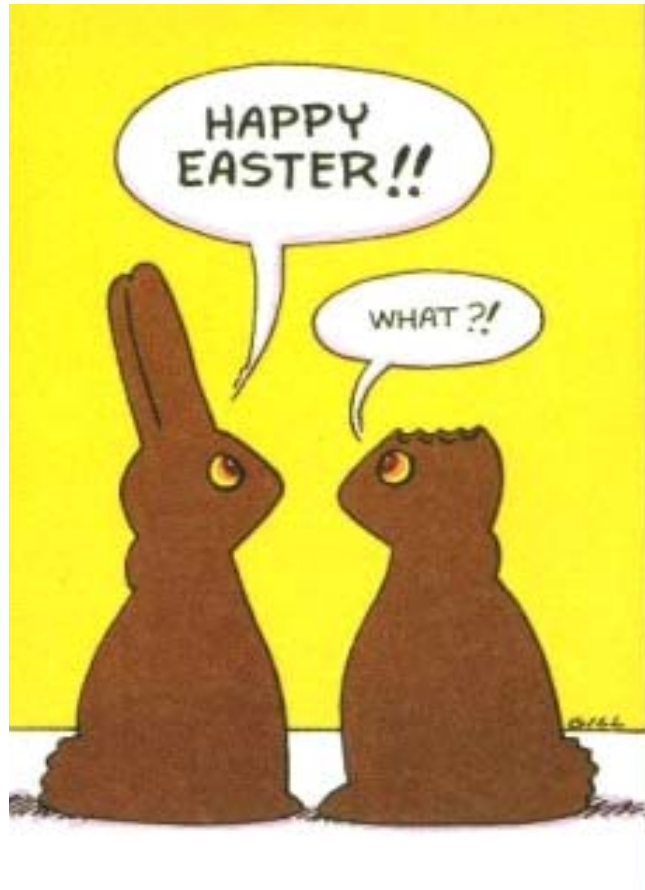


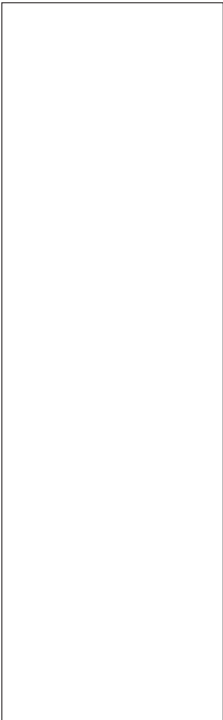
Track & Trails

SNOBIRDS SNOWMOBILE CLUB
April 2006



SNOBIRDS Snowmobile Club
P.O. Box 666
Menomonee Falls, WI 53052

FIRST CLASS MAIL



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CALENDAR OF EVENTS

(for latest info, call 252-I.N.F.O.)

Snobirds meetings are held on the second Tuesday of each month at 8:00 pm, at the Village Bowl in Menomonee Falls, N86 W18830 Main St. **Please join us! Guests are welcome!**

---- April 2006

11	General Meeting	Village Bowl, Menomonee Falls, 8 p.m.
14	Good Friday	
16	Easter Sunday	
25	Board Meeting	Scott Makowski, 7:30 p.m.
27	Smelt Cleaning	
28	Smelt Fry	

---- May 2006

9	General Meeting	Village Bowl, Menomonee Falls, 8 p.m.
13	Adopt-a-Highway	meet at Whiskey Corners, 9 a.m.
14	Mother's Day	
23	Board Meeting	Kelly Wellhausen, 7:30 p.m.
29	Memorial Day	

---- June 2006

13	General Meeting	Village Bowl, Menomonee Falls, 8 p.m.
27	Board Meeting	Gary Breuckman, 7:30 p.m.

---- July 2006

11	General Meeting	Village Bowl, Menomonee Falls, 8 p.m.
25	Board Meeting	Al Schultz, starts early at 5:30 p.m.

---- August 2006

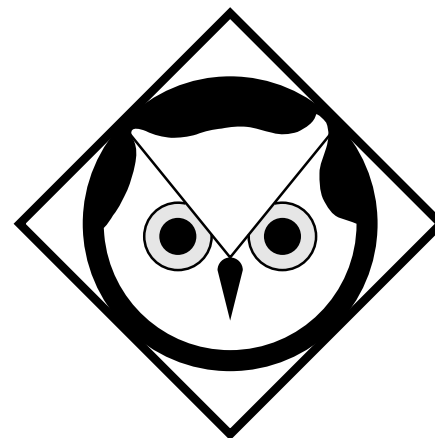
8	Corn Roast, before meeting, Village Bowl Menomonee Falls	7 p.m.
8	General Meeting, ELECTIONS	8 p.m.
19	Snobird Picnic	Al Schultz residence, Pewaukee Lake
22	Board Meeting	Al Schultz, starts early at 5:30 p.m.

Views expressed in this publication are those of the Author of the Article, and may or may not reflect the views of the Snobirds Snowmobile Club. Opposing viewpoints will be tolerated, and may even be printed. Correspondence may be sent to Snobirds Snowmobile Club; Gary Breuckman, Editor; P.O. Box 666; Menomonee Falls, Wisconsin 53052-0666.

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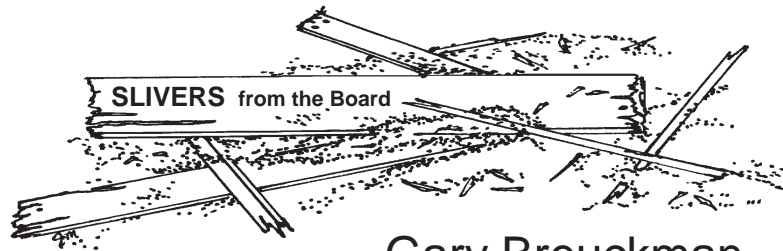
SNOBIRDS SNOWMOBILE CLUB

ANNUAL 2006 SMELT FRY ALL YOU CAN EAT!



AT: St. Agnes Church
12801 W. Fairmount Ave.
Butler, Wisconsin
(3 Blocks North of Hampton)

FRIDAY, APRIL 28th
4:30 P.M. to 8:30 P.M.
\$7.75 Adults, \$5.00 6-12 years
(\$8.50 and \$5.50 at the door)
under 6 free, accompanied by an adult



Gary Breuckman

This time of year we spend most of our time on the Smelt Fry. Topics included verifying all the licenses and permits, placement of the outside banners, purchasing of the soda, beer, food, and of course the smelt, and verifying all the schedules and people running the various areas.

Smelt cleaning will start at NOON on Thursday, for those who can come early, and hopefully will end at a reasonable hour. Note on the map that J is now 164, and further South 164 is J, but those in the area are well aware of all this. The map is correct.

A list has been passed around at meetings for volunteering for various areas, and for those who can make desserts. If you haven't seen the list, there is a list of the area chairpersons in this issue. Feel free to contact anyone directly if you want to help.

The AWSC convention is over, and elections resulted in a new President. I'm sure all the details will be reported at the club meeting.

We will have the usual Corn Roast at the election meeting in August. The difference this year is that the picnic, also in August, will be AFTER the Corn Roast. The dates are August 8th and August 19th, so be sure to keep them open. More details on the picnic will follow later.

Slivers from the Board, continued...

The North Lake Nomads are putting together a weekend trip in September or October to Elmer's Auto and Toy Museum in Fountain City, Wisconsin. Our club has had an outing there before, and will be invited on this trip. Sue Flaherty will have more details when the date is finalized.

The Sled Bugs requested trail cleanup help, and that was being provided. It's all over by now, but details will be mentioned at the meeting. Ed Pollich co-ordinated the Snobirds effort, and was scheduled to deal with bridge decking on the Bugline.

The Carter Snofari had a large turnout, a hospitality room was provided by the chairperson at his own expense. A motion was made and passed to reimburse him for the costs.

One renewal membership was accepted, club total now at 63 families = 53 renewals, 8 new, 1 carryover, 1 lifetime for the year.

Smelt Help

Want to volunteer for something? Area Chairpersons and seconds are:

Smelt Cleaning
Main Kitchen
Smelt Kitchen
Beer & Soda
Raffle Wheel
Hall Setup
Hall Access
Ticket Sales

Tom Pollich, Kevin Bonnell
Dawn Wilfert, Scott Makowski
Ron Wendt
Kelly Wellhausen, Al Schultz
Dick Brunow, Brian Geoffrey
Bill Schultz, Al Schultz
Sue Nuck, Ed Pollich
Gary Breuckman



Mouth of Mississippi River, MN weeklong trip

Smelt Cleaning Party April 27th.

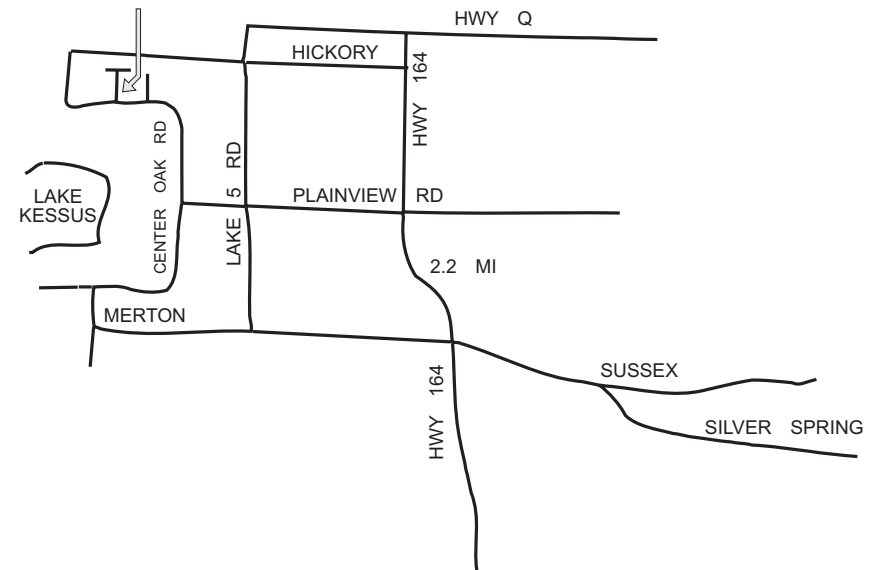
Below is a map to the location for our Smelt Cleaning. Signup at any club meeting. Come join the fun and help prepare for the Smelt Fry. Smelt Cleaning runs from about Noon Thursday until finished!



Feb '06 at Dunbar, Al Schultz, Bob Niemi, Bill Schultz

photos by Sue Flaherty

Dennis Wankowski
Phone 538-1163
W283 N8654 Theresa Marie Dr
Fifth house on right



NORTHERN MINNESOTA RIDE

By Bill Schultz

Monday – We started our ride from Grand Rapids, MN. The night before some lady snowmobilers came into the restaurant. When we asked how the trails were, their reply was “terrible and unmarked.” Sounded like a big problem since none of us had snowmobiled the area before.

I was the first leader and looking at the map I knew we had to make a left turn on the first intersection. We came to an intersection—no signs with information but tracks and orange diamonds both ways. I turned left, ran out of diamonds and kept following tracks from other snowmobiles. Thirteen miles later we were back to the same intersection; we had a tour of a beautiful golf course!

One quarter mile further on the trail was the intersection I needed. The intersection was numbered which coincided with the map. There were signs pointing to all destinations. The trails were well marked and we had no problem getting to Itasca State Park where the headwaters of the Mississippi River is located. The beginning of the River is a six foot stream running out of Lake Itasca. From Lake Itasca we snowmobiled to Fosston, MN and stayed the evening.

Tuesday—In the morning we snowmobiled from Fosston toward Thief River Falls, MN. This day most of the trails were ditches along highways. The ditches were wide and smooth. You followed directions from the road signs.

At Thief River Falls we had lunch at the Black Cat Sports Bar which has numerous pictures and information about snowmobiling history, mainly of Arctic Cat.

At 1:00 P.M. we took a 1 ¼ hour tour of the Arctic Cat assembly plant. The workers were slender, moved quickly and seemed to be very conscientious. Everyone was friendly and tried to answer every question put to them.

Then we went next door to Digi Key Corp. which distributes 275,000 different electronic parts throughout the United States and many foreign countries. Their goal is to have any part ordered before 3:00 P.M. delivered to your door in the United States the next day. Watching them work and looking at their system, I’m sure they succeed 95% of the time. They also program computer chips per order.

The tours were finished about 4:00 P.M. I had heard about a place of interest to tour that was supposed to be next to Arctic Cat. I walked about one mile from our hotel and a mile back not finding the place and even asked people who claimed they did not know of such a place. I was mixed up! Anyway, what amazed me was that two different people stopped their cars and offered me a ride. Think this would happen at home?

Wednesday—We snowmobiled from Thief River Falls to Rosseau, MN. On this day we stopped at Greenbush, MN for gas at an old-fashioned gas station with a repair garage and convenience store. We had some time so this turned out to be a snowmobile maintenance stop. One snowmobile needed a battery charge, one needed a broken fuse holder replaced and three snowmobiles needed their suspensions adjusted.

We arrived at the Polaris plant about 1:00 P.M. I went in and asked if our 4:00 P.M. tour could be earlier; I was refused. We went next door to the Polaris Experience Museum, which also has a restaurant, had lunch and toured the Museum. The Museum has a lot of history about Polaris and a few older machines that looked like new. Time went fast and soon it was time for our tour.

I see why the tour is only at 4:00 P.M. Most of the people are done working and gone for the day. The few that were working were stocky and moved slowly. Polaris used more updated unmanned equipment on their assembly line compared to Cat. The tour was less than an hour. We always had to stay together between two yellow lines. I did not get to ask the workers any questions.

After the tour we snowmobiled to Warroad, MN, about 40 miles mostly on trails that again were ditches along highways.

Thursday—At 8:00 A.M. we walked across the street from our motel to the Wm. S. Marvin Training and Visitor Center. The Center shows George Marvin, father of Bill who started and built up a lumber

continued on next page...

Northern Minnesota Ride, continued...

yard and hardware store in Warroad. It burned down in 1961, but the Marvin family was determined to stay in Warroad and started over. Insurance covered only half of the loss. There were pictures, information, movies and displays all about the Marvin Family's accomplishments from the beginning to the present. There was not enough time to study everything because we had to be at the plant next door for the tour at 9:30 A.M..

Marvin manufactures windows at this plant. The wood comes into the factory and cut into strips. Any knots or bad-looking pieces are cut out. The pieces are grooved and glued together to make perfect wood pieces that they claim are twice as strong as a regular board.

The assembly of the windows is done by hand and must be perfect. All the people were very proud of their work. Marvin Windows are sold throughout the United States and abroad.

The people I talked with at all the plants were very happy to have their jobs and all appreciated the many benefits the companies offered.

We left Warroad about noon and got on the Lake of the Woods on which we traveled about 40 miles from west to east. Bud did a fantastic job of leading us. It was foggy and you could not pick out our destination. With Bud's expertise we made it in good time. We stopped at the Sportsman Lodge for lunch and then continued our journey on the Rainy River about 25 miles.

We got off the River at Birchdale, MN and stopped at Nelson's Store. This was opened in the early 1900's. It has 2 gas pumps out front, a deli bar, grocery store, bait shop and a hardware department all jammed into one small old building.

From Birchdale it was riding on excellent trails to International Falls, MN, our evening destination.

Friday—I changed the original plan of running the Rainy Lake Trail because we saw lots of puddles on the Rainy River. We all thought the lakes would not be too safe. Good thing; we found out later they were not!

I felt that rather than go north into International Falls from our motel, run the city trails and then south on our next trail, a distance of about 12

continued on next page...

Northern Minnesota Ride, continued...

miles, we would run the ditch of Highway 53 to the trail, about 3 miles. Sleds had run the ditch, but it was not like a trail Minnesota has in ditches. We made it to the trail and what a beautiful trail it was. It was about 10 feet wide, very smooth except for a few miles and well marked. It is called the Arrowhead State Trail and it took us right to Tower, MN, our evening destination. Excellent riding.

Saturday—Our plan was to see the Hull Rust Mahoning Mine and the Cross Powers Bridge. The forecast was for rain in the afternoon so I thought it best to head straight to Grand Rapids and hopefully beat the rain.

The plan did not work. We rode in a drizzle for a while and then about a half hour of pouring rain. Lucky it was close to 40 degrees so no one got cold. The rain stopped, the sun came out and we all dried out pretty good.

We were ready for a Pepsi stop. Jim was leading and took us to the Swampriders Snowmobile Club's club house. It is quite a club. Two hundred fifty families, 2 large groomers, a restaurant and bar where we had lunch. There were pictures of many of the people responsible for starting snowmobile clubs, associations and planning trails throughout the northern USA. They also had a room displaying antique snowmobiles which looked like new. The Club had their planned events posted on the wall which showed they were very active throughout the year.

After lunch it was back to Grand Rapids. The trails were beautiful when we left Monday; now they had areas of mud showing, big puddles of water and a slight drizzle. It was good we got back when we did.

We picked a great week. The temperature was between the high 20's to the low 40's. No one broke down so everyone of the 8 Snobirds made the complete trip of just under 800 miles. Two trees hit 2 snowmobiles but did only minor damage so that was no problem. A couple of snowmobiles got stuck in the snow once. I was able to get stuck 3 times, so I own this shameful record. Thanks to all those who helped me get unstuck.

I thought it was a very nice interesting trip with great snowmobiling and wonderful people. I give a big thanks to Bud, Bob and Jim for leading. I hope everyone enjoyed the trip as much as I did. Northern Minnesota is a great place to snowmobile.