

A light history of the Boa-Ski snowmobiles

By: James Wanasek - BoaBrother #1

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Boa Ski Snowmobiles were made in La Quadaloupe (Frontenac county) Quebec Canada and sold from 1968-1978



Rogers City MI



Albright Shores Twisting Trails MI show

The Boa-Ski 1968 models were simply named A-1 through A-6. They used Hirth motors from 300cc to 600cc's



In 1969 the models were changed to "Standard 15" or 19 which represented the HP. These were basic models with single tube bumpers and plain black seats. They also offered a "Deluxe 15", 19, 23, 28, 36 which had a wood grain dash, speedometer, double tube bumper with a Boa Ski nameplate, heat pleated red seats and often electric start. Again, the number represented the HP of the sled.



'69 Deluxe 300cc Hirth

In 1970 they renamed their product line again. They replaced the “Standards” with “MK I”. These were still bare bones, no frills rides in the snow. The “MK II” line replaced the “Deluxe’s” and had all of its options and features. Biggest mechanical change this year was the fuel tank went from being welded in the tunnel to a removable plastic version.



'70 Boa MK II 399cc Hirth

Boa Ski also came out with a new 18" wide track model called the Cobra. This was Boa's idea of what a sport sled should be.



'70 Cobra 399cc Hirth

This Cobra wide track sled was the start of the Boa Ski racing experiment. Boa Ski made a 1970 racer version called a coffin racer because the hood opened to the side, not the front. The racer had a 793 Hirth triple (80hp) and a primitive slide suspension with 8" track. Only a handful were ever made. They soon got the reputation as the widow maker. The steering shaft had a u-joint in the middle to bend over the top of the 800 Hirth. These would fail and cause the sled to crash.



'70 Coffin Racer next to a '70 MK II

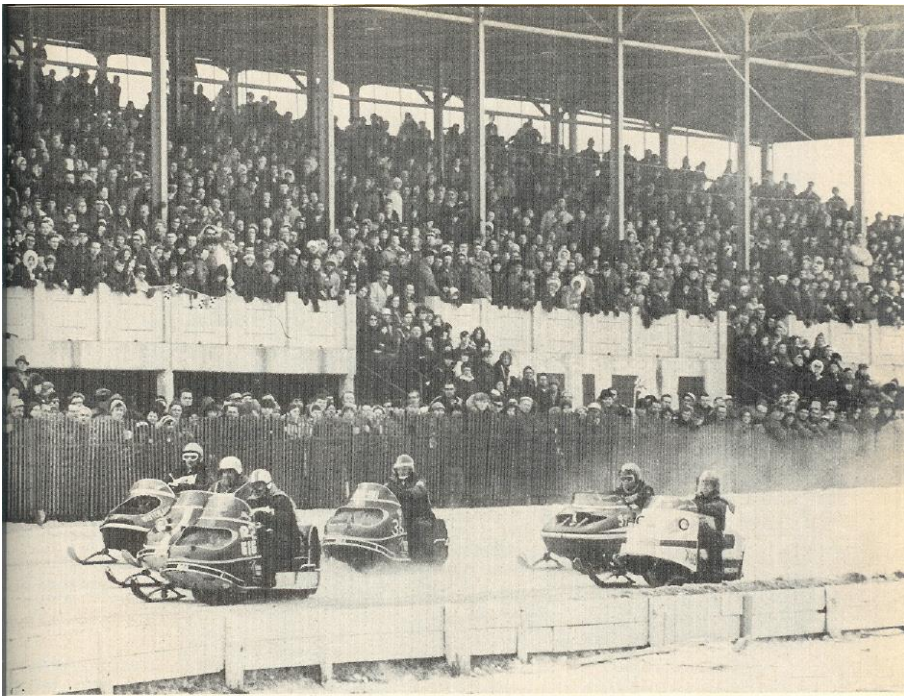


'70 Coffin Racer slide suspension

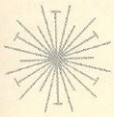
Boa-Ski dealers also ran/sponsored the 793 Hirth in the MK II 15" track chassis. These were raced in MI NY and Canada.



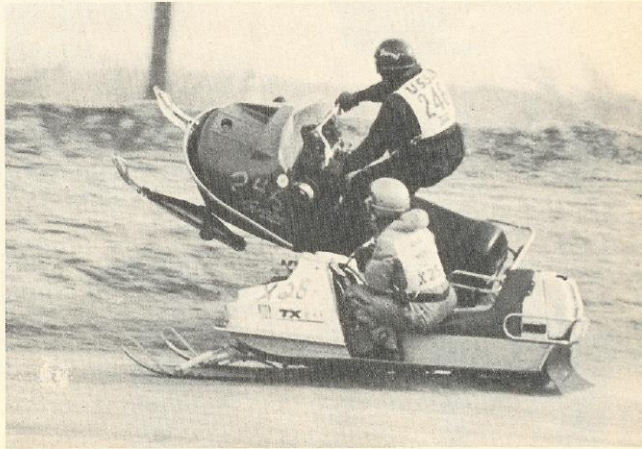
'70 MK II dealer racer



ONLY ROOM FOR ONE—
on outside is forced airborne
attempting to overtake lead
in thrilling competition at the
Bunyan Open in Bangor, Maine.



SNO-MOBILE TIMES



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Top pic has three Boa MK II's



RACING

OCTOBER 1970

SNO-MOBILE TIMES

two Boa's one of which is catching some air

1971 was the largest manufacturing year for Boa. They were using a large distribution network in the Midwest and the east coast, not to mention Canada. The Cobra wide track was still available and a new comer to the product line was the Boa MK 0 or better known as the baby Boa. This was a 2/3rds scale machine with one headlight marketed towards kids and women. It was available with a 225 CCW, 246 Hirth or the 295 JLO & Kohler.



'71 MK II 500 Hirth with after market turf ski's



'71 Mk 0 (baby Boa) with a 246cc Hirth single

In 1972 the company was bought out by Alsport Corporation of Ohio. Alsport was looking to expand their summer recreation vehicle line to include winter machines. Minor styling changes occurred to the MK line & sales began to fall off. The Baby Boa was now only available in the 225 CCW engine. In an effort to jump start sales Boa introduced a R/T model and a W/T (wide track) model with new styling.



72 Mk I 338cc Hirth



'72 sleigh made for Boa



'72 R/T 440 JLO

In 1973 Alsport/Boa-Ski discontinued the old two eyed round headlight design completely and focused on the new more aerodynamic looking styles and in my opinion the snowmobiles became a little less hardy. They offered their first slide rail suspension for trail use with the '73 Boa SS. This is the only Boa-Ski snowmobile ever manufactured with chrome ski's. The tunnel was made of steel and ran a Kohler fan cooled twin.



73 SS Kohler 440-2AS

Also in '73 Boa Ski also redesigned the baby Boa and called it a MK 230. It came with a 230 JLO single and has styling similar to the other 73 Boa's



73 MK 230 (baby Boa)

Alsport Boa also started getting serious about racing. They used the Texas Products chassis to build a Grass racer with a 32" ski stance. Sno-Jet and Manta were also buying chassis from Texas products. This Boa Racer came with aluminum tunnel, bulkhead, skis, suspension cage and a cleated 16" track. Kohler free airs were the power plant of choice. K&H hydraulic brakes were also standard. The sled featured a jackshaft drive train. The racer was known as a BAR (Boa Alsport Racer)



'73 Grass drag BAR racer

In 74 the full effect of the Alsport buyout was shown. They fully redesigned the whole product line. Alsport/Boa partnered with Texas Products to produce a full aluminum sport performance trail sled. The SS 340 and 440 were reborn. It also came with full aluminum chassis and bulkhead, aluminum ski's and suspension cage just like the BAR. The engine was a 340 or 440 Kohler -2AS fan. The sled was very fast but tipsy as it still had the narrow 28" ski stance. It had a popup headlight, speedo, tach and head temp gauge. It also came with a mostly cosmetic windshield and K&H hydraulic brakes,



'74 Boa 340 SS

Boa still continued to make family trail riders under the MK model name. They used steel chassis boggie wheel suspensions and Kohler power plants



'74 MK II

In 74 the BAR racer got 4" wider and was built for oval racing. A triple Kohler was stuffed under the hood but they still ran twins as well.



74 and 75 SS

2 '74 Oval BAR racers



Joe Chabot, Boa Ski 1975 factory race team, Canada.

In 75 snowmobile sales were bottoming out. Only cosmetic changes were happening to the family sled product line.

The SS sport sled that was so light and fast turned out to be not so durable. Boa changed the skis to steel, changed the suspension cage to steel and put a steel bulkhead on the aluminum tunnel. Most of these changes were done to reduce the rising warranty costs of repairing the full aluminum sleds. These changes were used on the SS line for the remainder of production. The headlight also became fixed as US law mandated a headlight had to be run day or night.



In 76 and 77 Boa dropped the white hooded models and only make the SS 340 and 440 (black hood, aluminum tunnel). They also make a MK II 340 and 440 using the same hood mold but the tunnel was brown painted steel and the hood color was now butterscotch. The BAR racer was dropped in '76 as the racing circuit had gone to Liquid cooled sleds and Boa did not have a liquid offering.



In 78 Boa was only putting the remaining parts together and the big image change was to redecal the existing SS hood with what we call the wave decals. Boa then folds as a company. Very few 78's were sold.



Below are some Prototypes BoaSki that were produced.



Pierre Marchand, says "Gilles got this prototype and a bunch of Boa dealer stuff from the estate of the fellow who designed the prototypes. He also knows who the guy is that designed the tracks and suspensions, and is trying to get a hold of him. " Pierre, who speaks pretty good English, told BB2 he could translate and ask Gilles about BoaSki parts.. The owner is: Gilles Poulim (does not speak English) Gatimeau, Quebec



Normand Fournier says: "I've enclosed a picture of a Boa-Ski prototype with twin tracks. Only two were ever made. This model never went into production.

The owner of this Boa-Ski is my best friend Simon Vallière, a snowmobile collector. I took this picture Saturday (25 January, 03) at the annual old snowmobile ride at St-Hénédine de Beauce, Quebec Canada. "