Roll-O-Flex connections:

Roll-O-Flex website is: http://www.roll-o-flex.com/

- In 1969 and 1970 BoaSki's were also assembled and sold as Roll-O-Flex sleds. They used the PT model designation for the standard Boa models and the GT model designation for the wide track Boa Cobra models. They just have a different hoods, decals, snow flaps, handgrips, and seat covers. The standard Boa engine options were used but they put a SnoBil oil decal over the "made by Hirth for BoaSki" decal on the engine shroud.
- Leif has some black and white photos of full size clay mockups for the Roll-O-Flex prototypes that BoaSki used to get final production approval from Roll-O-Flex. He also has a 70 Roll-O-Flex brochure and a 1970 Roll-O-Flex PT438 sled. Keven has recently restored a 69 Roll-O-Flex PT model and Valdi Stefanson has restored a 69 PT model that was modified back in the day to be a racer.
- In 1970 BoaSki produced about 1000 sleds for Roll-O-Flex. We are unsure of how many were produced for Roll-O-Flex in 1969. A closer examination of serial numbers for those years would yield a pretty good estimate.

Here is some additional stuff that Leif dug up from the the Rollo-O-Flex website. It is very cool that these guys that were there back in the day are now on the Roll-O-Flex website forums posting their memories! For more cool stuff see the Roll-O-Flex website at http://www.roll-o-flex.com/Forum/

Excerpts from the postings of Gene Glaze:
Initially Roll-O-Flex was the Sask. distributor for both Boa Ski and SnoJet in the late '60's. Larry Fay was the general manager. Like most snowmobile distributors of that era, racing was the best selling tool at the time. Larry hired me to "make h.p. and speed".

The Hirth motors used by both SnoJet and BoaSki were basically built for stationary use such as water pumps, generators and the likes. High torque at low R.P.M. was about all they had going for them. Eventually Larry Fay approached BoaSki to produce private brand sleds under the Wild One name. Shortly after that SnoJet didn't like this idea and canceled Roll-O-Flex's distribution contract. The Roll-O-Flex race team was headed by Larry Fay with (as I remember) Brad Pernise and Wade Collins were their main drivers.

Roll-O-Flex did manufacture Deep Tillage Cultivators before the snowmobile boom.... and only supplied replacement parts once they started manufacturing their own sleds.

Excerpts from the postings of Wade Collins:
I started work at R-O-F in the fall of 1969 as their "factory snowmobile mechanic". I had 2 stroke experience that they wanted for their Hirth and Sachs engines. I also had a background as a machinist and welder. When I started R-O-F was a farm equipment company, specializing in cultivators and rod weeders designed and manufactured there.

They had been marketing snowmobiles, WildOnes (Boa skis with a decal change), to their equipment dealers. These were brought in from Quebec. At that time there were traveling sales staff and maybe 5 of us working in the back with the snowmobiles and rod weeders

Our new factory Boaski race machines finally arrived early November 69. Two 399 Hirths, Two 438 Hirths, One 744 Hirth. These were high compression, megaphone exhaust, Dual carbs, and bogey suspension. We had one 300 that Brad had raced the year before.

We had a racing team at that time. Our machines were 300, 340, 440,650, 744, Hirths. These were boa ski "Factory racers" with a little bit of head work, and "Y" manifold exhaust in to a megaphone that out let under the hood, sort of aimed at big round hole cut in the side of the hood. These machines were not very fast but sure made a big noise. I was the one to do the snowmobile engine work, everyone else chipped in.

We double entered our machines, 340 in 340 class, 340 in the 400 class, 400 in the 400 class, 400 in the 650 class, 650 in 650 class and the open class, 744 in the open. So we definitely got our seat time in. This began to show up in our finishes. By our fourth race date we were all getting multiple firsts, seconds, and thirds. We measured our success by exposure,(machines in races) by finishes(firsts, seconds, thirds,). For the season we had 156 machine entries, in 88 races, with 93 finishes in the top 3. 33 first, 23 second, 29 third, 22 fourth. With these results we felt that we had fulfilled our goals. For the 1970 season, R-O-F decided to develop their own machine. This was when Gene became Vice President of R-O-F.