



SKI-DOO '68-THE LIVELY ONE

lively new looks

Powerful Hide-Away Headlight. Closes flush with new cowl. At a touch of the lever, the headlight swings up to light your way to safe night riding.



New Handle Bar Design. Gleaming chrome, newly shaped to make the steering easier, the driving more comfortable on long distance safaris.



Beautiful New Action-Styling. The classic SKI-DOO takes on sleek new dimensions and detailing. Look at that integrated bumper. It wraps the entire cabin . . . as in expensive European sportscars! Note too, the new rubber nose for added protection.



New Deep-Ribbed Seats. Sturdy, Arctic-tested leatherette over double layers of air foam. More luxurious, comfortable, longer lasting.



Smartest Dashboard Of Any Snowmobile. All controls integrated in one handsome console with elegant wood-grain finish.





New Rear Bumper-Handle Assembly. Sleek flowing design in heavy polished chrome provides wide back grip and safer side handles for rear passenger.



**lively
new
fun**

If you've never been on a SKI-DOO, you're in for the most delightful experience of a lifetime. If you already own a snowmobile, you couldn't pick a better year to trade up to SKI-DOO excitement. For 1968, SKI-DOO has lively new looks, power and performance. Until you test drive the new SKI-DOO, you'll never know how much better a snowmobile can ride, turn, climb, soar . . . with famous light-footed action that won't bog down, even in waist-high snow!



New Twin-Bulb Tail Light. Much larger. Now twice as bright.





lively new performance

When you start with the world's best flotation principle, then improve on it, you've really got something sensational — the 1968 SKI-DOO. It's more powerful, nimble, fast as a cheetah. It's so sure-footed it sidesteps anything. It's so light-footed, it won't bog down even in waist-high snow! What gives SKI-DOO its better performance, its unique light-footed action? Lots of things! Like increased horse power. A smoother, fully automatic transmission on every model. An unequalled flexible suspension system. A nylon-core track, more rugged than ever. The best power/weight ratio in the industry. Add to this an impressive list of new engineering innovations... all working together in beautiful harmony to guarantee you the liveliest ride, the most faithful performance of any snowmobile!

Lighter weight. Though the frame is stronger, the engines more powerful, SKI-DOO is still the light-weight champion. No one can boast a better ratio of weight to bearing surface... *as low as a quarter pound per square inch.* No one can promise such light-footed action, such easy handling and transport!

Patented track... stronger than ever. The Bombardier track is made of toughest flexible rubber with a stout heart of nylon... reinforced with internal spring steel rods. No other track can promise longer wear or better traction on deep snow and slick ice. And, only the Bombardier track is driven by tough resilient sprockets. There's no metal-to-metal contact!

World's most flexible suspension system. Invented by Bombardier, it maintains 100% contact between track and snow... flexes to every type of terrain... gives that sporty responsive ride no other snowmobile has. And for 1968, the rear suspension system has been improved with sealed bearings. No lubrication needed!

Improved suspension skis. The unique SKI-DOO design always keeps you safely on course... while sturdy springs absorb the toughest landings. For 1968, skis have been reinforced with heavy-duty metal plates. Rubber bumpers have been added to ski springs bolts. And, the ski-tips have new rubber grips.



lively new power

You can tell at a glance the 1968 SKI-DOO engines are new. But, the big news is in performance. Every model has a powerful new Rotax engine... specially designed for SKI-DOO. There's an improved 250cc engine for the Olympique model. A new, more powerful 300 cc for the Super Olympique models with new shape and smart stain resistant finish. And there's a new 370 cc engine so powerful we made a new SKI-DOO model just to house it! All engines are light-weight, air-cooled, proven faithful. All are capable of developing more power per cc of displacement than any other snowmobile engine on the market. All this new power just for speed? No sir. SKI-DOO's increased power means easier hill climbing, more pulling power, all-round better performance over any snow condition. And for 1968, new disposable fuel line filters keep SKI-DOO's engines clean and smooth running.

New automatic power-control transmission... delivers the perfect torque at every speed. Just press the throttle for the speed you want. Automatically, the new SKI-DOO transmission translates it into the right power for every situation. At lower speeds, SKI-DOO automatically delivers extra "oomph" for easier climbing and hauling. At high speeds, SKI-DOO automatically delivers the ideal torque for smooth cruising with no power wasted.



Faster starting. A revolutionary decompression system cuts starting effort in half. Any woman can quickly start SKI-DOO 250 cc and 300 cc engines. (The only snowmobiles easier to start are our own Electric-Start models!)

Easier steering. New handle bar design and new bushing on steering assembly provides instant response to your every command. For 1968, it's simple, safe and effortless to manoeuvre anywhere with SKI-DOO.

Instant stopping. 25% more braking power for safe, sure stops even on slickest ice.

Improved drive belts. Tougher than ever, longer lasting. Custom designed for the new power control transmission.

Improved fuel tank cap. Deeper. Holds gauge firmly. Won't jar loose!



A serviceman's dream. No doubt about it, SKI-DOO for '68 is the best performing snowmobile on the market... and designed to keep it that way! Everything has been engineered for simplest tuning, fastest servicing. The entire cabin is held down by four, easily removed, winged locknuts. A new cylinder head makes it easier to change spark plugs. Decompression switch is easy to remove for engine servicing. A new pulley and drive belt guard can be removed and replaced in a jiffy.



there's a lively one

Super Olympique

The Value Snowmobile of the year! This is the SKI-DOO that will out-sell every other snowmobile on the market. It has everything you've asked for . . . and then some! Brilliant performance. Beautifully classic SKI-DOO styling. Improved quality and engineering from skis to stern. The new 300 cc Rotax engine delivers 16 h.p. for more speed. You'll be convinced, feature for feature, dollar for dollar, there is no better value on the snow today!

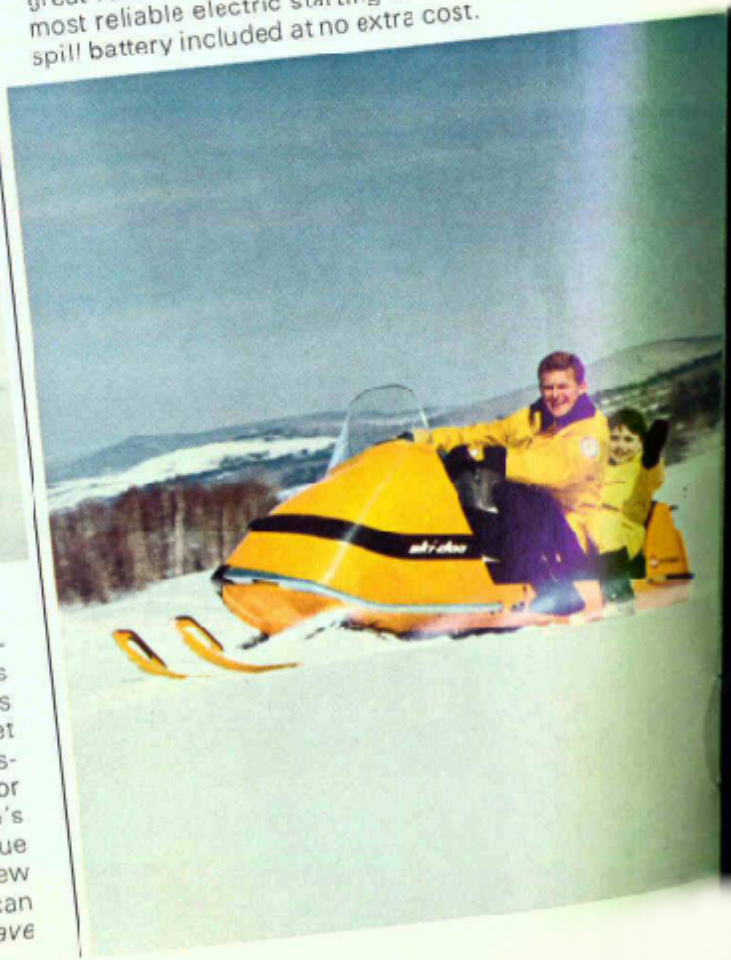
Super Olympique E

The "E" is for Electric Start . . . and the most efficient one on the market. The Super Olympique E has all the great features of the Super Olympique plus the fastest, most reliable electric starting of any snowmobile. Non-spill battery included at no extra cost.

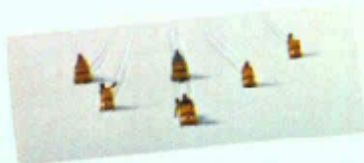


new Olympique model

Bombardier breaks the price barrier. Now there's a SKI-DOO within the easy reach of every family. It brings clean, classic SKI-DOO styling with standard 2-layer seats and backrest. It holds on to its famous lighter weight yet adds a stronger nylon-core track, a satin-smooth transmission, an improved 10.5 h.p. 250 cc Rotax engine . . . for performance unsurpassed in its class! And for '68, there's a new engine decompressor that makes the Olympique the easiest of snowmobiles to start. Compare the new Olympique with all other makes. If any dealer says he can offer more snowmobile for less money . . . he better have his specs examined!



for everyone



Super 370

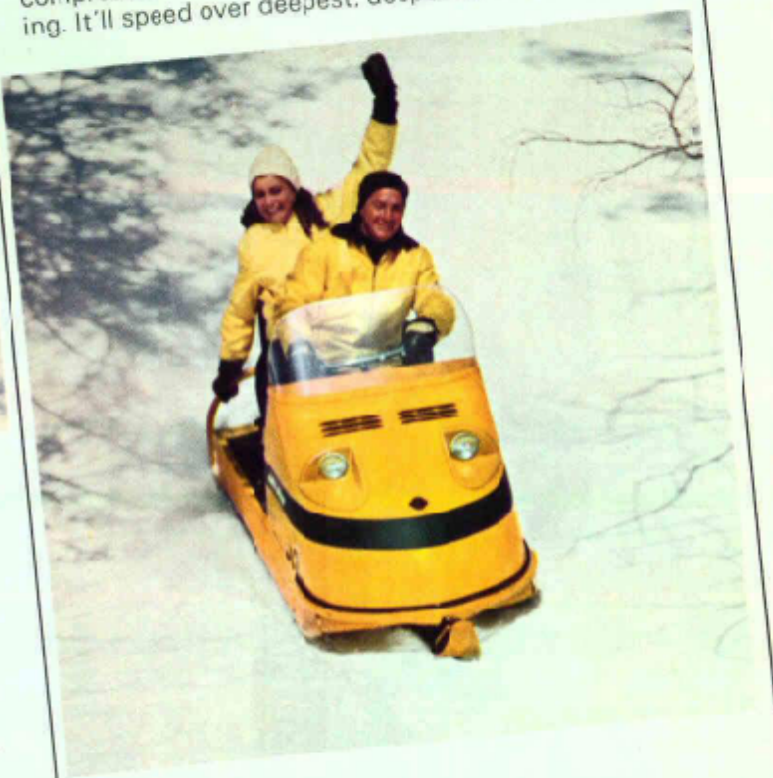
Outpowers anything going. The new Super 370 is the most sensational snowmobile ever built. A showpiece. A powerplant. All rolled into one. The new 370 cc Rotax engine leaves all other snowmobiles far behind. It delivers the kind of power that flattens down the steepest hills, tackles the most spectacular jumps, cuts through any depth of snow just as fast as you want to go! Does it cost more? Certainly. But, once you test drive the new Super 370, you'll know *there just isn't a more exciting way to spend a few dollars more!*

Super Alpine

The lively one with twin-track pulling power. Originally designed as a workhorse for mountainous snow. Now it's competing with single track models for lively family fun. Completely re-designed for 1968, the Super Alpine features sleek integrated bumper, new twin headlights, quality refinements throughout. It has a dependable electric starter, a new "powerlink" steering assembly for easiest handling. It has a new powerful 370 cc Rotax engine that delivers frisky performance. And with twin 15" tracks, its flotation is the envy of the industry. It won't bog down or dig in no matter how deep the snow. For family fun in mountainous snow, nothing'll beat the Super Alpine!

Alpine model

Economical. Proven dependable with three hard winters' experience behind it. The twin-track Alpine features the reliable 300 cc Rotax engine with de-compressor for easy starts. It's fun loving, work loving. It'll speed over deepest, deepest snow!



Vehicle Specifications

Model	Olympique	Super Olympique	Super Olympique Electric	Super 370	Alpine	Super Alpine
Suggested retail price	\$745	\$925	\$1045	\$1045	\$1145	\$1345
DIMENSIONS & APPROX. WEIGHT						
Chassis length	78½"	78½" w/o bumper	78½" w/o bumper	78½" w/o bumper	81"	81"
Overall length with skis	93½"	97¼" with rear bumper	97¼" with rear bumper	97¼" with rear bumper	96½"	96½"
Overall width	28½"	30"	30"	30"	36"	36"
Height w/o windshield	35"	35¼"	35¼"	35¼"	36"	36"
Weight	255 lbs	285 lbs	315 lbs.	300 lbs	395 lbs	445 lbs
Bearing area	1020 sq. in.	1020 sq. in.	1020 sq. in.	1020 sq. in.	1790 sq. in.	1790 sq. in.
Ground pressure	0.25 lb/sq. in.	0.28 lb/sq. in.	0.31 lb/sq. in.	0.29 lb/sq. in.	.22 lb/sq. in.	.24 lb/sq. in.
CHASSIS & COWL						
Chassis	One-piece, all steel (18 ga.)				One-piece, all steel	
Cowl	Reinforced fiberglass				Reinforced fiberglass, removable, with steering fixed to frame.	
TRACK & SUSPENSION						
Track	Patented Bombardier rubber track, endless with embedded steel reinforcing rods. 3-ply nylly.	Removable	Removable	Removable	Two (2) endless patented Bombardier tracks with steel reinforcing rods embedded in rubber 3-ply nylly.	
Width	15"	15"	15"	15"	15" each	15" each
Length on ground	50"	50"	50"	50"	50"	50"
Drive sprocket	2 polyurethane	2 polyurethane	2 polyurethane	2 polyurethane	4 rubber	4 rubber
Suspension	Tandems and torsion springs				Tandems and torsion springs	
Suspension Wheels	14, rubber wheels, bearing mounted				28, rubber wheels, bearing mounted	
TRANSMISSION						
Type	Automatic, variable with belt & sheaves with torque control				Automatic, variable with belt and sheaves with torque control.	
Drive	Roller chain in oil bath				Double row roller chain in oil bath	
CONTROLS						
Brake	Hand-operated, on steering handle				Hard-operated, on steering handle	
Throttle	Hand-operated, on steering handle				Switch on dash, individual keys	
Ignition	Switch on dash, individual keys				Manual, recoil starter	Electric starter
Starting	Manual, with recoil starter		Electric starter	Manual, recoil starter	Button on dash	None
Decompressor	Button on dash	Button on dash	Button on dash	None	Disc and floating caliper, self-adjusting type	
BRAKE						
Pivoting shoe brake						
ENGINES						
Type	Air-cooled, 2-cycle, aluminum			Air-cooled, 2-cycle aluminum	Air-cooled, 2 cycle, aluminum	
No. of cylinders	1-cylinder			2 cylinders	1-cylinder	2 cylinders
Displacement	250 cc	300 cc	300 cc	370 cc	300 cc	370 cc
Max. HP	10.5 HP at 4800 RPM	16 HP at 5400 RPM	16 HP at 5400 RPM	18.5 HP at 5000 RPM	14.5 HP at 5200 RPM	18.5 HP at 5000 RPM
Carburetor	single	single	single	single, high capacity	single	single
Fuel pump	diaphragm type, integral with carburetor				diaphragm type, integral with carburetor	
MISCELLANEOUS						
Seating capacity	2 adults, 1 child	2 adults	2 adults	2 adults	2 adults	2 adults
Fuel tank capacity	3 imp. gal				5 imp. gal	5 imp. gal
Approx. gas consumption	¼ imp. gal/hr				¾ imp. gal/hr	¾ imp. gal/hr
Chaincase oil capacity	½ imp. pint				1 imp. pint	1 imp. pint
Glovebox	Behind backrest	Located in backrest			Under seat	Under seat
Headlamp	Pop-up safety type with 35 W. sealed beam				Single, adjustable 35W.	Twin, adjustable, 17-W sealed beams
Battery voltage			12-V			12-V
FEATURES						
Front bumper	No	Yes	Yes	Yes	Yes	Yes
Rear bumper	No	Yes	Yes	Yes	No	No

The manufacturer reserves the right to change specifications and prices at any time without notice.

480-3005

First with the One Year Warranty... the 1968 SKI-DOO

Bombardier with its rigid standards of engineering excellence has developed a snowmobile unequalled in performance and dependability. Now, because of this achievement, Bombardier offers SKI-DOO owners the most revolutionary snowmobile warranty in the industry. This year, all 1968 SKI-DOO models are backed and protected by a one year parts and service warranty, the first of its kind in the industry. For full information concerning this new Bombardier one year warranty, inspect the operator's manual available at your nearest SKI-DOO dealer.

Unequalled service facilities

Over 40 years experience in snow vehicles have gone into every SKI-DOO — available now through certified Bombardier dealers across North America and in 32 countries around the world. For parts, accessories, reliable service and expert information on snowmobiling conditions — contact the Bombardier dealer in your area.

AVAILABLE FROM

Bombardier
ski-doo
the light-footed snowmobile