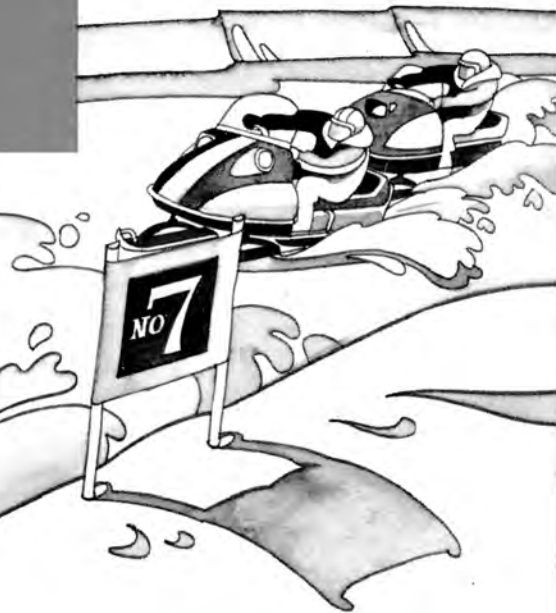
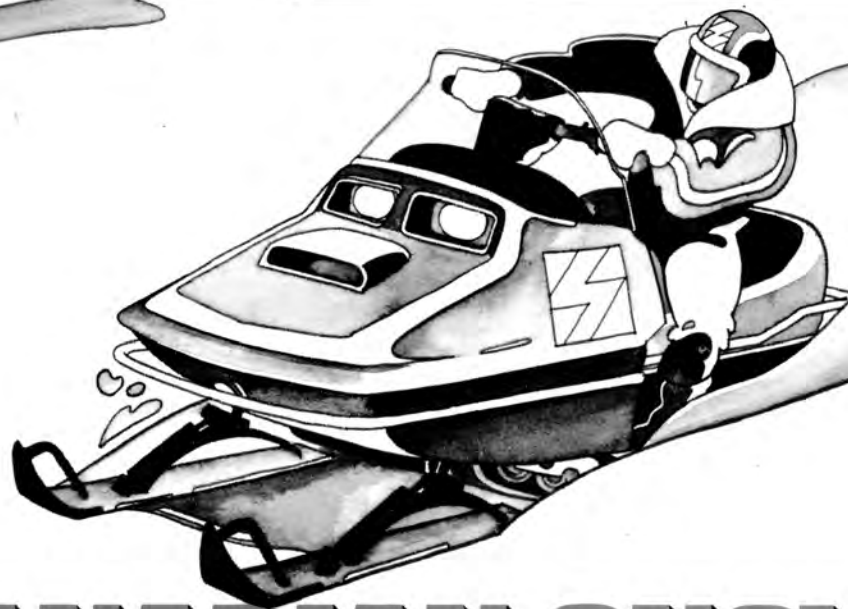


NO 7



CANADIAN SNOWMOBILE CHAMPIONSHIPS

FEB. 16-17, 1974 at BEAUSEJOUR, MAN.





**CANADIAN SNOWMOBILE
CHAMPIONSHIPS** Feb. 16-17, 1974
at Beausejour, Man.



MANITOBA

OFFICE OF THE PREMIER

WINNIPEG
R3C 0V8

welcome visitors!

It is a pleasure to extend greetings on behalf of the government and people of Manitoba to the thousands of participants and spectators gathered in Beausejour for the No 7 Canadian Snowmobile Championships.

The energetic citizens of Beausejour once again are living up to their well-earned reputation for hospitality and enthusiasm in hosting this first-rate event. They must also be commended for their efforts over the years which have helped to build and promote power tobogganning into one of Canada's foremost winter sports.

It is gratifying to note that this year's event is the 13th Canadian Championship.

A special word of welcome is extended to those who have come to Beausejour from centres outside of Manitoba, and to all our sincere good wishes for a most successful meet and for your continued interest in this invigorating winter sport.

EDWARD SCHREYER,
Premier of Manitoba

OFFICE OF THE MAYOR



CANADA



The citizens of Winnipeg extend greetings to the citizens of Beausejour and welcome the 13th Annual Canadian Snowmobile Championships.

The championship is a demanding event not only on the machine but the driver. Knowledge of ones snowmobile and how it will perform under certain conditions is important, but winning also calls upon the individuals' skill and ability as a driver.

To those participating in the championships, I wish you good luck. Those of you who are viewing these exciting races, some for the first time, I know will not be disappointed.

A handwritten signature in cursive script, appearing to read "Stephen Juba".

Stephen Juba,
MAYOR.



Welcome Visitors!

For months, we at Beausejour have been looking forward to the No 7 Canadian Snowmobile Championships when we would have the opportunity to play hosts to you, our visitors.

It goes without saying that we are happy to have you. It is not often that so many people in one community have the opportunity to meet so many guests and dignitaries from across North America. We are honored.

While you are here, we want you to feel at home. Walk into the cabarets, look around our stores, enjoy the fine foods offered at our many restaurants. Get in with the crowd and you will enjoy your stay to the fullest.

If you happen to be one who is looking for new opportunities; our town and the eastern Manitoba region have much to offer. We are located at the gate to the Whiteshell and the Lac du Bonnet tourist areas. We are also close enough to the City of Winnipeg to take advantage of those things a large city has to offer. In fact, Beausejour is located 'Half Way Between Work and Play'.

Enjoy yourself! We hope that some day we may be able to welcome you as warmly as a fellow citizen as we are welcoming you today as our guest.

MAYOR EYFIE WALTERSON
Town of Beausejour

Greetings Race Fans!



It gives me great joy to welcome all of you to the No 7 Canadian Snowmobile Championships.

As you look around at our race track, you will notice that we are in a growing process which, when completed, will include a multi-use recreational and cultural centre to serve the residents of eastern Manitoba.

You will see a great number of people working, all of them volunteers. Most come from the Beausejour community, many others from surrounding areas and some from the City of Winnipeg.

It is with a great deal of pride that I wish to thank these people on behalf of our Board and on behalf of every snowmobiler. Snowmobile racing has led to numerous improvements in the snowmobile, the machine that has made winter fun for millions of people across the North American continent.

I bid you welcome and wish you a great day at the races.

CHUCK REIS,
President

Beausejour... a History of Snowmobile Racing

Its hard to believe that just twelve years ago, hardly anyone knew what a snowmobile was . . . let alone raced one.

Our long, hard Canadian winters were still forcing most fun-loving and competitive spirits to remain indoors to await the warm embrace of spring before resuming their enjoyment of outdoor activities. Winter sport, even ten years ago, was all work and very little play. Boredom ran high in most households.

That's history now. The sleek, powerful snowmobile of today offers almost everyone the opportunity to throw open those doors, break through the snow-barrier, and play in our enormous winter land of sparkling white.

Some of our winter sports may have started in Scandinavia many centuries ago but it was Canada who introduced hockey and the total family activity of snowmobiling to the North American winter scene. The first recorded thrill of a toboggan ride took place in Canada and right here in Manitoba. The location was the banks of the Red River . . . not too many miles from Beausejour where the first Canadian belt-driven commercial power toboggan was manufactured.

Henry's men started it!

It was back on February 24, 1799 when Alexander Henry (the younger), a partner in the North West Company made note of the following hi-jinks in his diary: 'My men, having little to do, therefore amuse themselves by sliding down the river bank on sleighs from the south gate (of the fort). The descent is so great as to cause their trains to run to the opposite side of the river. The Indian women join with them and they have excellent sport'.

Of course, Henry's men didn't have snowmobiles at their disposal or even something as rudimentary as our familiar wooden toboggan. Otherwise, Mr. Henry probably wouldn't have accomplished much that winter. His men were using crude native toboggans normally used for transportation of supplies in the conquering of the West.

The real breakthrough in family winter sport came about at Beausejour in 1950 and that aggressive and friendly community has been the focal point of snowmobiling ever since.

Take off in a barnyard

The tale of the first snowmobile or 'power toboggan' is quite a humerous one. Several inventors were working in that direction at the time, especially Mr. Bombardier of Québec. Several American inventors were even trying to use an aeroplane motor and propellor to power their vehicles.

Mr. Mike Bosak, a local farmer and cabinetmaker read about their efforts. He began thinking about it in terms of his many trapper friends who dragged furs and supplies through the thick bushland north of Beausejour. He thought of how they struggled over the hazardous terrain on their snowshoes. He just could not imagine how a heavy and wide machine . . . let alone one equipped with whirling propellers . . . was going to help his friends.

As the story is told here, Mike had his problems in building that first machine but he kept hammering away till he succeeded.

One serious block was the shortage of money, As Mike devoted more and more of his time to the secret invention, his wife, Jessie, began to notice that fewer

and fewer cabinets were being built and that family finances were suffering. Mike, of course, was rather vague about the problem. When Jessie went off to the barn with her milk pails clinking . . . out from under the cabinet workbench came the first rudimentary snowmobile.

One winter morning, Jessie was on her usual way to the barn through the blowing snow, still clinking her milk pails. She decided, on the spur of the moment, to take a little detour. Down went her milk pails in the snow and she quietly made her way to the workshop. She threw open the door, letting in an icy blast, and there was Mike caught red-handed bent over his creation, wrenching away at the nuts and bolts.

Needless to say, the workroom quickly warmed up with the heated exchange between Jessie and Mike. The quarrel was finally resolved by Jessie agreeing to at least watch Mike's contraption do its stuff. So, the first Canadian snowmobile, powered by a Briggs & Stratton engine and with its continuous track running around wood dowels, was dragged out for a trial run in a snow-drifted farmyard.

Mike leapt onto the 'power toboggan', the motor roared to life and man and machine tore off across the farmyard in a cloud of snow . . . and smoke.

They came to a clanking halt some 150 feet away from the watching Jessie. It worked and that was all Mike wanted to establish. He hitched up the horses and pulled the invention back to the workshop for 'alterations'.

By the following winter of 1950, Mike had succeeded in getting out most of the bugs and had a running model. The first to receive rides were Jessie and the children and the children's friends at their small country school.

During the next few years, with the help of neighboring farmers, Mike began turning out some 50 Bosak Power Toboggans a winter. They were work machines meant for the trapline and the quality was high. Some sixteen years later, some of those earlier machines are still being used on Canadian traplines.

By the mid 50's, other snowmobiles were coming onto the market. Mike Bosak was offered the opportunity to go into snowmobile production in a big way in Beausejour. He thought it over well then decided not to get himself involved in large scale production and competition. He decided he had done his share by bringing the new concept into being and there was another end of snowmobiling he felt he could contribute to. Already there were some people beginning to buy his machines for family winter sport. Mike made up his mind to design a safe snowmobile sleigh to enable all members of a family to have winter outings together. We wonder if Jessie contributed to the sleigh concept.

Mike Bosak did design his sleigh and, today, he is still producing one of the best ones on the market.

Well, the first thrilling toboggan ride took place on the banks of the Red in 1799. Mike Bosak built the first Canadian snowmobile in 1950 on his farm ten miles out of Beausejour. The next step was to construct the first race track and publicise the sport. That happened in Beausejour in 1962.

As just about every Canadian knows, it was the sporting side of the snowmobile industry that first captured the public's imagination. The people in Beausejour were right in there on the ground floor to help the snowmobile become the backbone of winter fun.



Gary McFarlane, of Radio Station C.J.O.B. in Winnipeg, is an old timer at the No 7 Canadian Snowmobile Championships. Gary and other members of his station supply the snowmobile-towmobile service.

Local Lions Club members were preparing their annual winter 'blow out' to be held in February of 1962 to revive lagging spirits after the long winter. One of the members suggested that Mike Bosak's power toboggans could be used for staging a race against other new machines to attract a lot of interest. All thought the idea terrific. Some fast organizing resulted and the new event was given second billing behind the popular horse and cutter races.

The first track was laid out on the local school grounds. Six daring drivers raced their 'power toboggans' around baled hay markers at astronomical speeds of 15 mph and the cheering spectators loved it.

No sooner were those races over than the excited fans were clamoring for rides. Not content to just sit and watch, they wanted to have a go at the new machines themselves and share in the fun . . . and they did. By the dozens they whirled around and around keeping the power toboggans busy for the rest of the day.

The impact of those first races on the public was not lost on the townspeople. They knew a good thing when they saw it. When the planning was getting underway for the following winter's event, Ronald Kinney suggested to the Lions Members that the new races be formally registered as the Canadian Power Toboggan Championships and billed as the main feature of the 'Winter Farewell' activities.

The Lions registered the races declaring that thereafter, they would be an annual event to be held on the last full weekend of February.

The first formal Canadian Championships took place in Beausejour in February, 1963 with 15 drivers, not counting the ladies, competing for top honors. There were only three events but plenty of excitement. A Closed Course race (still the circular track marked with bales of hay) was won by Andy Heibert of Niverville. Joining him in the winner's circle in 1963 was Larry O'Neil of Winnipeg, the winner of the top event . . . a six mile Cross Country Endurance race over grueling terrain along the frozen Brokenhead River.

The other event that day was a 'Novelty' race. It was planned to be a pretty powderpuff featuring members of the fairer sex gently cruising the machines around the hay bales. The 'novelty' label went right out the window when the ladies roared around the track under full throttle scaring the blazes out of the racing officials and delighting the fans. The speed and daring demonstrated by the women, that day, was by far in excess of anything managed by the men. This naturally resulted in the launching of the Ladies' Canadian Championship races the following year.

Word spread like a prairie fire

It took only a year for word of the races to spread across the country like a prairie grass fire.

The result . . . during the '64 Championships, over 5,000 spectators were on hand to witness the chills and thrills of top race drivers flashing around the track. The media caught on and, as one newsman put it: 'It can be said without fear of contradiction that power toboggans are here to stay and when better toboggans are built, they will be racing in Beausejour'.

Attendance at the annual event began to mushroom beyond anything that the Lions had imagined. The Club realized that the event was growing far beyond their ability to handle alone. They called the townsfolk together in an open meeting and the races were decided to

the community of Beausejour at large. An eight-man board of directors was elected in 1965 to be raised to twelve during the following years as the races continued to expand.

As the snowmobile itself continued to improve to become the tremendously versatile and reliable machine it is today, the track and the number of events continued to grow along with it. 1965 saw the building of a circular race track, a half mile in length, complete with viewing areas, banked curves, starting gates, pits and other racing requirements. The track area was dedicated Centennial Park in '67.

During Canada's Centennial year, the Championships at Beausejour literally took off. Premier Duff Roblin officially opened the two day affair and fans were treated to the addition of 'The Jump' and the 'Juvenile' events. The Jump provided to be a real crowd pleaser as the thousands of fans watched the contestants hurtle along a 100 foot track, up onto a two foot high ramp, soar into the air for 60 to 75 feet and then land in a burst of flying snow.

Fans that Centennial year witnessed Gerald Reese of Roseau, Minnesota defeat a field of red-hot drivers and roaring machines in the 800 c.c. main event. To date, this talented and daring American is the only two-time winner of the main event. On that particular afternoon, he wowed 10,000 spectators as he led a pack of 150 racers home for \$1,700 in prize money.

By 1970, men were seeing action in five major events and ladies in three. All novice events were dropped as serious racing was demanding more and more track time. The track was expanded to a $\frac{5}{8}$ mile oval to allow drivers a straightaway to reach speeds of 80-100 mph. A four foot snow safety-wall was between the excited fans and the speeding machines. That year, entries drew close to the 200 mark and prize money hit \$5,000. The 25,000 fans loved it!

1971 was meant to be a crowning achievement for the whole development and the people of Beausejour community prepared for the biggest and most exciting program ever. Hours of hard work went into preparing and improving the track and spectator facilities. Even more events were added and the prize money hiked to \$25,000. The races attracted more top drivers than anyone thought possible.

Then the snow hit the fan. A raging storm wiped out Saturday's attendance and cut Sunday's crowds in half. But the races went on and Sunday afternoon was marked by the attendance of 10,000 cheering spectators despite the still grim weather conditions. Stan Spencer of Lorette, Manitoba roared right into the teeth of the wind to win the main event driving his Ski-Doo in an almost impossible fashion. His magnificent effort was rivalled by all contestants and it was a wild and wonderful two days of racing.

The financial side of the enterprise left much to be desired and rocked the community back on their heels.

Not to be beaten down by mere weather . . . or anything else for that matter, the Beausejour people prepared for the races again.

'We are expecting the largest crowd ever', predicted Clarence Baker, that year's president of the Championships. He was right. Twenty-five thousand fans were on hand to watch Yvonne Duhamel hit speeds of 96 mph to win the Canadian Championship.

That year, prizes consisted of a return of entry fees



Out of sight from most spectators is the busy pit area. Here both drivers and pit crews spend countless hours readying the racing machines.

and 30 percent of the gate receipts and trophies. This policy is still followed to everyone's satisfaction. The racers walked away with about \$25,000 in prize money.

To keep up with the ever growing technological improvements to the machines and the swelling numbers of spectators, the Board of Directors decided to build a new and permanent home for the Championships.

An 80 acre site was purchased on the southeastern edge of the community that fall. Work began immediately to be ready for the '73 Championships. A provincial government P.E.P. grant was obtained to cover some of the labour, local equipment operators donated both men and machines, farmers supplied tractors, even members of the Winnipeg media showed up to help.

By racing time in February, there were 400 volunteers working full time.

Giles Villeneuve of Quebec won the '73 Championship hands down. And, the people of Beausejour won an international reputation for the top snowmobile race track in the entire country. And, they kept right on improving both track and spectator facilities. Now it goes without saying that, along with all the improvements to the race track, snowmobiling, safety, and racing, that the supporting aspects have been growing too.

As Alexander Henry (the younger) had established many years before, all work and no play would make Beausejour a very serious place; unless the fun side of winter events were given free reign. Cabarets swing in every available hall, dances and banquets and dinners entertain guests and residents alike.

This season, Beausejour is hosting two major winter events. The first Canadian professional snowmobile race, the Indianapolis of snowmobiling — the SnoPro — and the annual Canadian Championships in February.

Looking back, it can readily be seen that we have come a long way from our early explorers sliding down the banks of the Red River and our first racers circling around their bales of hay in the school yard.

The people of the community have been leaders all of the way . . . in the industrial sense . . . in the sporting tradition . . . and in safety; to help put the 'power toboggan' or snowmobile on the Canadian family's winter map.

It is hard to even imagine what Alexander Henry would have to say if he could see where the toboggan ride he wrote about has led us. Odds are that he would be in on the fun along with Mike Bosak, the C.P.T.C. directors and all the Beausejour folk.

You, 'join with them and have excellent sport.' ❄️

WELCOME

NO 7 CANADIAN SNOWMOBILE CHAMPIONSHIPS

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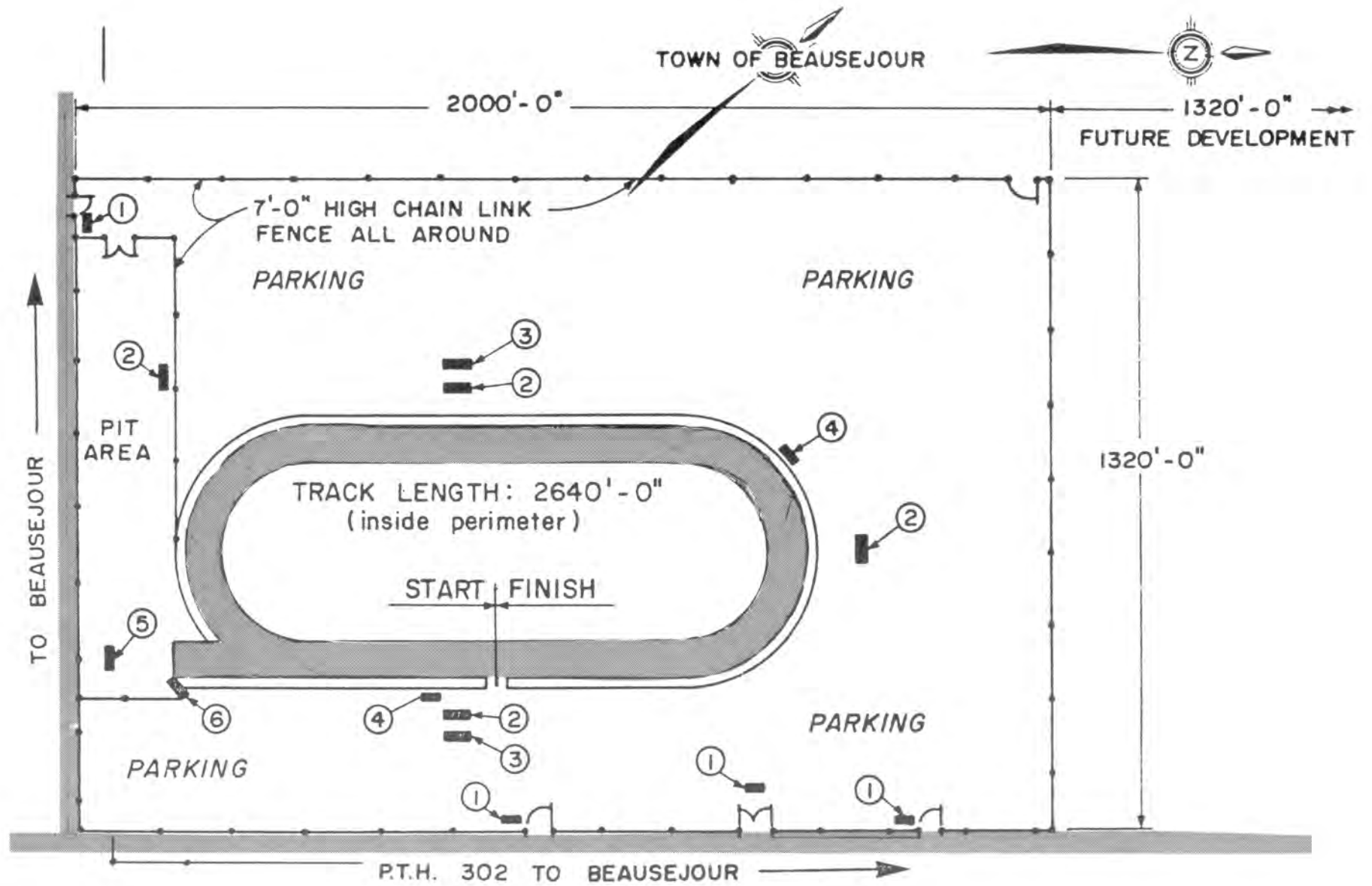
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LEGEND

- | | |
|-----------------------|---------------------------------|
| ① HEATED TICKET BOOTH | ④ TELEVISION BROADCASTING TOWER |
| ② HEATED CONCESSION | ⑤ HEATED TEARDOWN BUILDING |
| ③ HEATED WASHROOMS | ⑥ MARSHALLING BUILDING |



Queen Contestants

One of these four lovely girls will be crowned Miss Winter Farewell to preside over the No 7 Canadian Snowmobile Championships. The winner of the contest, sponsored by the Beausejour Jaycees, will also represent Beausejour at the Trappers Festival at The Pas, Manitoba.



Janet Scholz



Maxine Tymchuk



Jo-Ann Woloshyn



Janice Vaughan

Foresight gives rise to tradition at Beausejour

With the advent of the snowmobile, an entirely new socio-economic structure has arisen. This new sport has had a tremendous impact on North America generally and on the quiet, pastoral community of Beausejour specifically.

Tradition always has a beginning. The sporting traditions that have grown up around snowmobile racing began in Beausejour. To properly assess this impact and Beausejour's contribution to the international world of snowmobiling, the reader must be aware of the following ingredients:

- Thirteen years ago, while looking for another event to compliment the town's annual winter event, the Lions Club hit upon the idea of staging a race with the new 'power toboggans'. The concept was born.
- Since that race, the first held anywhere in the world, other organizations have built tracks and staged races on an annual basis. All children of the first race have studied the parent closely. All have come home, on a number of occasions, for guidance.
- The most important ingredient mixed into the staging of a successful snowmobile race is people. This catalyst put Beausejour out in front and has kept her there. For each racing weekend in this community of 2,500, at least 400 volunteers donate freely of their time and energies.
- The parameters of Beausejour's volunteers are very broad. They encompass gate attendants, race officials, concession workers, cabaret waiters, program distributors, logistics groups, public relations personnel, traffic directors, cooks, musicians, bottle washers, heavy construction workers, timers and cleaners. All work in close harmony proving the old adage that, "It's not how big you are . . . it's how effective you are that really counts!"
- Good awards draw good competitors and prizes at Beausejour rank with the best. Trophies and Olympic style medals are presented enhancing prize money upwards of \$20,000.
- The race track itself is the fore-runner of other modern tracks offering a 70 foot wide racing oval, perfectly flat and always well covered with snow.
- Safety, for racers and spectators both, is always much in evidence. Driver entry to this exceptionally well maintained track is from the large pit area through unique starting gates.
- Professionalism is a keyword. Participant and spectator facilities are excellent. So are facilities for all media representatives and for special guests.
- Racing is for anyone. Contestants range from novice drivers of 12 years of age in the stock races to seasoned professionals driving the big 650 c.c. modified machines at speeds up to 100 m.p.h.
- What was the first Canadian town to be chosen for the SnoPro, the North American Professional Racing Circuit? Beausejour. Because of its history of professionalism, both professional drivers and snowmobile manufacturing companies voted first for Beausejour.

- Snowmobile racing history was made at Beausejour with the establishment of a working relationship between the Manitoba Snowmobile Assn. and the United States Snowmobiling Assn. The 1973 Sno-Pro at Beausejour was sanctioned by both regulatory bodies, operated by officials from both bodies to set a precedent. To say the SnoPro was successful would be an understatement.
- In the Official United States Snowmobiling Assn. book of rules, there is only one photo; a photo of the new Beausejour race track. That photo is an indication of the esteem in which this pioneer, pace-setting snowmobile town is held.

You now have the list of ingredients which have provided the Beausejour races with their 'aura' of tradition. But, don't think for one moment that it ends there. It is just the beginning.

The present race track is on a portion of an 80 acre site. Although it will always remain the hub of activity, snowmobiling is not the only activity planned for the site. The Board of Directors (all community volunteers) for the Canadian Tower Toboggan Championships Inc. purchased that amount of land with a long range view.

Prior to the turning of the first sod . . . or piling the first snow banks . . . at the new site in January of 1973, the Board had already considered that, properly constructed and administered, the acreage would provide capabilities for sulky racing, stock car racing and other sports events. During the summer of 1973, there were, in fact, five very successful motorcycle races. Parking, for 10,000 cars at one time, was provided immediately.

The actual race track was built with a 'clear vision' infield to enable snowmobile racers to better assess their positions. At the same time, the Board was fully aware that Track & Field events would not require any construction which would hamper a racers view. The infield was designed to lend itself to this type of competitive sport.

The Board was fully aware that no spot in Eastern Manitoba was available for large indoor gatherings. Plans were then laid to begin a 150 ft. by 300 ft. building to be located within the complex. Designed with a fold-away/relocatable dividers, this building could function as a convention centre, social centre, for car and boat shows, for fairs and for agricultural displays. The unit could also be invaluable for staging cultural activities.

A large building whose configurations could be changed to compliment a number of small undertakings simultaneously is not new. However it is new to Eastern Manitoba; new and very necessary.

All this from the 'smallest town on the racing circuit'. But, like most parents, Beausejour wants more than one special child. Although we are extremely proud of our first, snowmobile racing, we appreciate the needs of a rapidly growing area.

In the best Canadian tradition, we plan to expand our number of children to meet the need. ☀



The unique starting gates at Beausejour are very much like those used for horse racing.

First aid

Should someone near you in the audience faint or otherwise require first aid treatment — DO NOT ATTEMPT to reach the ambulance on the inside of the race track. A first aid trailer with nurses is located adjacent to the concession stand (near the main entry gates) on the EAST SIDE of the race track.

Flags

of the Canadian Provinces and the North West Territories, the Canadian Flag and the U.S.A. Flag are all flying around the No 7 Canadian Snowmobile Championships in recognition of the drivers who are competing.

Radio

men are visible standing at the corners of the race track. It is their job to be in constant communication with the control towers, the marshalling building, the announcing booth in the No 7 Caravan and the press trailer. They also assist in pulling a 'downed racing machine' off the track and out of the way of oncoming racers.

Concession

booths, staffed entirely by local volunteers, are available on the north, east and west sides of the race track. There is also a booth in the 'pit' area to service the racers and their helpers.

Medals

and prize money will be awarded to the race winners at the St. Mary's Hall in Beausejour immediately following the running of the last race on Sunday afternoon.

Starter

for the No 7 Canadian Snowmobile Championships is Mr. Reg Wood of Winnipeg and official starter for the Manitoba Snowmobile Assn. Mr. Wood is a past-president of this organization.

Announcer

for the races is Harry Taylor of Radio Station C.K.R.C. in Winnipeg. Mr. Taylor is very familiar with the drivers and their machines. He has been 'calling' the races at Beausejour from the announcing booth in the No 7 special events Caravan for four years.

R.C.M.P.

officer from the Beausejour Detachment are visible beside the race track. These off-duty officers donate their time to clocking the speeds of racers on each lap. Other officers, on duty, are busy throughout the weekend directing traffic to and from the parking area.

Ambulances

are always on hand when a race is held, as are doctors and first aid personnel. Although Beausejour has top safety record, an ambulance is still necessary in case of a serious accident.



Although Beausejour boasts an excellent safety record, an ambulance will be present for the No 7 Canadian Snowmobile Championships.

BEAUSEJOUR INTERNATIONAL SPEEDWAY

an all-season track

Snowmobile racing was the main purpose for constructing the Beausejour race track but definitely not the sole purpose. A series of five motorcycle dirt-track races, including the Canadian Nationals, were held here during the summer months sponsored and promoted by the Agassiz Racing Association, and we're looking forward to new events featuring stock cars and horse racing in the not too distant future.

The track site consists of 80 acres on which are located the track and facilities. There is a large pit area and parking lot exclusively for race contestants and support people. They have their own entrance and exit to the grounds. The pit area is equipped with its own P-A system for providing information and race times to the racers. A special 'teardown' building is located in a convenient area for inspection of units by officials. A modern food concession is located near the pit area for convenience to all persons in that vicinity. Washrooms are also provided for their sole use. The pit and its parking facility is completely enclosed by a fence to prevent movement of spectators in that area.

The track proper is flat with a four foot wall on the outside, as well as a four foot fence above and back of the wall for spectator protection. The track surface is 70 feet wide, running a full 2,640 feet or one-half mile on the inside of the oval. Another public address

system is provided for giving spectator coverage of events from the control centre on the infield. Both telephone and two-way radio communications are provided for pit-to-track and control tower-to-flagmen, or any combination thereof, to assure the utmost in safety and smoothness of operation.

In addition, there are two ambulances and a medical staff on centre field to provide assistance, if needed. (An interesting point here is that since our system of racing and the development of the flat track some six years ago, we have had no call for the use of the medical equipment and personnel on hand.) Safety is uppermost in our minds for both the racer and spectator and this is evident in our planning and our past record.

Outside of the track proper are facilities for spectators, such as a parking area, food concessions, washrooms and seating. Accommodation for 10,000 cars is provided.

Traffic flow to and from the site is fast and is accomplished by five exits on three provincial routes. This provides fast movement to Winnipeg via Highways 44, 59, 15 and 12.

Provision is available for all media: T.V., Radio, Press and others, with T.V. towers — recently set in place, improved telephone service and Press Vehicles.

Future plans for the complex include: a concrete retaining wall surrounding the outside perimeter of the track for spectator protection and driver safety. It will be five feet high, six inches thick and re-enforced with steel; a chain link fence, four feet high, above the wall to prevent the accidental intrusion of spectators into the race area; a control tower, specially designed for the use of press and other officials, at the start-finish area. This tower will be sufficiently elevated to ensure a complete overview of the track and pit areas. It will be a permanent installation; completely landscaped and grassed infield area. This will then provide a track and field complex for competitive use and will also be suitable for cultural events or any other outdoor activity necessary to the region; 13,000 square feet of inside space — concrete block construction and heated serviced, etc. Included will be a kitchen area, dance floor or banquet room, recreation area and suitable rooms for briefing, administration and officials. It would be large enough to become a regional centre and should be much in demand for regional events, especially cultural ones. Closed-circuit T.V. will be available to monitor track events from inside making it a truly all-weather complex.

The final phase mentioned — completion of indoor facilities — is the most long range part of our plans for the future, but well within reach of this community. The Beausejour area, and surrounding municipalities, are drastically lacking in facilities of this nature.

It is our hope that we may shortly enter the planning stages for this project and go about the necessary routine of finding adequate financing to complete such a project. The board of directors of the C.P.T.C., Inc. realize that various kinds of financing will be necessary and are investigating the possibilities of raising funds through public subscription, individual corporate sponsorship, government assistance and the use of Corporation profits.

Our hope is that the aggressive pursuit of this project will result in a higher grade of facility for the 30,000 inhabitants of the district and an increased activity in sporting events.

NO 7 CANADIAN SNOWMOBILE

BOARD OF DIRECTORS



CHUCK REIS of Beausejour has served as President for two years. Chuck is a territorial manager for Polaris.



LARRY ZIESKE, Executive Vice President has been in charge of Gates for two years. Larry is manager of the Beausejour Consumers Co-Op.



BILL RELF, Vice President and Race Director, has served on the Board for a number of years. Bill is the owner of Relf's Plastering.



CLARENCE BAKER is Past President and in charge of Public Relations. Clarence is a well known racer. The Bakers' farm in the R.M. of Brokenhead.



WALLY ONESCHUK is Director in charge of Track and Track Development. He is the owner of Wally's Electric.



DR. ED OTKE is Director in charge of Special Events. He is also in charge of medical safety for both drivers and spectators.



HARRY TAYLOR is Director in charge of Advertising. Harry is well known to both drivers and race fans as a Radio Station C.K.R.C. announcer and the announcer for the No. 7 Canadian Snowmobile Championships.

MOBILE CHAMPIONSHIPS



RON NIKEDOM is Director in charge of Parking and Traffic Control. He is the owner of Ron's Electric in Beausejour.



IRVIN HONKE, Assistant to the President, has handled Cabarets for several years. He is the owner of Irvin's Contracting. Irvin lives in the R.M. of Brokenhead.



LARRY THOMPSON is serving his first term as Treasurer. Larry is the Manager of the Beausejour Branch, Bank of Montreal.



AL BODNARCHUK is Director in charge of Technical Co-ordination. Al is well known as a car racer. He is the owner of Tyndall Garage at Tyndall.



DON PRICE is serving his first term as Secretary. An accomplished draftsman, he is employed by Whiteshell Nuclear Research Establishment at Pinawa.



ERNIE HILLAND is Director in charge of Concessions. Ernie has served on the Board for several years. He is the manager of Macleods Store in Beausejour.



MIKE LUCKO is Director in charge of Accommodations and Transportation. He is the owner of Beausejour Chrysler Dodge and father of racer Connie Lucko.

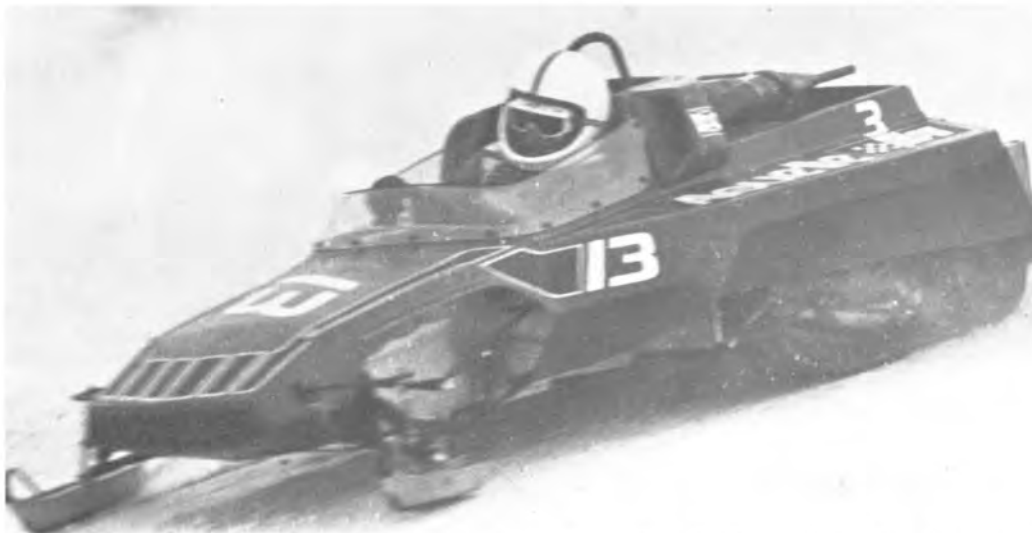


*The Bosak 'Super M 300' Power Toboggan
raced at Beausejourin 1962.*



STOCK snowmobiles are snowmobiles just as they are purchased from a distributor.

MODIFIED snowmobiles are machines which have the same tunnel and crank case as supplied by the manufacturer. All other parts may be changed. This kind of snowmobile has probably been torn down, had its engine ported to obtain higher speed, a different type of ski put on, its tracks changed and numerous other modifications.



Gilles Villeneuve raced at Beausejour SnoPro on Dec. 16th. in this super modified Aloutte Snowmobile.

Start every day with a good egg from CJOB.

What a way to start
the day!—With Red
Alix weekdays 6:00
a.m. to 8:30 a.m.
and now Don Slade
Saturday 6:00 a.m.
to 10:00 a.m. and
Sunday 7:00 a.m.
to 11:00 a.m.



Two
more ways
CJOB does more
with great early
morning listening every
day of the week!



CJOB does more.

Do you know how to pronounce Beausejour?

It starts with 'B' as in lukewarm beer,
ends with 'rrr' as in roar . . . and somewhere
in between, there's a helluva race



Canadian Power Toboggan Championship officials sample a special Beausejour treat, technically known as pyrohi, called perogy, & nicknamed "Ukrainian pizza."

From the first taste of "Ukrainian pizza" to the last bottle of lukewarm beer, Beausejour, Manitoba, is different.

Across North America, everywhere snowmobilers gather for a weekend of racing, having fun is one of the objectives. Not in Beausejour.

In the little town of 2,000 residents about 35 miles northeast of Winnipeg, having fun is a fanaticism, an obsession the weekend of the Canadian No 7 Snowmobile Championships. From Friday night until the first glint of dawn Monday, it's an all-out contest to see who can have the most fun. And let me tell you, if you missed it, folks, you missed a party.

As the tired looking lady at the lunch counter said, "It's the one time of year everyone gets rid of frustration."

Once upon a time, this was "Winter Farewell Weekend" in Beausejour. Now, however, the last weekend in February has more depth, more excitement, more color and more headaches than any other weekend in Manitoba. Winter is dismissed with unparalleled enthusiasm.

At the center of the wooly weekend is the Snowmobile Championships, and last year the award for having the best time of all went to handsome young Gilles Villeneuve. On the three-month-old track just outside town, Gilles raced 10 times and won nine, and his Alouette was second in the tenth race to Rupp's Gene Bloom.

People came to Beausejour from all over Manitoba and western Ontario and northern Minnesota for the races. They witnessed a great show at the track. And when the races were over, all the people went downtown to launch their own contest as the town turned into a wall-to-wall party.

It all started Friday night, when the three "cabarets" opened for the first time — three community halls, filled with music, dance and people. Pay \$1.50 and you can get into any of the three — provided there's room. Inside, pay \$2 for five drinks — your choice of rum, rye or room-temperature beer. ("After the first one, who cares how cold it is?" one observer observed.)

From that point on, you are committed to having fun. Dance, drink, talk, sing and laugh until you fall over, exhausted or otherwise.

Sometime after sunrise, pull yourself together and head for the track. This winter, there has been a choice of races. Besides the championships this weekend, on the December 15-16 weekend, Beausejour hosted one of the 12 USSA SnoPro events. It was the first time a USSA-sanctioned race has been run in Manitoba, and those who attended the SnoPro event soon sound out why Beausejour landed it. There is room to park thousands of cars, room for 20,000 people to stand atop high dirt banks surrounding the oval where you have an excellent view of the action. There is a spacious pit area for entrants, and a smooth, half-mile flat track where the "power toboggans" put on a brilliant show. The Canadian Power Toboggan Championships illustrated that last year.

This was a Manitoba Snowmobile Association race, and it was a bit different than most races under USSA sanction. USSA officials were here to offer a hand and observe, and both sides learned from each other. When it was over, everyone was happy with the way things went.

Especially Gilles Villeneuve. The little Canadian driver

and his racing machines were untouchable on the flat track.

"We couldn't stay with him (Villeneuve) on the corners," said Ski-Doo's Mike Trapp. "We just aren't used to this kind of track."

Gilles just smiled. He won prelims in Mod II, Mod III, Mod IV and Mod V on Saturday, and titles in all but Mod III on Sunday afternoon. In a poetic finish, he blew a belt as the checkered flag fell in the Canadian 800 (Mod V) finale.

There was one thing wrong with the race. The entry was small — too small. The total was about 280. That's why MSA permitted drivers to race in all classes last year, instead of the USSA's normal allowance of two classes per day. Despite the low entry, however, Canadian Power Toboggan Championships sponsors paid the drivers an estimated \$20,000 (the purse up here included a 30 percent share of gate receipts). And the gate was big — more than 20,000 for the two days.

Spectators really enjoy this one. The track was built for racing fans, and the races are run with the people in mind.

First of all, everyone can see the entire track. This year, officials plan to install bleacher seating to further improve crowd comfort. Secondly, there is an excellent public address system, loud and clear. And the P.A. announcers introduce drivers, explain disqualifications and breakdowns, give straightaway speeds (timed by sheriff's radar), and dozens of other items of interest.

The C.P.T.C. runs on an exact schedule. Starting times for each event, along with rosters of drivers, are issued to each fan when he enters the gate. And races run by the clock.

Other features include an off-track starting line out of a wooden stall setup like you'd find at a horse racing track. "The objective," said MSA past president Al

Shrupka, "is to avoid cutting up the track which happens when you start out on the course."

Except for the announcer's trailer, the infield is completely free of obstructions to viewing. And the track's outside border is a vertical wall of ice about four feet high, dyed red and blue. The flat track, plus the rough ice wall, keep drivers close to the inside on turns.

"We don't like banked corners," one MSA official said. "We want drivers to drive on the track, and that's what they are forced to do here."

Except for a wooden snow fence for crowd retention, Beausejour's track was extremely safe. The temporary wooden snow fence has been replaced this year with stout wire fencing.

Beausejour officials also spotted another minor flaw. "We need more concession stands," one said. They couldn't handle the day-long rushes for "Ukrainian pizza" or perogies — a deep fat fried pancake-like batter with potato, cottage cheese, cabbage or meat filling, eaten with sour cream. More concession stands will be ready by December.

When the races were over, the last "Ukrainian pizza" consumed, the crowd headed back downtown. Only a few found sleeping quarters here (another flaw), but it's an easy drive into Winnipeg for the rest.

The farewell for winter was swinging along again. The bands were playing in Memorial Hall, at St. Mary's and the Foresters. People in purple and yellow jackets were joking with those in red, white and blue. It was a rerun of the night before, and of the night to come, but this is a show every snowmobile racing addict should see. At least once.

Beausejour. It's quite a place. Once you learn how to pronounce it, you can't forget it. ❁



Alouette's Gilles Villeneuve, off to a second-place start, but on his way to another victory.

CANADIAN POWER TOBOGGAN CHAMPIONSHIP

Official Race Results February 25, 1973

MODIFIED EVENTS

Men's Canadian 295

1. Gaston Ferland, Valcourt, P.Q.
2. Dave Thompson, Thief River Falls
3. Jack Cook, Richmond Hill, Ont.
4. Dave Corbett, Winnipeg, Man.
5. Don Omdahl, Roseau, Minn.

Men's Canadian 340

1. Gilles Villeneuve, Montreal, P.Q.
2. Jack Cook, Richmond Hill, Ont.
3. Dave Thompson, Thief River Falls
4. Gaston Ferland, Valcourt, P.Q.
5. Larry Coltom, Thief River Falls

Men's Canadian 440

1. Gene Bloom, Mansfield, Ohio
2. Gilles Villeneuve, Montreal, P.Q.
3. Yvon Duhamel, Valcourt, P.Q.
4. Dave Thompson, Thief River Falls
5. Stan Hayes, Roseau, Minn.

Men's Canadian 650

1. Gilles Villeneuve, Montreal, P.Q.
2. Gene Bloom, Mansfield, Ohio
3. Dave Thompson, Thief River Falls
4. Stan Hayes, Roseau, Minn.
5. Dave Corbett, Winnipeg, Man.

Men's Canadian 800

1. Gilles Villeneuve, Montreal, P.Q.
2. Bob Eastman, Roseau, Minn.
3. John Binkley, Mansfield, Ohio
4. Larry Rugland, Roseau, Minn.
5. Alan Fanset, Winnipeg, Man.

Ladies Canadian WC 295

1. Darlene Caron, Headingly, Man.
2. Dorothy Mercer, Roseau, Minn.
3. Connie Lucko, Beausejour, Man.
4. Adrienne Fischer, Winnipeg, Man.
5. Pat Gibson, Winnipeg, Man.

Class 1 - 10 Laps

- Ski-Doo 4:50
- Arctic Cat 4:53
- Speedway 4:54
- Sno-Jet 5:10
- Polaris 5:105

Class 11 - 10 Laps

- Alouette 4:48
- Speedway 4:50
- Arctic Cat 4:536
- Ski-Doo 4:554
- Arctic Cat 5:015

Class 111 - 10 Laps

- Rupp 4:432
- Alouette 4:44
- Ski-Doo 4:52
- Arctic Cat 4:56
- Polaris 4:565

Class 1V - 10 Laps

- Alouette 4:405
- Rupp 4:425
- Arctic Cat 4:50
- Polaris 4:54
- Sno-Jet 4:59

Class V - 10 Laps

- Alouette 4:44
- Polaris 4:445
- Rupp 4:50
- Polaris 4:525
- Arctic Cat 4:57

7 Laps

- Sno-Jet 3:35
- Polaris 3:47
- Ski-Doo 3:49
- Polaris 4:09
- Yamaha 4:09½

STOCK EVENTS

Men's 250 cc.

1. Phil Smythe, Winnipeg, Man.
2. Rick Kemnitz, Cavalier, N.D.
3. Ed Skoreyko, Thompson, Man.
4. Hugh Ferguson, Winnipeg, Man.

Men's 251 - 295

1. Gerry Angell, Flin Flon, Man.
2. Phil Smyth, Winnipeg, Man.
3. Danny Roy, Langden, N.D.

Men's 296 - 345

1. Bob Neil, Regina, Sask.
2. James Frowen, Cranberry Portage, Man.
3. Dennis Evans, Regina, Sask.
4. Frank Tretjak, Thompson, Man.
5. Jack Gibson, Winnipeg, Man.

Men's 346 - 400

1. Bill Vennels, Winnipeg, Man.
2. Denis Vandoorne, Deloraine, Man.
3. Jeff Hausman, Church Farm, N.D.
4. Fred Dutardin, Deloraine, Man.

Ladies 295 WC

No Run

Ladies 345 WC

1. Connie Lucko, Beausejour, Man.
2. Ginny Catline, Regina, Sask.
3. Debbie Olender, Gypsumville, Man.

Junior J-11 (14-15) 295

1. Ray Ashton, Charleswood, Man.
2. Rick Smith, Winnipeg, Man.
3. Terry Medock, Selkirk, Man.

Junior J-111 (14 - 15) 345

1. John Enns, Niverville, Man.
2. Tom Klaysen, Winnipeg, Man.
3. Ray Henuset, Pipestone, Man.
4. Don Enns, Oak Bluff, Man.

Junior J - 1 (12 - 13) 250

No Run

Class A 7 Laps

- Arctic Cat 4:01¾
- Arctic Cat 4:02
- Arctic Cat 4:06½
- Arctic Cat 4:08

Class B 7 Laps

- Rupp 4:13
- Arctic Cat 4:16
- Arctic Cat 4:19

Class C 7 Laps

- Ski-Doo 3:55
- Ski-Doo 4:00
- Ski-Doo 4:02
- Arctic Cat 4:05
- Ski-Doo 4:07

Class D 7 Laps

- Ski-Doo 3:558
- Ski-Doo 3:56
- Ski-Doo 3:57
- Ski-Doo 4:10

Class B

Class C 7 Laps

- Ski-Doo 4:00
- Ski-Doo 4:10
- Ski-Doo 4:30

7 Laps

- Arctic Cat 4:21
- Arctic Cat 4:495
- Sno-Jet 5:05

7 Laps

- Ski-Doo 3:58
- Arctic Cat 3:58
- Ski-Doo 4:035
- Polaris 4:08

Past Winners of the Canadian Power Toboggan Championships

Men's 800 c.c.

- 1963 Larry O'Neil of Winnipeg, Manitoba
- 1964 Clayton McDonald of Dryden, Ontario
- 1965 Allen Heteen of Roseau, Minnesota
- 1966 Steve Ave of Hurley, Wisconsin
- 1967 Gerald Reese of Roseau, Minnesota
- 1968 Gerald Reese of Roseau, Minnesota
- 1969 Allan Fanset of Charleswood (Winnipeg),
Manitoba
- 1970 Larry Mauws of Portage la Prairie
- 1971 Stan Spencer of Lorette, Manitoba
- 1972 Yvon Duhamel of Ville Varnier, Quebec
- 1973 Gilles Villeneuve of Montreal, Quebec

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RACE FLAGS:

A number of different coloured flags, all measuring 30" x 30" in size, are used to control the races:

- Green Flag — Start
 - Red Flag — Stop, return to start position
 - Yellow Flag — Caution, hold your position
 - Black Flag — Report to the Race Director
 - White Flag — One lap to finish
 - Checkered — Finish and winner.
-



A
VERY
WARM
WELCOME
to **Beausejour's**

No 7 CANADIAN SNOWMOBILE CHAMPIONSHIPS

Eyfie & Ron & Staff at **Beausejour Drugs** Phone 268-1434 Beausejour



Ron Nickodem, Director of Traffic and Parking, works with Cpl. Bod Mawson of the Beausejour Detachment, R.C.M.P. to establish traffic patterns for the No 7 Canadian Snowmobile Championships.



Member of the Legislature for the area and Minister of Agriculture Sam Uskiw and his wife are strong supporters of Beausejour Snowmobile Racing.

The First Canadian Bank
Bank of Montreal

Got a goal?

Maybe we can assist.

A black and white advertisement for the Bank of Montreal. At the top center is the Bank of Montreal logo, a stylized 'M' inside a square. Below it, the text "The First Canadian Bank" and "Bank of Montreal" is written. In the center, there is a line drawing of hockey equipment, including a pair of skis, a pair of boots, and a hockey stick. To the left of the equipment, the text "Got a goal?" is written in a bold, sans-serif font. To the right, the text "Maybe we can assist." is written in a similar bold, sans-serif font. A long, thin line extends from the top left corner towards the hockey equipment.

Putting together a snowmobile race programme is just like racing; tough but lots of fun. We would have liked to include much more detailed information on the competitors but the programme must be ready for the press several weeks in advance. Your drivers and their machines are listed on the enclosed race sheets...up to the minute heat information.

I join the rest of the Board and our distinguished guests in wishing you a happy and exciting weekend at the No 7 Canadian Snowmobile Championships.



Jo Hillier
Publicity & P.R.



Race Director Bill Relf holds the North American record for efficiency and starting races exactly as scheduled. Here he takes the Official Starter to his position adjacent to the starting line.

Notes

Autographs



It has been our pleasure to bring you the
NUMBER 7 CANADIAN SNOWMOBILE CHAMPIONSHIPS

We thank you for your support and look
forward to seeing you again next year.