



FIRST CANADIAN

WSPRO

Beausejour
Manitoba, Canada

December 15 & 16
1973



Souvenir
Magazine

SMOKED MEAT & SAUSAGE PRODUCTS

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3 Tough Cats.

Tough Cats.

Both men and machines.

And the record proves it.

That's Team Arctic.

Eleven races last year—

21 first place finishes.

They're three

tough cats. And

three tough sleds.

the
one
and
only
Cat



LARRY COLTOM—No. 33.
29 years old. 10
wins and 4 second place
finishes last year.

CHARLIE LOFTON—
No. 11. 27 years old.
Joined Team Arctic in
1969. 10 first and second
place finishes last year.
Holds world's snowmobile
speed record, 126 mph.

DAVE THOMPSON—
No. 22. The team's old
man at 30. Eight first and
second place finishes
last year including first
in the Milwaukee 40-40
Pro-Am.



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 first Canadian Sno Pro Race.

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 tobogganing into one of Canada's foremost winter sports.

It is gratifying to note that this year's event will launch the first SnoPro race ever held in this country. The addition of top professional racers, handling experimental models of tomorrow's power toboggans, together with the matching of skills by non-professional enthusiasts, should make for a very exciting day.

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.

A handwritten signature in black ink, which appears to read "Ed Schreyer". The signature is written in a cursive, flowing style.

**Edward Schreyer,
Premier of Manitoba.**

Willing Hands

The organization of the SnoPro Racing Circuit has been a massive undertaking on the part of snowmobile organizations, manufacturers and racing promoters to give both racers and fans, the very best at the track.

To explain SnoPro racing to the Canadian fan, and to mark the occasion of the first SnoPro race at Beausejour, we have published this Souvenir Magazine.

Putting together a Souvenir Magazine on a 'first' for a sporting event is quite an undertaking. It would have been impossible without the same kind of international co-operation that brought about the SnoPro Circuit.

It is with deep gratitude that we recognize the contribution of Bill Vint, editor of SnowTrack Magazine, the official publication of the United States Snowmobiling Association.

With further gratitude, we recognize the work of Harry Taylor of Radio Station C.K.R.C. in Winnipeg.

The secret of the success of the Beausejour races is the number of willing hands. Hands that work hard in bitter cold yet still find time to stretch in fun and friendship. As the Beausejour races have grown in popularity and scope; so have the number of workers.

It seems fitting that the contributors now include Harry Taylor of Winnipeg and Bill Vint of Milwaukee, Wisconsin.

The Board of Directors for the Canadian Power Toboggan Championships at Beausejour has been working for months to bring you SnoPro Racing. Our greatest wish is that you enjoy it thoroughly and then return for the Canadian Championships in February.

Jo Hillier,
Editor

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Another Mercury Challenge:



Set the world's endurance record.

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engineering advancement is proven for toughness against hours of laboratory and environmental testing. That kind of total engineering keeps you miles ahead of the rest of the pack.

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Greetings Race Fans!

It gives me great joy and satisfaction to welcome one and all to the first Canadian SnoPro Race.

You will notice that we are in a growing process which will, when completed, include a multi-use recreational and cultural facility to serve residents of all Manitoba. Included will be track and field events in the 'centre field', motorcycle racing, stock car racing, agricultural exhibitions, social events, horse racing and many others.

I would like to emphasize that all this is being done by a combined effort and help from the Town of Beausejour, the R.M. of Brokenhead and senior governments. Most important, it is the people of this community and area who have supported this idea for thirteen years.

It is with a great feeling of pride that I wish to thank the hundreds of volunteers who are helping today and in the past.

It is with this same pride that the people of the province say, "The Greatest Show on Snow" is at Beausejour. And, they say it is put on by, "The friendliest people."

Join us for the best snowmobile racing on the continent. Beausejour is...a nice place to stop.

Best regards.

Chuck Reis,
President C.P.T.C.

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*

by Bill Vint

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 Power Toboggan 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 Canadian Power Toboggan 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,

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



Looking down the opening straightaway at Beausejour, you see a wide, flat track with an off-track starting line.

exhausted or otherwise.

Sometime after sunrise, pull yourself together and head for the track. This winter, you'll have a choice of races. Besides the February championships, on the December 15-16 weekend, Beausejour will host one of the 12 USSA SnoPro events. It'll be the first time a USSA-sanctioned race has been run in Manitoba, and those who attend the SnoPro event will soon find 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

Continued on
Page 24



MANITOBA SNOWMOBILE ASSOCIATION

P.O. BOX 366, WINNIPEG,

MANITOBA R3C 2H6

December 1973.

Welcome

Spectators, competitors and factory race teams to Beausejour, the home of the Canadian Power Toboggan Championships for the second in the great new series of Sno-Pro events. This event is sanctioned by the Manitoba Snowmobile Association, an affiliate of the United States Snowmobile Association.

The M.S.A. is endeavouring to join together Provincial Government, municipalities, snowmobile enthusiasts and non-snowmobilers in the interests of safety, good sportsmanship, clean competition and concern for our neighbour so that we can all enjoy the great outdoors. We need your support.

Best wishes for good spectating, good snowmobiling and safe racing.

A handwritten signature in cursive script that reads "Phil Symth".

Phil Symth, President,
Manitoba Snowmobile Association,
Box 366,
Winnipeg, Manitoba.



Welcome to Beausejour

Dear Friends

*Our citizens have been working for months in preparation for your arrival. This event is our excuse for a **WELCOME TO WINTER** celebration whereby we make the best possible use of our fresh, crisp, Manitoba weather.*

*The name Beausejour means - a **NICE PLACE TO STOP**. We sincerely hope you find this to be true. So much so that you will plan to join us again for fun and festivities during the third weekend in February when we celebrate **FAREWELL TO WINTER** and stage our Annual Canadian Power Toboggan Championships.*

We wish you a happy time today and a safe journey home.

Eyfi O. Walterson.
Mayor

FIRST OF THE SUPER SNOWMOBILES

by Bill Vint

JUST AFTER NOON on Sunday, December 9, the starting flag will drop at Ironwood, Michigan, and the first of the racing masterpieces will proclaim the birth of SnoPro. The first of the super snowmobiles . . .

It will be an anxious time. Every season for 10 years now, the first race has been anxious. It means a year's worth of time and labor and expense faces its most important test. There has never, however, been a year as anxious as this.

SnoPro isn't like other years. A new name and new image for factory snowmobile racing have spawned excitement, invention, consternation, doubt and enthusiasm — all fused into one confused package of unanswered questions. Not until the first machines bolt from the starting line, and one finishes first, will something be settled.

Behind SnoPro is 10 years of smoke-spewing, clanking, roaring snowmobile racing history. To reach the point of snowmobile racing today in such a short span is incredible. Look at the number of snowmobile manufacturers, past and present. Look at the tremendous upgrading of the products. A share of credit goes to the automotive, boating and motorcycle industries for the rapid development of snowmobiling in reaching today's quality and reliability.

Look at racing. Ten years ago, a handful of people stood beside a lake near Eagle River, Wis., and on a field near Winnipeg to watch a handful of 12-horsepower snowmobiles chug around makeshift race courses. This winter you'll find about 30,000 people standing atop custom-built dirt mounds to watch highly sophisticated racing machines hit speeds of 100 miles per hour on snow-based tracks as well-planned as any top automobile race course. It'll happen every weekend.

Just one year ago, factory snowmobile racing was still organized to compete with consumers. Companies raced the same machines they sold to independent drivers . . . and the factories, more times than not, won.

At Ironwood, the whole state of the sport comes under a new perspective. Racing will reach a new plateau of appeal, from rejuvenated spectator interest to revolutionary one-of-a-kind

machinery. USSA's new SnoPro concept is here.

"The reaction is excellent," Dr. James Perry, chairman of the Ironwood Olympus, said recently. "There seems to be a great deal of enthusiasm among the factories. Fan interest is growing all across the country. It's going to be exciting. We believe this will be the biggest race we've ever had . . . maybe close to 20,000 spectators and more individual entrants than ever."

SnoPro's first appearance will be Friday at Ironwood when factories will bring their machines into the pit area for a preliminary safety inspection by a team of USSA-SnoPro officials. Friday night, Ironwood Olympus people plan a public showing of SnoPro machines during their traditional downtown parade. A press party will follow at the Aurora Club for factories and newsmen.

Saturday will be the final inspection and preparation day for SnoPro factories. At approximately noon on Sunday,

December 9, the first class of SnoPro sleds will move onto the track to prove which, in fact, are the winners.

During these past eight months that first race has been the subject of considerable discussion, and several million dollars.

IS SNOPRO WORTHWHILE?

Who will win? Is SnoPro worth all the bother and expense? Will SnoPro survive more than one season?

First, no one knows who's going to win. Ski-Doo? Arctic Cat? Polaris? Three big companies, and three usually named when you ask about winners. But this year, for SnoPro, traditional predictions don't make as much sense. Every SnoPro factory feels it has built a winner. And there are a few independent drivers who also feel they can put together a machine to challenge the major companies.

Is SnoPro worth the trouble? No one can answer that part, either. Gary Mathers, Polaris' team manager, was one of several who noted that one of the major objectives of racing is research and development. "Some of the things you develop especially for racing are

SNO PRO CIRCUIT

West Yellowstone, Montana, March 10 ●

Rhineland, Wisconsin, January 13 ●

Eagle River, Wisconsin, February 24 ● Eagle River, Wisconsin, January 20
Milwaukee, Wisconsin, February 10 ●

Ironwood, Michigan, December 9 ●

Alpena, Michigan, January 26 ●

Peterborough, Ontario, January 6 ●

Syracuse, New York, February 17 ●

St. Lazare, Quebec, December 30 ●

Bangor, Maine, February 3 ●

Beausejour, Manitoba, December 16 ●

**It was time for a change,
and SnoPro was born
... and all the factories
set out to build a winner**

things you can't adapt immediately to your consumer machines," he said, "because they are too expensive. But the fact remains, if we decide to put these parts into consumer sleds, all the research is done and on paper."

Another viewpoint comes from Charles Rencurrel of Kalamazoo Engineering, a company which manufactures special parts, tracks and traction aids. Of Kalamazoo's SnoPro entry, he said, "It's already paid for itself. In terms of promotion and publicity, we have completely paid for our entry in SnoPro before we ever fire it up at Ironwood. In fact, we would never have to start it up."

Yamaha's Ted Otto commented, "Our position is this. SnoPro may or may not be the answer... We aren't saying it won't work, but we are skeptical."

Will SnoPro be around another year? Probably, but only this season will tell.

SnoPro won't be a flawless circuit. No one really expects that much in its first season.

SnoPro was intended to accomplish several things, and it appears it has achieved many of its original goals.

First, it was designed to set the factory machines and drivers into their own special class, removing them from competition with independent drivers. Almost without exception, that much is assured.

Secondly, SnoPro was proposed to showcase snowmobile racing — to set up a special, colorful, truly professional circuit. Ten factories will open the SnoPro circuit at Ironwood, and two others will join it later. The machines these factories have built are professional and glamorous. Their drivers are proven pros.

ESTABLISHES NEW GOALS

Thirdly, SnoPro was proposed as a new step in achievement. Any snowmobile racer who has the desire and ingenuity to succeed now has a new goal to pursue. For the independent, the challenge to defeat the factory teams at their own level is now heightened. But there are independent drivers who are willing to accept the challenge.

"I'd say we've probably had a dozen or so individuals wanting to get into SnoPro here," said Ironwood's Dr. Perry. "We've had a lot of inquiries for entry blanks."

A questionnaire *SnoTrack* recently sent to some of USSA's high-point drivers last season further substantiated the

interest. Bob Elsner of New London, Wis., and Stan Gerou of Munising, Mich., both indicated they plan to join the Ironwood SnoPro field. Eastern drivers James Fonger, Larry Buerman and Charlie McDonald noted they're planning to compete in SnoPro events at either Syracuse, Bangor or Montreal. Several Western drivers are eyeing the SnoPro finals at West Yellowstone in March, including Jimmy Kent.

And, surprisingly, two young ladies from New York — Jackie DeWitt and Barb Yearley — both noted they hope to try a SnoPro race.

There will be others, too. The USSA Central Division and Eastern Division offices have had numerous inquiries from individuals and small shop teams. It appears certain there are some home-built specials hidden in the background.

ENTHUSIASM GETS A BOOST

Fourth, USSA hoped SnoPro would rekindle enthusiasm among the so-called "amateur" ranks. This, too, appears to be happening. With factory dollars and technicians now preoccupied with SnoPro, independent, dealer and distributor entrants are coming back into racing stronger than ever.

Fifth, SnoPro would give USSA a uniquely interesting product with which to sell the sport of snowmobile racing in all sections of North America. This project also has interesting implications.

USSA is taking SnoPro into Canada, into the western United States, and into several major metropolitan market areas. It meant close working arrangements with other snowmobile racing associations, including the Western Snowmobile Association (West Yellowstone), Manitoba Snowmobile Association (Beausejour), Ontario Snowmobile Racing Federation (Peterborough) and Canadian Snowmobile Association (Montreal).

SnoPro, therefore, has helped melt some old barriers and, hopefully, will be a building block in a strong international working relationship for the good and growth of the sport.

The new circuit has working arrangements with 11 of the finest facilities and promoters in the sport. Last year, the 11 races attracted in excess of 300,000 live, paid spectators. This season, with the help of SnoPro, every promoting sponsor expects increased attendance.

For the sport's sake, SnoPro will invade major population centers. Races

will be held within easy driving distance of Winnipeg (Beausejour), Toronto (Peterborough), Montreal (St. Lazare), the entire lower peninsula of Michigan (Alpena), eastern New England (Bangor, Maine), the Chicago-Milwaukee area (Milwaukee), and the Rochester-Syracuse area (Syracuse). In addition, traditional sites such as Eagle River, Wis.; Rhinelander, Wis.; West Yellowstone, Mont.; and Ironwood have proven they will draw large crowds. At press time, it appeared the one remaining weekend of March 2-3 might also be filled with another western race.

In addition to a variety of racing locations, tests on the track will be varied as well. SnoPro drivers will first tackle the half-mile modified banked oval track at Ironwood, and then the wide, flat half-mile oval at Beausejour.

They'll run on ice at Alpena, on man-made snow in Milwaukee, on a sawdust-snow mixture at Eagle River.

SnoPro will run a special 25-mile event on the long, low-banked mile oval at Milwaukee, and in a special 650cc "Race of Champions" oval at Syracuse.

They'll be riding on newly-revised tracks built especially to accommodate this new breed at Peterborough, Beausejour, Montreal and Eagle River. Every sponsor has done something to make its race the biggest, best and safest ever.

IRONWOOD IS JUST A START

It all begins at Ironwood. From there? We're all waiting to see. There will be some losers, and they will head home to build something faster. There will be more winners than losers, however. A mass gathering of newspaper, radio, television and magazine personnel will be there to record the events of Ironwood and tell the story across North America. There will be excited fans reliving Sunday's first SnoPro race as they drive home, possibly planning then to attend another SnoPro race. There will be sponsors of other SnoPro races at Ironwood to watch the show, and take their observations home to make their own races even better.

And there will be three machines — one in the 340cc SnoPro class, one in 440 and one in 650 — to first experience what SnoPro really means... what it is really worth... first winners.

And, now, a look at SnoPro... the machines, the men, the places where they will race....

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.

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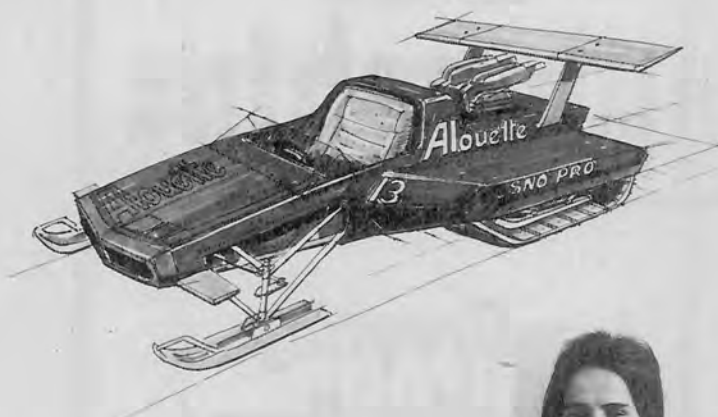
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Beausejour

SNOPRO: THE MEN AND THEIR MACHINES

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of custom-built racing
snowmobiles, and the
drivers who will
bear the factory colors*



Alouette

Team manager — Guy Cyr.
Mechanics — Claude Leger, Francois Larose.
Name of SnoPro machines — Alouette SnoPro.
Number of entries — one per class.
Sled colors — red and white with black trim.
Sled facts, figures — 120 inches long, 17 inches body height, 45 inches overall width, ski base not available, weighs from 360 to 400 pounds.
Engine — air-cooled.
Drive system — "clutch."
Carburetors — slide-type.
Track suspension — slide-rail.
Ski suspension — torsion bar.
Other radical changes — rear-engine mount with cockpit seating. Initial design also introduces airfoils to snowmobile racing. Twin-track driven with two seven-inch belts.

GILLES VILLENEUVE

Experience driving a Formula Ford racing car during the summer occupied a share of Gilles' time. Spent the rest helping design Alouette's radical new SnoPro racing snowmobile in the image of a sports car. After testing it, Gilles reported at the end of September, "It ran extremely well . . . beyond my own expectations." Gilles is 23, married and lives in Montreal. Will drive in all three SnoPro classes. Six years' snowmobile racing experience. Won titles last season at Antigo, Wis.; Milwaukee, Peterborough, St. Lazare and Beausejour. Will wear No. 13, which proves he has no superstitions.



Arctic Cat

Team Manager — Tom Marks.
Mechanics — Dennis Zulawski, Ted Westlund, Durmont Wahl.
Name of SnoPro machines — undetermined.
Number of entries — 3 in 340cc, 3 in 440cc, 3 in 650cc.
Sled colors — black with green and white trim.
Sled facts, figures — 100 inches long, 23 inches high, 40 inches overall width, tentative 34 inches ski base, weighs from 310 to 335 pounds.
Engine — two-cylinder Arctic liquid-cooled or air-cooled.
Drive system — variable-speed belt converter.
Carburetors — piston valve-slide float.
Track suspension — aluminum slide-rail with specially-designed torsion arms to control weight transfer.
Ski suspension — leaf spring.

DAVE THOMPSON

Off-season employee of Arctic, 30 years old and married. Five years' racing experience. Will drive in all three SnoPro classes. Blinded in one eye by an accident in the fall of 1972. Major victory last season was in Bosch 40/40 at Milwaukee.

CHARLIE LOFTON

Farmer and off-season Arctic employee, 27 and married. Six years' racing experience. Will drive in three classes. One of SnoPro's biggest drivers at six feet tall and 190 pounds. Began racing as an Arctic dealer in Roseau, Minn., challenging Polaris factory personnel in backyard drags. Has won major class titles at Eagle River, Peterborough, West Yellowstone, Beausejour, Boonville, Rhineland and at almost every other major race. Also drives Boss Cat II, Arctic's unlimited speed machine, and set WSA record of 128 miles per hour last spring. Owns and flies a Cessna 180.

LARRY COLTOM

Off-season Arctic employee, 29, married and has raced six years. Will compete in three SnoPro classes. One of snowmobile racing's most consistent winners. Victories at almost all major events over the past few years.

Canadian Power Toboggan Championships

Beausejour, Manitoba

Saturday & Sunday
February 16 & 17



Chaparral

Team manager — Bob Niemchick.
Mechanics — Lou Dabrowski, Butch Marriam.
Name of sleds — unnamed.
Number of entries — one 340cc, one 440cc, two 650cc.
Sled colors — burnt orange with maroon, red and black trim.
Sled facts, figures — 101 inches long, 30 inches high (including wind-shield), 41 inches overall width, 33 inches ski base, weighs from 270 to 310 pounds.
Engines — liquid-cooled Chaparral racing models; 340 and 440 are two-cylinder; 650 is three-cylinder.
Drive system — variable-speed torque converter; rubber involute drive track.
Carburetors — Mikuni slides.
Track suspension — slide-rail.
Ski suspension — aluminum leaf spring with externally-mounted shocks.
Other notes — mid-chassis mount; chassis bulkhead moved back and shortened, engine drops to bottom of sled, very short track.

LARRY OMANS (center)

An off-season construction worker from Erieville, New York, Larry is a seven-year veteran of snowmobile racing. Single. Victories include titles at Syracuse, Cobleskill and Boonville, N.Y. Qualified for 1972 Eagle River World's Championship. One of SnoPro's youngest drivers at 21. Will compete in 440 and 650cc classes.

GARY NICKERSON (right)

After two years as Chaparral's team manager, Gary returns to active driving this season. He is 28, married, a native of Syracuse, N.Y. Started snowmobile racing in 1967 after experience on super-modified auto circuit. Raced moto-cross cycles during past summer. He'll drive Chaparral's 340 and 650cc SnoPro machines.



Kalamazoo

Team manager — Chuck Rencurrel.
Mechanics — Tom Earhart, Chuck Rencurrel, Richard Frenthway.
Name of sleds — Kalamazoo Kyotee

Team co-sponsors — MTD Columbia, Wiseco Piston Co., NGK Spark Plugs, Klotz Oil.
Number of entries — one per class.
Sled colors — candy apple red, gold, black.
Sled facts, figures — 99 inches long, 24 inches high, 44½ inches overall width, 40 inches ski base, weights vary from 275 to 305 pounds.
Engines — Earhart-tuned Kohler free-air.
Drive system — Comet HD.
Carburetors — Mikuni or fuel injection.
Track suspension — Kalamazoo Sprintframe slide system with Kalamazoo Skidbars and Sprintrack.
Ski suspension — aluminum Kalamazoo Sprintskis, dual leaf spring and shocks.

SAM SESSIONS

Full-time professional driver, Sam will be one of SnoPro's oldest at 37. Married. Will race in all three classes. Has raced boats, motorcycles, cars of all types for 23 years. Five years' snowmobile racing experience. Won MISA Mod IV point title in 1972, placed second in Mod V and in overall MISA points. Didn't race last winter after winning USAC 1972 National Sprint Car Championship. Won Don Branson Trophy as USAC's "most improved driver" in 1972.



Kohler

Team manager — Marcel LaFrance.
Mechanics — Mike Allinson, Glen Orton, Les Crow, Dennis Leonard, Jim Stroud.
Name of sleds — Kohler.
Number of entries — 3 in 340cc, 3 in 440cc, 3 in 650cc.
Sled colors — white and maroon with black trim.
Sled facts, figures — 102½ inches long, 27½ inches high, 44 inches overall width, 40 inches ski base, weighs from 278 to 309 pounds.
Engines — Kohler air-cooled.
Drive system — Comet.
Carburetors — Mikuni.
Track suspension — slide-rail.
Ski suspension — Cobra.

JACK COOK

Off-season construction superintendent, 38, married and lives in Richmond Hills, Ontario. Has raced snowmobiles six years in Canada. Won approximately 45 individual titles since 1968, including 15 events during 1972-73. Ninth in OSRF overall Mod points last season. Will race in all three SnoPro classes. Not really superstitious, but Jack "has an aversion to people eating potato chips and peanuts over his vehicle."

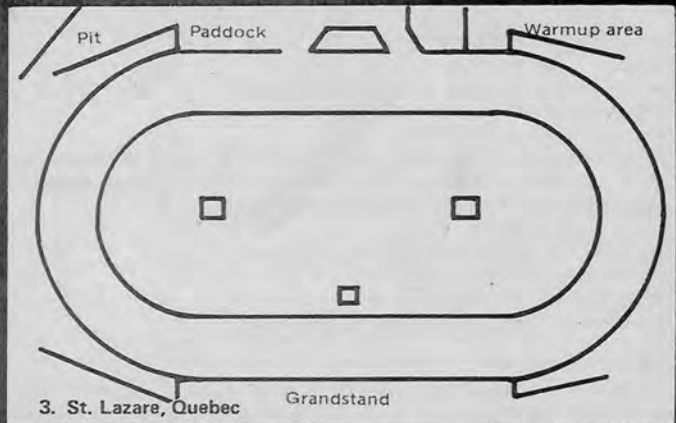
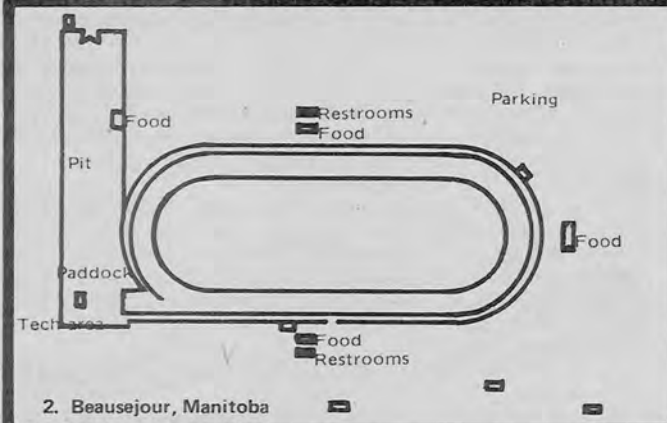
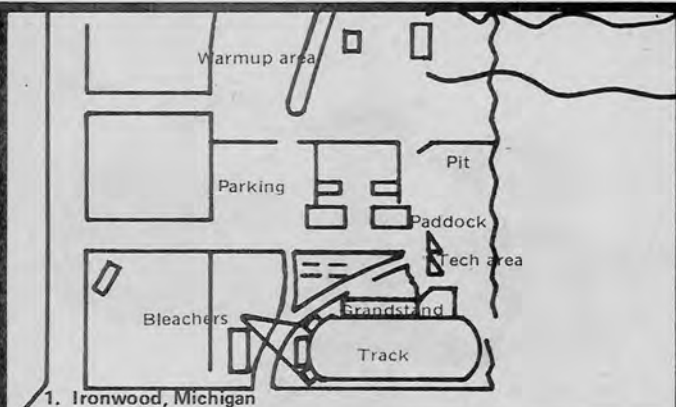
GARY MAHOOD

Peterborough, Ontario, resident and off-season Parcel Delivery Service employee, Gary is 31, single and a five-year racing veteran. Will race in all three SnoPro classes. Eighth in OSRF overall Mod points last season.

GEORGE LEE

Commonly known as Bud, he's one of SnoPro's participating executive officers — a vice president of Kolar of Canada. He is 39, married, a six-year racing veteran. Will enter three classes. Named 1971-72 Sportsman of the Year by OSRF; won 1972-73 Overall Ontario Championship. Lives in Barrie, Ontario.

Here are some of North America's finest racing facilities, and reasons behind their reputations



THE SNOPRO TRACKS

1. The Ironwood Olympus Friday-Sunday, December 7-9

Organized in 1967 by Dr. James Perry of Gogebic Community College in Ironwood, Michigan, the International Snowmobile Olympus had, as its original goal, the eventual approval of snowmobile competition as an International Olympic sport.

Regarded as one of the best-controlled racing events in the country, it has become the traditional Midwest launching race for factory teams. This year, on Sunday, December 9, Ironwood hosts the first SnoPro race ever.

The Olympus is held on the Gogebic County-owned fairgrounds property. Racing is on a half-mile oval track with modified banks on both ends. It will have a packed snow base for SnoPro.

An estimated 300 unpaid volunteers operate the Olympus. They offer parking for 3,000 or more cars and up to 100 campers. There is grandstand seating for 3,000 and standing room around the track for 10,000 or more spectators. There are plenty of concession and sanitary facilities on the grounds, and well-policed pit and paddock areas for contestants.

Ironwood also offers a 7½-mile cross-country course which includes a computerized timing system. Olympus entrants this

year will be able to enter either the cross-country or oval events, or both.

2. Welcome Winter Saturday-Sunday, December 15-16

Members of the Beausejour Lions Club were planning their annual celebration to revive the lagging spirits during February of 1962, when one member suggested a race between a "power toboggan" invented locally by Mike Bosak against some of those new-fangled machines known as the "snowmobile."

Thus the Canadian Power Toboggan Championships were born nearly 12 years ago, and the first official CPTC was held in 1963 with 15 drivers in three events, racing around a circular track lined with hay bales. CPTC Inc. has since learned a great deal about racing and will put on one of SnoPro's finest shows on December 16.

CPTC has purchased an 80-acre plot on the outskirts of tiny Beausejour, Manitoba, and is developing one of the sport's finest facilities. For drivers, there is a flat half-mile oval track with a packed snow base. Outside boundaries are four-foot-high vertical walls of ice, dyed red and blue. There is an off-track starting gate, excellent pit and paddock areas with food and restroom facilities. For spectators, there is parking for 10,000 cars and campers.

Continued on
page 34



Mercury

Team manager — Jim Kubasta.

Mechanics — not available.

Name of SnoPro machines — SnoPro Sno-Twister.

Number of entries — one per class (tentative).

Sled colors — red, white, black.

Sled facts, figures — 44 inches overall width, 39 inches ski base, no other information available. (The sled will be very similar in appearance to Mercury's Sno-Twister, pictured here.)

Engines — not available.

Drive system — variable-speed torque converter.

Carburetors — slide-valve type.

Track suspension — slide-rail.

Ski suspension — standard leaf spring and shocks.

NO DRIVER NAMED

Mercury had not named its driver or drivers as of press time, and it was indicated by Lyle Forsgren, Mercury's development engineer in charge of the SnoPro project, that the machines would not be ready for the Ironwood opener. "We are going to be running, probably in all three classes, at least part of the season," he said. "We'll be out to see just what the competition is and to do some testing. With whom? The best driver we can find at the time we're ready to race."



Polaris

Team manager — Gary Mathers.

Mechanics — Darrel Courtright, Willie Wilebski, Wes Pesek, Arlyn Saagge, Dalton Lisell, Dick Bahr, Erwin Nelson, Lawrence Klema.

Name of sleds — TX Starfire.

Number of entries — 3-5 in 340cc, 3-5 in 440cc, 3-5 in 650cc.

Sled colors — Midnight blue and white.

Sled facts, figures — Due to numerous alterations, no information or photographs of Polaris' SnoPro machines were available at press time.

Engines — Polaris Starflame.

Drive system — Polaris torque-balanced.

Carburetors — Mikuni and Keihin.

Track suspension — Polaris slide-rail.

Ski suspension — monoleaf spring.

LARRY RUGLAND (top left)

"Reverend" Rugland, 26, is an employee of Polaris' Race Department. Married. Professional racer for five years. An original member of Polaris' Thrill Team. Will compete in SnoPro 440 and 650 classes. Won 295 class at Peterborough last winter, and was fourth in Eagle River

World's Championship. Won Mod IV in Ironwood World Series in 1972, runnerup in 1971 Winnipeg-St. Paul 500.

JIM BERNAT (top center)

"Smilin' Jim" is 30, married and an off-season Polaris employee. Will compete in 440 and 650. Sidelined most of last season with internal injuries suffered at Peterborough, which he considers his "bad luck" track. Won six major events in 1971-72, including titles at Rhinelander, Ironwood, Peterborough and the Ironwood World Series. Holds Mod V world speed record of 109.1 mph. Has raced for Polaris for seven years. One of SnoPro's biggest drivers at six feet and 180 pounds.

BOB EASTMAN (top right)

One of the sport's top drivers, an off-season trucker, 32 years old and married. Bob stands six feet and weighs 150. USSA Driver of the Year in 1970, and one of the first inducted into the Snowmobile Hall of Fame. Joined Polaris and began driving in 1960 at age 18. Chairman of SnoPro Drivers' Committee. Has won almost every major title in the sport, including 1973 Eagle River World's Championship. Four-time Hodag 50 cross-country champ at Rhinelander. Earned No. 1 bib in USSA Central Division for 1972-73 by winning Mod V point title.

LEROY LINDBLAD (lower left)

Nicknamed "Shaft," Leroy is Polaris' oldest driver at 33. Single. Has raced eight years, specializing in cross-country and enduro events. Only two-time winner of Winnipeg-St. Paul marathon. Design engineer at Polaris. Considered exceptional engine specialist and designer. Will not race in SnoPro but will compete as a member of Polaris' team.

STAN HAYES (lower center)

A teacher during off-season, Stan is 23 and single. Began racing snowmobiles in 1964, joined Polaris team two years ago. Will compete in 340 and 650 classes. Great season in 1972-73 with victories at Ironwood, Peterborough, Rhinelander, Antigo, Milwaukee. Won Winnipeg-St. Paul last winter. Quiet and unassuming off the track, but one of the most consistent drivers in the sport.

DON OMDAHL (lower right)

"Bimbo," 21 and single, returned to Polaris team last fall after two years' military duty. Works off-season at Polaris. Seven year's racing experience. Will compete in 340 and 440 classes. During 1970-71 season, Bimbo won events at Ironwood, Rhinelander, Syracuse, Boonville and Lancaster.



Roll-O-Flex

Team manager — Gene Glaze.

Mechanics — Barry Thuen.

Name of sleds — Glazer Wild One.

Number of entries — 1 or 2 in 340cc, 1 or 2 in 440cc.

Sled colors — white with burgundy and orange trim.

Sled facts, figures — length not available, 32 inches high, 42½ inches overall width, 34 inches ski base, weights are 265 and 285 pounds.

Machine will closely resemble Roll-O-Flex's "Wild One," shown here.

Engines — Kohler free-air.

Drive system — Comet.

Carburetors — Mikuni dual slider.

Track suspension — slider with cleated track.

Ski suspension — leaf spring.

GENE GLAZE

Another exec, Gene is vice president in charge of research and development for Roll-O-Flex. He's 35, married, a veteran of six years' racing. Will compete in 340 and 440. Won 292 stock classes at Minot, N.D., and third in Mosport 440 stock in 1972; won MOSRA 340 stock in 1973. Active in go-kart racing (140-mph type), with several national titles in Canada and U.S. to his credit. Also races Porsche in Canadian sports car events.

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Beausejour



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Rupp

Team manager — Clarence Harms.
 Mechanics — Tedd Pierce.
 Name of sleds — Third Dimension.
 Number of entries — one per class.
 Sled colors — red and black.
 Sled facts, figures — 91 inches long, 35 inches high, 45 inches overall width, 40 inches ski base, weighs from 250 to 260.
 Engines — Rupp free-air.
 Drive system — variable-belt plus multiple chain.
 Carburetors — Mikuni.
 Track suspension — Rupp Rails.
 Ski suspension — spring and shock absorber.
 Other notes — Rupp special Blazor-back chassis construction.

GENE BLOOM

Full-time snowmobile technician at Rupp, Gene is 27 and married. Veteran of seven years' racing, including major victories in Ironwood World Series and Olympus, at Boonville, Marienville, Peterborough and Beausejour. Will drive in all three SnoPro classes. Enters this season recovering from broken right hand suffered in an accident racing three-wheelers this summer. Gets plenty of "family" racing support. Tedd Pierce, Gene's mechanic is also his brother-in-law and registered as a SnoPro driver. The two have done virtually all the design, development and construction work on Rupp's "Third Dimension" racing machine.



Yamaha

Team manager — Gordy Muetz.
 Mechanics — Tony Hisatomi, Yoshi Atsumi.
 Name of SnoPro machines — Yamaha SRX.
 Sled colors — red, white, black.
 Sled facts, figures — none available.
 Engine — Yamaha.
 No other information available at press time.

LYNN TRAPP

Cousin of Ski-Doo SnoPro driver Mike Trapp, Lynn is 22, single and lives in Woodruff, Wisconsin, where he works off-season in the family-owned pre-mix concrete business. Has raced eight years with brother Wayne. Will race in 440 class for Yamaha, and possibly other classes. Major victories last season were at West Yellowstone, Ironwood, Jamestown, N.Y.

ED SCHUBITZKE

The other half of SnoPro's youngest factory team, Ed is also 22, married and lives in Duluth, Minnesota, where he helps his father operate a sand and gravel company during the off-season. Ed was USSA's 1972 Driver of the Year after winning 14 titles that season. Joined Yamaha last season. Has eight years' racing experience. Last season won Wisconsin Triple Crown as high-point driver in Eagle River, Rhinelander and Antigo events. Raced in Eagle River World's Championship, and qualified in two classes for World Series last season. Will also drive in SnoPro 440, and possibly other classes if Yamaha enters others.

Suzuki

Production of Suzuki's SnoPro machines has been delayed, according to word at press time, and it appeared then that Suzuki would miss the Ironwood debut. Suzuki's plans, according to a spokesman, are to pick up the SnoPro circuit at either Beausejour or St. Lazare. Suzuki will compete with two drivers in the 440cc class. The factory will build four machines — two to race and two as backup sleds. No information about the machines was available.

Winter⁹⁹ in Canada

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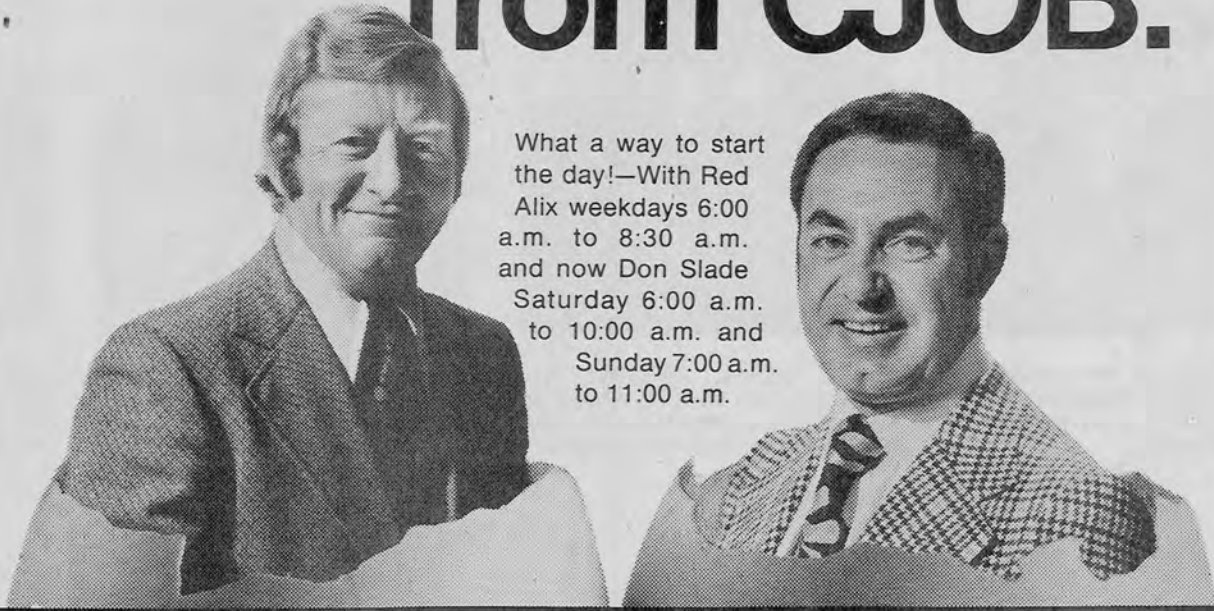
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C.P.T.C.

C.P.T.C. Board of Directors



CHUCK REIS of Beausejour has served as CPTC 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, CPTC Vice President and Race Director, has served on the Board for a number of years. Bill is the owner of Relf's Plastering.



RON NIKEDOM in charge of Parl Control. He is th Electric in Beaus



CLARENCE BAKER is Past President of the C.P.T.C. 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.



JO HILLIER is D and Public Rela and publisher weekly newspa eastern Manitob

HARRY TAYLOR (photo unavailable at press time) Harry is well known to drivers and race fans alike the Beausejour races.

1973 - 1974 Racing Season



is Director in king and Traffic e owner of Ron's ejour.

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 C.P.T.C. Treasurer. Larry is the Manager of the Beau-sejour 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.



Director of Publicity tions. She is editor of The Beaver, a per serving north-a.

DON PRICE is serving his first term as C.P.T.C. 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.

(due to a blizzard) is Director in charge of Advertising. as a RADIO C.K.R.C. announcer and announcer for

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 is capitalizing on its reputation this year, and instead of merely giving winter a fond farewell, it has appropriately dubbed its SnoPro weekend, "Welcome to Winter." It will be the first Canadian appearance of the colorful factory racing teams, and a preview of its farewell celebration.

If you can't make it for the SnoPro event, try to get there for the February Canadian Championships. Someday Beausejour may be the host of the USSA World Series of Snowmobiling. Beausejour bid for it this year, and didn't miss by much.

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

Another winner at Beausejour takes the checkered flag. Note the vertical ice walls, and the abundance of fans.



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



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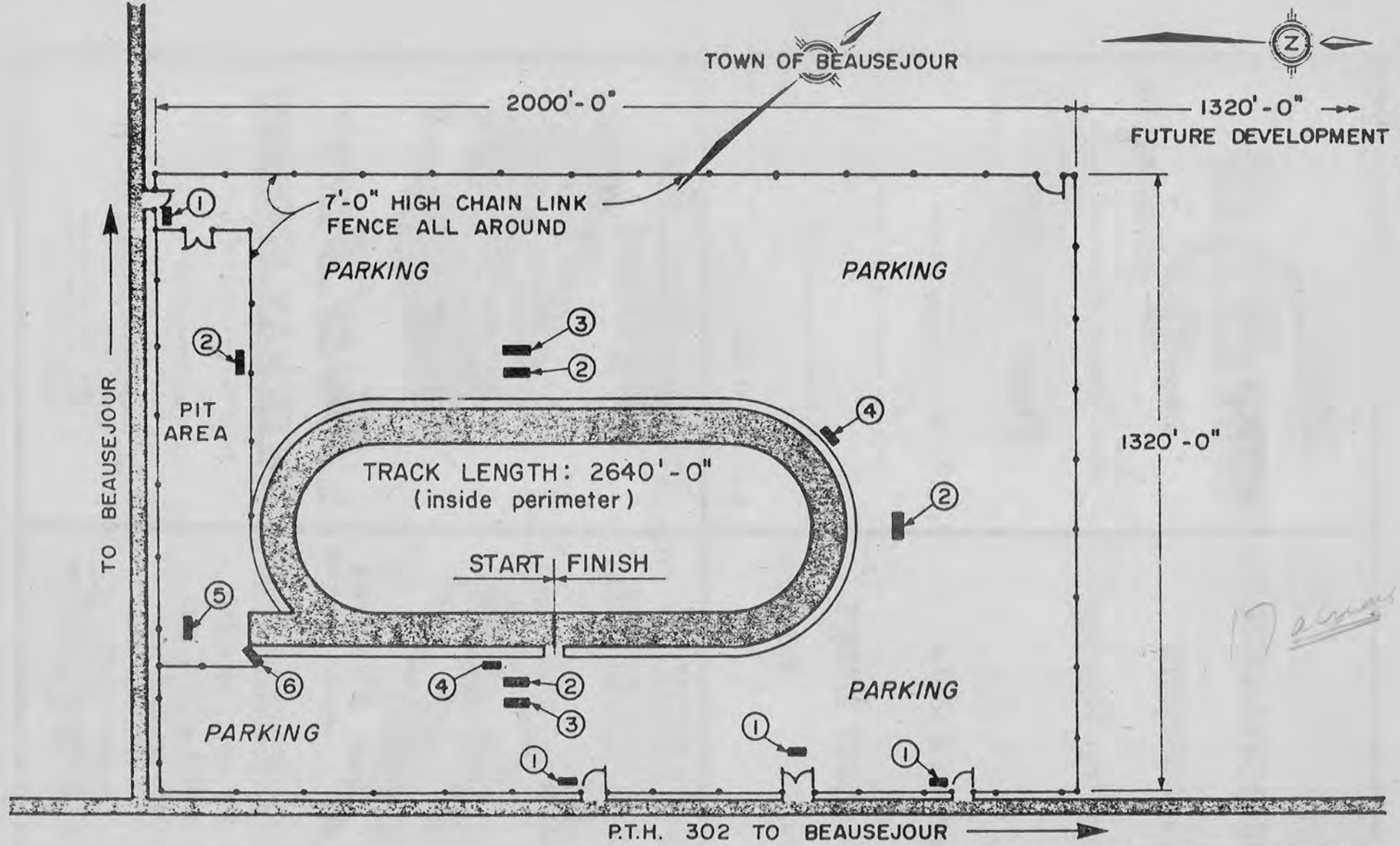
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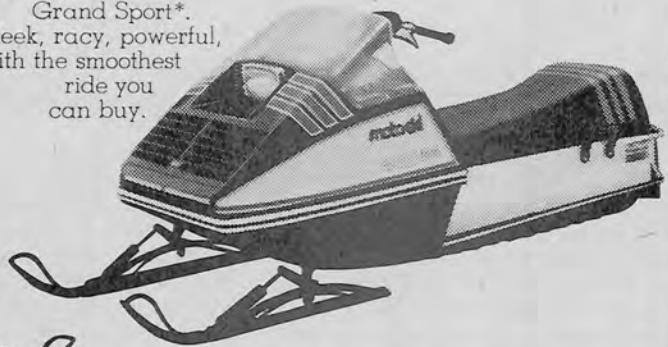
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Future Development at the Beausejour Race Track

The evolution of the snowmobile has been an interesting one. One in which the Town of Beausejour has played a prominent role. It was here that Mike Bozak, in 1947, created the 'power toboggan'; the machine we all know today as the 'snowmobile'. This original machine was designed for the trap lines but as its versatility was recognized and as the industry began to develop, racing began... in Beausejour in 1962.

From the very beginning, Beausejour has played a prominent part in this winter recreational and sporting activity. In its infancy, Beausejour was running competitive events with immediate success. And, from the beginning there has been international flavor to the events which has deepened and improved with the passing years. This sport, which began as a diversion and included novelties, has now matured to a keenly competitive, international, professional event.

Along with the creation of the machine and the beginning of the race, there was a movement afoot to create a permanent home for the sport. This plan has now come into flower with the creation of an 80 acre site at the southeastern edge of the town. This complex, in its present state, is comprised of 80 acres of land, 60 of which is fenced, is complete with a half-mile oval, flat professional track with a protective bank along the sides, wash-room facilities and concession booths.

The complex has been created with local labor, much of it volunteer and with many hours of individual effort, to bring it to its present state... despite the fact that it has been in existence for less than a year. After using temporary tracks and makeshift facilities for many years, there was no hesitation on the part of the people when the opportunity arose to get a home.

The event itself has complete community involvement. There are also many people engaged in the various activities around the town which enhance the total programme providing concessions, beer gardens, transportation and information booths. Approximately 400 volunteers involve themselves completely in this event. These people are experienced both in the operation of the complimentary activi-

ties and the complicated and complex operation of running the races.

PHASE I

The initial phase of this complex was begun in 1972 and included the purchase of the eighty acre site now in use. The track area was graded and the retaining wall of earth was completed and a temporary fence erected for the protection of spectators. Concession booths were also erected, washroom facilities completed and a segregated area for pit use, completely separated from the general public, was designated. A chain link fence, completely surrounding the major track facility was completed. Parking for 10,000 cars was provided within the fenced area. The complex was wired for electrical power. Permanent electrical outlets are now available within the complex.

THIS PHASE IS NOW COMPLETE

PHASE II

Phase II is the improvement of present facilities as described below and includes the following items:

- ..an administration building of approximately 800 square feet will be completed for the use of officials and technical people.

- ..additional concession booths similar to the existing booths will be completed.

- ..additional washrooms will be added to accommodate the larger crowds as well.

- ..TV towers for the use of network camera crews will be erected in strategic areas, properly equipped for quick use.

- ..permanent telephone installations will be installed to provide simplified connections for track and public phones where necessary.

- ..the track area will be treated with a petroleum base to help maintain the quality of surface.

PHASE II WILL BE COMPLETED PRIOR TO THE RACING SEASON 1973-74

PHASE III

The third phase of this development provides for the installation of several

new features for the track and supporting facilities, and is made up of the following items:

- ..a concrete retaining wall will be constructed surrounding the outside perimeter of the track for spectator protection and driver safety as well. It will be five feet high, six inches thick and re-enforced with steel.

- ..a chain link fence, four feet high, will be erected 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, will be constructed 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.

- ..the infield area will be completely landscaped and grassed. 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.

THIS PHASE WILL BE COMPLETED IN 1975

PHASE IV

The final phase of this plan is the completion of indoor facilities to complement the ambitious outdoor complex now in existence. It is the most long range part of the plan, but well within reach of this community. It will include the following:

- ..30,000 square feet of inside space, concrete block construction and heated, serviced etc. It will also include kitchen area, dance floor or banquet room, recreation area, and suitable rooms for briefing, administration and officials. It will be large enough to become the regional centre, and should be much in demand for regional events, especially cultural ones.

- ..included with this building plan will be the availability of sewer and water for outdoor washrooms.

- ..closed circuit TV will be available to monitor track events from inside the complex, making it a truly all-weather complex.

Continued on page 32



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The Beausejour area and the surrounding municipalities, at this time, are drastically lacking in facilities of this nature. The region north of Hwy. 1 centres on the Town of Beausejour. The population in this district, approximately 30,000 people, would find such a facility of immense value.

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. Our hope is that a building in the area of 13,000 square feet would be required. Estimate of cost at this time would be approximately \$400,000. We realize that various kinds of financing will be necessary and we are investigating the possibilities of raising funds through public subscription, individual corporate sponsorship, government assistance and the use of Coporation profits.

It is our belief that this facility will provide the entire northern section of eastern Manitoba with a facility desperately needed. Thirty thousand inhabitants of this district are, at this time, completely unequipped with any such facility. Our hope is that the aggressive pursuit of this project will result in a higher grade of facility for the district and an increased activity in sporting events of this nature.



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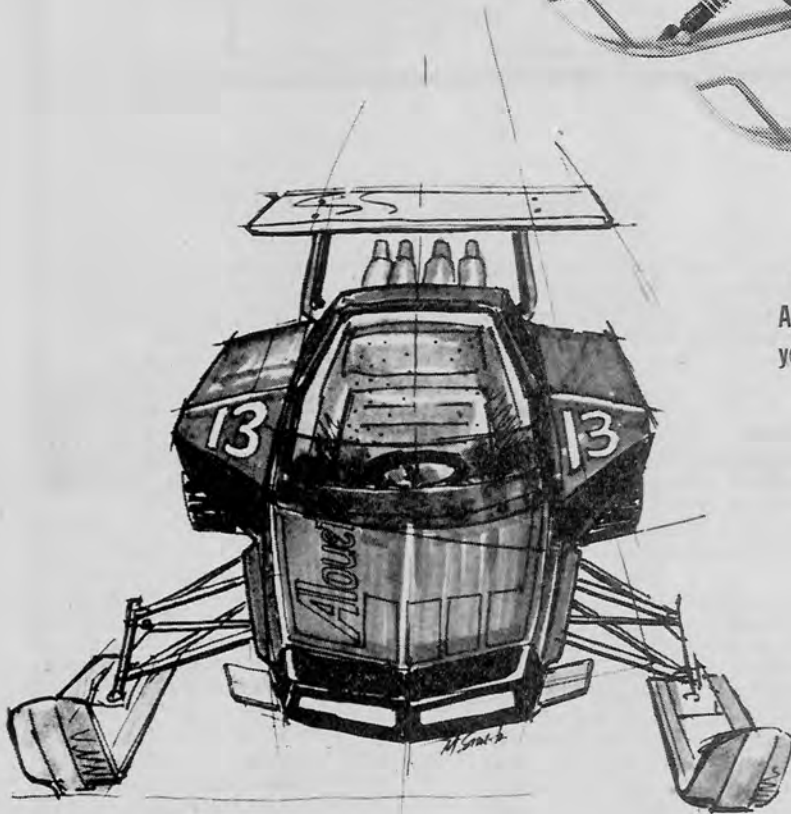
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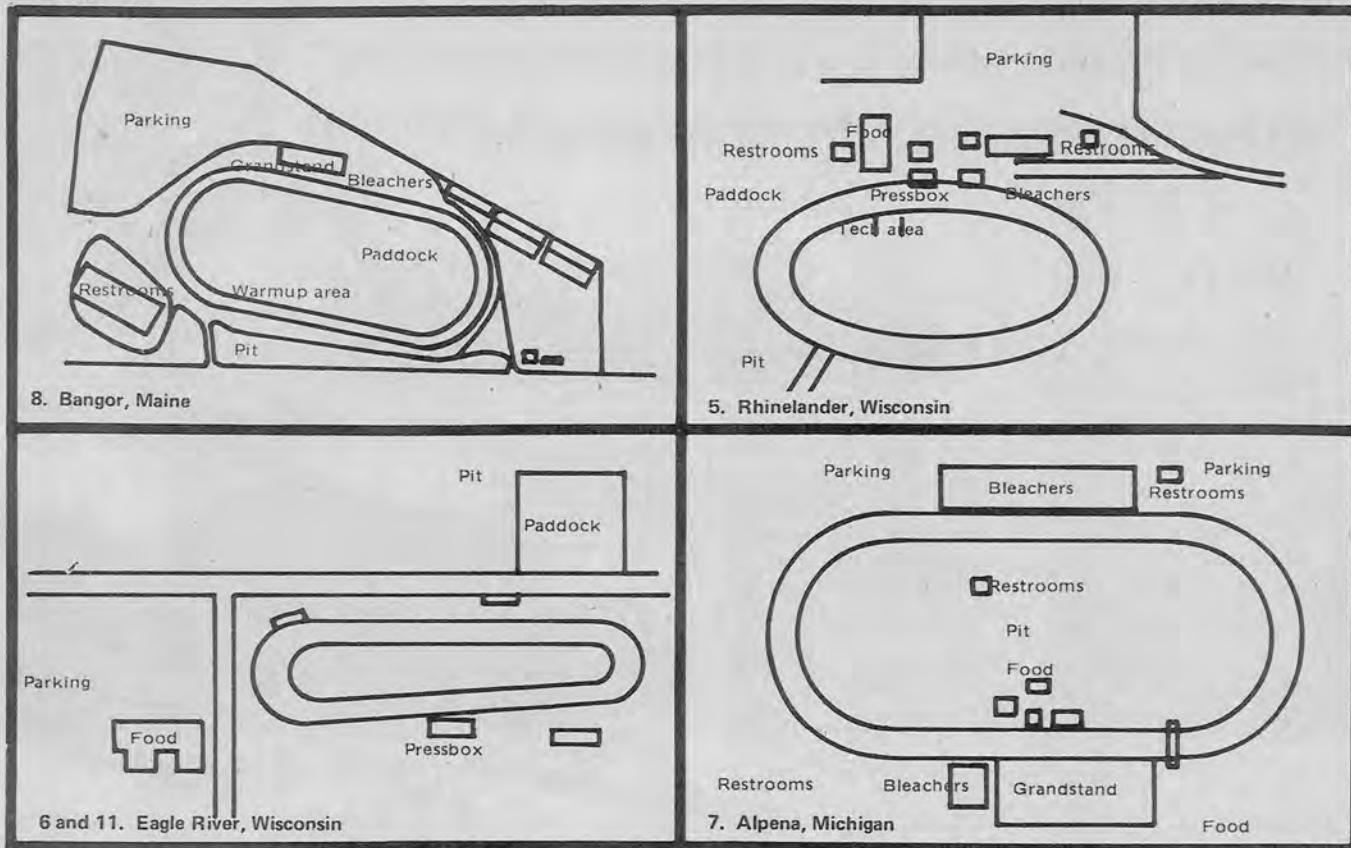
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continued on
page 43

Grandstand seating is being installed for 2,000, and there is standing room atop high dirt banks for another 25,000.

A new public address system is being installed which will reach all parts of the grounds. TV camera towers are on the corners. See the story on pages 38 and 39 for more details.

Playing off its February "Farewell to Winter" race, the CPTC sponsors are naming their new SnoPro event "Welcome to Winter." Rothman's cigarettes and O'Keefe's Brewery actively support both events.

3. The Quebec Cup Saturday-Sunday, December 29-30

SnoPro joins one of eastern Canada's most prestigious events on a new custom-built snowmobile facility southwest of Montreal.

The new Vaudreuil-Soulanges track at St. Lazare is a flat half-mile oval with 60-foot-wide straightaways expanding on the curves to 70 feet. Fans will view the full race from terraced dirt banks above the tracks.

A large pit area leads into a track-side paddock, and a separate exit gate leads into a winner's paddock area. Control towers are set inside the oval, and a special spectator section will be marked off along the start-finish line area. There is room for 30,000 spectators, and parking for 3,000 cars. An adequate number of concession and sanitary facilities on the grounds will further add to the comfort of drivers and fans.

The Quebec Cup is one of Quebec's biggest and most popular races, drawing throngs of people from Montreal and its suburbs. It is

also expected that a large number of northern New York residents will make the easy drive north to see the first SnoPro event scheduled for the eastern section of North America.

5. The Hodag 50 Friday-Sunday, January 11-13

One of the sport's earliest and most prestigious long-distance snowmobile events, the Hodag 50, was born in Rhinelander, Wisconsin, as a 50-mile cross-country challenge for all comers.

Today, the Hodag 50 places more emphasis on spectator appeal and has a full program of races around its six-tenths-mile oval course. This year, however, the Hodag cross-country is being reinstated after a two-year absence to satisfy the appetite of those drivers who love the long-distance challenge. The Hodag 50, roughly 60 miles long, will be held on Friday.

Owned and operated by the Hodag 50 Corporation, this popular event enlists a great deal of community support and assistance. The track is very wide, semi-banked, and the facility offers parking for 6,000 cars, bleacher seating for 500 and standing room for more than 30,000 fans. The track, itself, is being improved for the high-performance SnoPro class. A low spot is being filled in, and banks on the third and fourth turns are being repaired.

SnoPro makes its fifth appearance of the season here, and its first after a four-week, three-stop tour through Canada.

SnoPro racing is tentatively scheduled to begin at 1 p.m. on Sunday.

6. World's Championship Snowmobile Derby Friday-Sunday, January 18-20

11. USSA World Series of Snowmobiling Friday-Sunday, February 22-24

Eagle River, Wisconsin's, reputation for conducting one of the finest events in the sport began the day it claimed its title. No one had offered a "world's championship" until Eagle River did it, and the sponsoring Eagle River Lions Club has worked overtime ever since to prove it warrants the claim.

Entering its eleventh year, Eagle River offers a completely rebuilt and reorganized facility. Included is an egg-shaped oval measuring a half-mile at the center of the track. The banked track will have a base of snow and sawdust. Around the track will be sloped dirt banks to ensure excellent spectator viewing, and it'll be safer for fans because the banks will be built behind an open "buffer zone." Sponsors say there will be room for 50,000 people to see the event.

The layout includes a new pit area, paddock area, and a new traffic pattern for all vehicles. Parking is available for more than 4,000 cars and 200 campers. A four-tier press box is also planned but may not be ready this year.

SnoPro drivers will race here beginning at 1 p.m. Sunday, and they will have the option of going back to last year's modified sleds to qualify for the prestigious Eagle River World's Championship title.

Eagle River is the only site offering two SnoPro shows this season, because the factories will join the best drivers across North America again February 22-24 for the Fifth Annual USSA World Series of Snowmobiling.

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Beausejour...a history of snowmobile racing

by Jo Hillier

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 humorous one. Several inventors were working in that direction at the time, especially Mr Bombardier of Quebec. 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.

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The first race

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.

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 deeded 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 proved 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.e. 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 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 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

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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 Besak, the C.P.T.C. directors and all the Beausejour folk.

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Beausejour

Number	Name	Team	Ht.	Wt.	Age	Number	Name	Team	Ht.	Wt.	Age
11	Charlie Lofton	Arctic Cat	6-0	190	27	27	Gene Glaze	Roll-O-Flex	5-11	160	35
12	Gary Mahood	Kohler of Canada	5-5	150	31	28	Barry Thuen	Roll-O-Flex	NA	NA	NA
13	Gilles Villeneuve	Alouette	5-6	150	23	30	Ed Schubitzke	Yamaha	NA	NA	22
14	George (Bud) Lee	Kohler of Canada	5-6	145	39	32	Stan Hayes	Polaris	6-0	160	23
15	Jack Cook	Kohler of Canada	5-10	145	38	33	Larry Coltom	Arctic Cat	5-8	160	29
16	Gene Bloom	Rupp	5-11	170	34	44	Tom Marks	Arctic Cat	NA	NA	NA
						54	Sam Sessions	Kalamazoo-Columbia	5-6	135	37
						66	Larry Rugland	Polaris	5-10	165	26
20	Lynn Trapp	Yamaha	NA	NA	22	69	Don Omdahl	Polaris	5-8	140	21
22	Dave Thompson	Arctic Cat	5-10	160	30	77	Bob Eastman	Polaris	6-0	150	32
24	Larry Omans	Chaparral	5-8	150	21	82	Jim Bernat	Polaris	6-0	180	30
26	Tedd Pierce	Rupp	NA	NA	NA	88	Gary Nickerson	Chaparral	5-7	155	28

ROSTER OF DRIVERS



FACTS AND FIGURES

SNOPRO SCHEDULE

Sunday, Dec. 9 – Ironwood, Mich. (approximate starting time – noon)
 Sunday, Dec. 16 – Beausejour, Manitoba
 Sunday, Dec. 30 – St. Lazare, Quebec
 Sunday, Jan. 6 – Peterborough, Ontario
 Sunday, Jan. 13 – Rhinelander, Wis. (1 p.m.)
 Sunday, Jan. 20 – Eagle River, Wis. (1 p.m.)
 Saturday, Jan. 26 – Alpena, Mich.
 Sunday, Feb. 3 – Bangor, Maine
 Sunday, Feb. 10 – Milwaukee, Wis. (1:30 p.m.)
 Sunday, Feb. 17 – Syracuse, N.Y. (2 p.m.)
 Friday-Sunday, Feb. 22-25 – USSA World Series, Eagle River, Wis.
 Sunday, March 10 – West Yellowstone, Mont.

TENTATIVE SPECIAL EVENTS

NOTE: SnoPro teams will be permitted to enter two special events during the course of the season, racing with 1973 model modified machines. Those sponsors offering special events as of press time were:
 Friday, Jan. 11 – Hodag 50 (60 miles cross-country), Rhinelander, Wis.
 Sunday, Jan. 20 – Eagle River World's Championship, Eagle River, Wis.

NOTES ON SNOPRO RULES

All drivers who compete in SnoPro must be licensed by the SnoPro Drivers Committee.

Any senior driver may enter two SnoPro derbies without endangering his/her regular competition status, simply by paying the entry fee for that particular race and obtaining a license.

Senior women drivers are eligible to compete in the SnoPro 340 class. SnoPro entry fee will be \$80 per machine per event, paid in advance. Factories and individuals filing SnoPro machines will pay the full season's entry fees of \$960 per machine in advance (penalty fee after November 15 – \$1,200).

Any regular driver who competes in a third SnoPro event will automatically become a recognized member of SnoPro, and must pay the balance of \$1,200 season's entry fees at the time of his/her third event.

SnoPro events will be held on one day only, and only on closed-course tracks no less than ½-mile in length. Races must be a minimum of five miles, and a maximum of 25 miles in length. In races of 10 miles or more, pit areas must be available.

SNOPRO MACHINE REQUIREMENTS

A SnoPro machine must be track-driven, ski-steered. Minimum production number is one. Machines may be constructed of any materials as long as structural integrity and safety are maintained.

Maximum length is 120 inches. Minimum length, including skis, is 72 inches. Maximum width is 45 inches. Maximum weight is 500 pounds. Minimum weight (wet weight without fuel) is 250 pounds. Track minimum combined width is 15 inches; minimum track length is 72 inches.

Only gasoline-consuming engines permitted; superchargers and turbochargers are prohibited. Stock and modified rules apply to track studs, ski control devices and snow flaps.

An automatic suspension of one year is set as penalty for racing any SnoPro machine that measures in excess of class cc displacement limits. Machines filed as SnoPro will not be legal in any other USSA class.

SNOPRO PRIZE MONEY

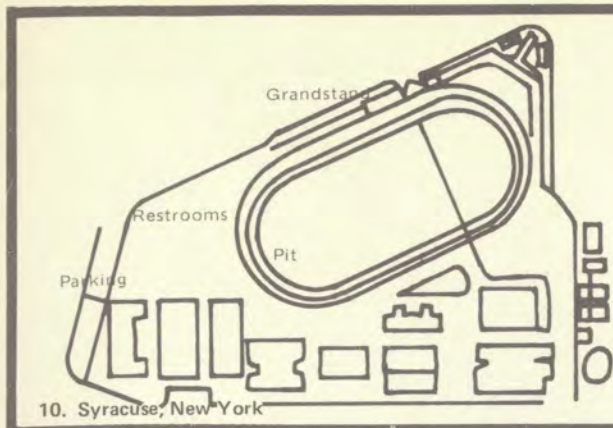
SnoPro drivers will compete for a minimum \$4,000 in entry fees, \$4,000 in local race sponsor's fees, and, when available, \$4,000 from advertising fees.

Purse breakdown will be even distribution for three classes, with payback in each class of 50 percent for first place, 30 percent for second place and 20 percent for third place.

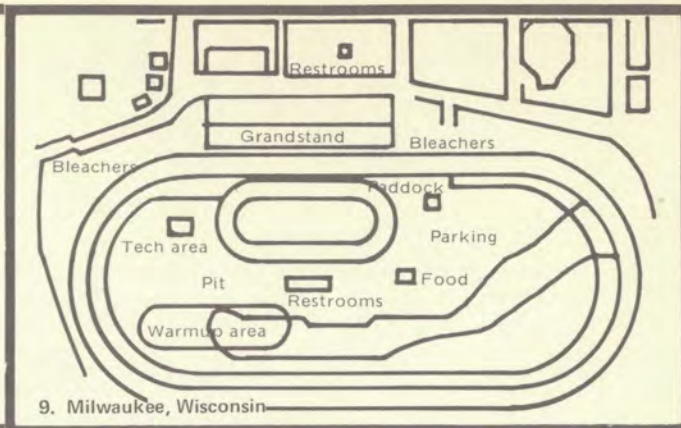
Any additional funds accumulated throughout the season will go into the SnoPro High-Point Fund, and will be distributed at the end of the season to the top ten point winners.

MISCELLANEOUS FACTS, FIGURES

SnoPro's largest team is Polaris with five registered drivers . . . smallest team includes several with one driver . . . most machines entered by one factory is 10 by Polaris . . . fewest sleds entered is two by Yamaha and Suzuki . . . oldest driver registered is George (Bud) Lee of Kohler of Canada, 39 . . . youngest SnoPro drivers are Larry Omans of Chaparral and Don Omdahl of Polaris, both 21 . . . tallest SnoPro drivers are Charlie Lofton of Arctic Cat, and three Polaris entrants – Stan Hayes, Bob Eastman and Jim Bernat – all six-foot . . . shortest SnoPro driver is Yvon Duhamel of Ski-Doo at 5-foot-3 . . . heaviest driver is Charlie Lofton at 190 pounds . . . lightest driver is Gilles Villeneuve of Alouette at 120 pounds . . . average age of SnoPro drivers is 28.7 years . . . average height is 5-foot-7½ . . . average weight is 147.4 pounds.



10. Syracuse, New York



9. Milwaukee, Wisconsin

7. Thunder Bay SnoPro Championship Saturday, January 26

SnoPro begins its journey to the East with a one-day stop in lower Michigan for a show unique to the factory circuit.

Alpena will be a test of "drawing power" for the factory teams at the home of the Thunder Bay 250, one of Michigan's fine enduro events. There will be no racing other than SnoPro events here on a Saturday.

Thunder Bay 250, sponsor of the show, offers a half-mile oval track with an ice base and moderately-banked corners. Grandstand, bleachers and standing room will accommodate more than 12,000 spectators. Parking is available for 1,250 cars and 250 campers at the fairgrounds facility.

A great deal of locally-contributed time and labor go into this event, including services of some 300 volunteers and heavy equipment donated by local contractors.

Six Alpena service clubs organized the Thunder Bay 250 in 1970, and launched it with a \$3,000 purse. This year, for its January 12 enduro, there will be an \$11,000 purse, an estimated 15,000 spectators and approximately 175 drivers involved. The present nine service clubs working there hope some of the 250's success rubs off on its SnoPro show.

8. Paul Bunyan International Open Saturday-Sunday, February 2-3

The Bangor, Maine, Jaycees are waiting to show SnoPro what the East can offer in the first factory show in their section of the U.S.

A flat, or moderately-banked, half-mile oval at Bass Park is regarded as one of the East's finest tracks. There is seating for an estimated 4,000 spectators and standing room for many more. An auditorium on the grounds provides central concession and restroom facilities.

The Paul Bunyan Open began seven years ago with 83 entrants competing for awards of \$2,000. The next winter, the Open drew 129 drivers who raced for \$5,000 in prize money. Last season, more than 300 drivers came to Bangor and left town with \$10,000 in cash.

The Paul Bunyan Open is a part of a full weekend of festivities, including ski races, downhill canoe races, broom ball games, dancing, ski touring, ice skating, snow sculpture, hockey, ice sports car racing, and more.

9. LeMans International Pro/Am Friday-Sunday, February 8-10

Returning to the Midwest, and a major urban center in Milwaukee, event No. 9 on the SnoPro circuit will offer new challenges.

Milwaukee's race will offer SnoPro drivers their first test on the ultra-fast one-mile track at Wisconsin State Fair Park in West Allis. The

wide, asphalt track will be covered with man-made snow when SnoPro racing begins at 1:30 p.m. on February 10. Also, the LeMans International Pro/Am will feature a 25-mile special event for the biggest and fastest SnoPro sleds — their first long-distance test.

State Fair Park's facilities are used for numerous major automobile races during the summer months, and are regarded among the best anywhere. For spectators, there is room in the covered grandstand for more than 14,000 people, bleachers for another 25,000 and standing room for many more. Heated restrooms and plenty of concession stands make it a convenient offering for urban fans.

Drivers will be in the infield pit area, a well-supervised enclosure. On the track, automatic control lights on each corner add safety to one of the fastest tracks in the sport.

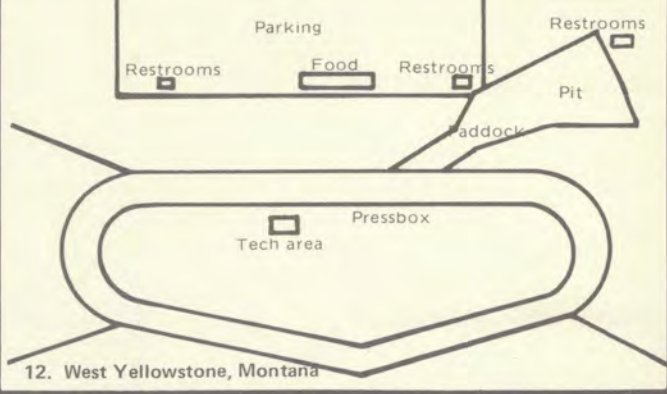
The International Pro/Am began in Oregon, Wisconsin, five years ago and moved to Milwaukee last winter when it offered a \$50,000 guaranteed purse — the largest in USSA's history. The LeMans Corporation of Edgerton, Wisconsin, has joined Dash, Inc., as major sponsor for this season.

10. Eastern U.S. Championships Saturday-Sunday, February 16-17

Back-to-back, SnoPro tests the long tracks and State Fair facilities as its returns East to Syracuse, New York, and the Eastern U.S. Championships.

New York State Fairgrounds' mile-long flat oval track may not only match Milwaukee's for speed, but for comfort and appeal. It sits in front of a new \$3 million covered grandstand where 15,000 fans will be able to sit and see the whole show. Another 2,000 bleacher seats are trackside, and there is standing room for 20,000 more. The park will handle 50,000 cars.

In addition to a full schedule of USSA-sanctioned races, the SnoPro program may also include a 650cc "Race of Champions."



12. West Yellowstone, Montana

Weedsport Speedway Promotions, sponsor of the event, has suggested the special race may include an added purse.

This isn't a race as richly steeped in tradition as some of the others, but it's an event backed by success. Promoter Glenn Donnelly of nearby Weedsport, N.Y., has been one of snowmobile racing's most active agents, operating weekly night racing at Weedsport in addition to his major USSA events. His first "big" USSA race four years ago offered a \$2,500 purse. Last year's event offered \$20,000.

12. WSRA Roundup Thursday-Sunday, March 7-10

Ten days after the World Series, SnoPro makes its first adventure into the West for an important finale.

The Western Snowmobile Racing Association's Roundup at West Yellowstone, Montana, will be the place where SnoPro drivers decide their first annual high-point driver's championship.

The Roundup, however, is an exciting race, point fund or not. The track is three-quarters of a mile long, basically an oval but with a dogleg in the backstretch. Its corners are high banks. There are no fixed seats, so fans find good vantage points in safe areas all around the track.

West Yellowstone Snowmobile Club and Chamber of Commerce assist with the production of this season-closing event, a traditional crowd-pleaser during its eight previous years. Last year, the Roundup attracted 744 entries

SnoPro will begin at 11 a.m. on March 10. Before and after, however, snowmobilers will be able to tour Yellowstone National Park and see this famous attraction in its winter cloak. Back at the track, plenty of snack and sanitary facilities, good company and exciting racing action will mark the close of the USSA's first SnoPro racing season.

'74 Polaris TX Series

Leadership designed in the winning image of the World Champion TX Starfire racer. Each member of the 1974 Polaris TX Series — the Polaris TX 250, Polaris TX 340, Polaris TX 440 and the famous Polaris TX 500 Limited — achieves styling leadership with clean, classic lines and a low, sleek racing profile. Each race-bred '74 Polaris TX delivers maximum performance from a matched and balanced symmetry of component parts: The Polaris SuperStar engine, Polaris Torque-Balanced Drive System and Polaris Equalibrator Suspension. The 1974 Polaris TX Series. Leadership designed and engineered to an advanced level of styling, comfort and appearance. Now on display at your Polaris dealer's.



Performance. Above All.