



*March 9 & 10, 1991*



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## **WE'VE COME A LONG WAY TOGETHER!**

It gives us great satisfaction to welcome all of you to the 29<sup>th</sup> annual running of the Canadian Power Toboggan Championships.

As you enjoy our two-day program it becomes apparent that we have come a very long way in 29 years. With the running of our first World Series race this year is no exception.

Two very important groups are required to make this event a success - spectators and the daring racers who put the show on for the spectators. We would like to extend our warmest thanks to both the spectators and the drivers and hope they enjoy the full weekend of events.

Without hard work and the long hours of our volunteers we would have been unable to hold an event of this calibre, and it is to these people we owe our greatest thanks.

We must also thank our sponsors and advertisers, all the people who donated equipment and all levels of government who assisted us throughout the year.

Our sincere thanks  
Board of Directors  
C.P.T.C.

Mark Goshulak - 1989  
Lisa Litke - 1990  
Neil Kaatz - 1983  
Bruce Modrzejewski - 1985  
Cheryl Soluk - 1988  
Kurt Gretsinger - 1988  
Debbie Draward - 1987  
Tracy Modrzejewski - 1985  
Maureen Beger - 1990  
Brian Beger - 1976  
Glen Kaatz - 1984

David Fiebelkorn - 1989  
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Jamie Kines - 1985  
Brad Saluk - 1991  
Tom Garbolinski - 1991  
Louise Bisko - 1981



**"THE GREATEST SHOW  
ON SNOW"**

Dear Competitors and Spectators:

Welcome and Congratulations!

You are attending the premier snowmobile competition in the world. Race teams from all over North America are competing for the World Series Championship, attaining speeds of up to 100 mph on the safest track in North America. All of this, along with 29 years of holding race events, has brought us to be better known as "The Greatest Show on Snow".

To make "The Greatest Show on Snow" it takes months of planning, not only from the members on our board of directors, but also from all of our volunteers, sponsors, advertisers and various levels of government who have assisted our organization throughout the past year.

Most of all it takes you (the spectator who braves the sub-zero temperatures to cheer on your favorite driver) to truly make this event what it is - "The Greatest Show on Snow".

Come, relax and enjoy. We're happy to have you here any season of the year because in Beausejour . . . you're among friends.

Thank you all!

Louise Bisko  
President  
C.P.T.C., Inc.

*The Rural Municipality of Brokenhead*



OFFICE OF THE MUNICIPAL ADMINISTRATOR

P.O. BOX 490  
BEAUSEJOUR, MANITOBA R0E 0C0  
PHONE (204) 268-1624

It is a pleasure to extend a hearty welcome and best wishes to all visitors and participants to the 1991 World Series and Canadian Championships.

May your stay with us be an enjoyable one. We also extend our gratitude to all those volunteers who made this event possible.

Yours for a safe and successful Race.

Reeve  
Clarence Baker



Minister of Labour  
Legislative Building  
Winnipeg, Manitoba, CANADA  
R3C 0V8

On behalf of the people of the Lac du Bonnet Constituency, I would like to welcome you to Beausejour, Manitoba and the 1991 World Series of Oval Racing. It is a pleasure to have you with us for this exciting and memorable event.

I would also like to congratulate all of the organizers and volunteers for their tremendous effort in making this important event a success.

Best wishes to all for an enjoyable and safe weekend of racing.

With warm regards,

Darren Praznik, M.L.A.  
Lac du Bonnet Constituency  
Minister of Labour



## TOWN OF BEAUSEJOUR

*Civic Administration Building*

639 PARK AVENUE

P. O. Box 1028

BEAUSEJOUR, MANITOBA

R0E 0C0

Dear Visitors and Participants:

On behalf of the Council and Residents of the Town of Beausejour, I take great pleasure in welcoming you to our Community.

The Town of Beausejour is very proud of its volunteers and would like to thank the volunteers and organizers of the Canadian Power Toboggan Championships for a job well done.

To all participants, we hope that you enjoy your visit to our community and that you will have many safe and successful races.

Sincerely,

Don Mazur, Mayor  
Town of Beausejour

## Greetings!

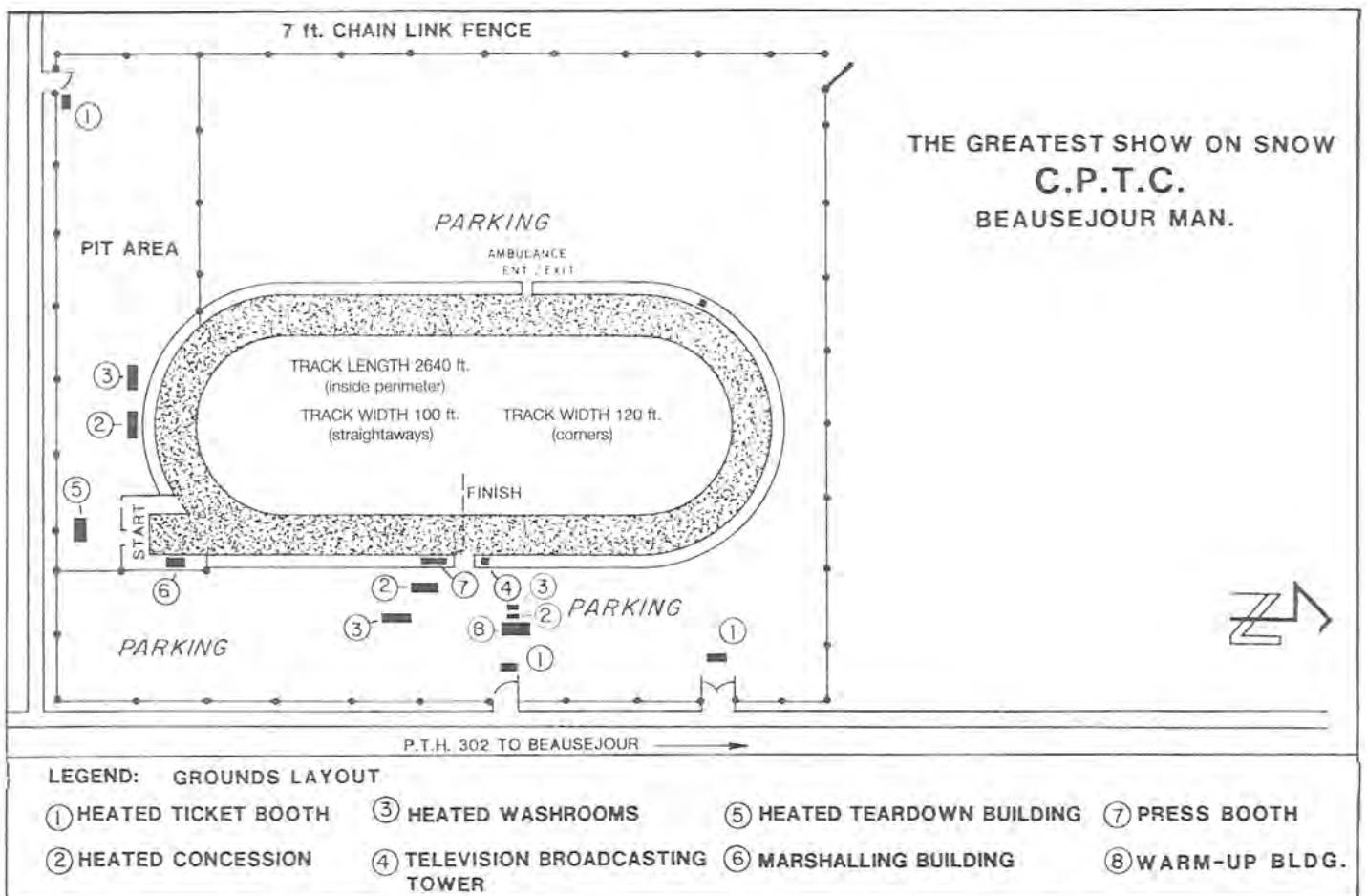
The Winter Farewell Festival has been celebrated by our community for over 30 years. It was started by our local Lions Club as an ice carnival run in conjunction with the Canadian Power Toboggan Championships. It has since evolved into a local tradition of 'Hello Summer, Farewell Winter'.

The Festival happens annually during the 3<sup>rd</sup> week of February. Over a hundred events are held during a 10 day span. These events are open to all ages. We offer something for everyone in the family to enjoy.

Our province is generally known as 'Friendly Manitoba'. Beausejour's Winter Farewell Festival is just another example of this.

Hoping you all enjoy our Festival and return next year.

Winter Farewell Festival  
Board of Directors



## BEAUSEJOUR

The Town of Beausejour was originally known as 'Stony Prairie'. It began on the hill on which it stands today.

According to local history the town was named Beausejour by the wife of the first Canadian Pacific Railway employee, surveyor H.W.D. Armstrong. After travelling through swamps and mud in a buggy to get here she felt the town deserved a better name and christened it "Beausejour" - meaning "beautiful resting place."

Between 1880 and 1910 many settlers arrived from Austria, Poland and Russia. These were followed by Germans and Ukrainians who joined the English, Welsh and Scottish people who had originally settled the area. Beausejour's ethnic mix was nearly complete.

In 1912 Beausejour became incorporated as a Town. Business grew and the Town began to flourish. Recreation became a prime focus for these hardworking people who wanted to build a better life. In 1948 the town constructed a skating rink. This was followed by a curling rink in 1957.

In 1966 Beausejour and winter recreational activity changed forever. On January 1 Polaris Industries of Canada established a snowmobile manufacturing plant. Winter became more interesting and fun. Racing (a natural progression of snowmobiling) began to surface and Beausejour became known as the self proclaimed snowmobile capital of Canada.

This is not to say that snowmobiling and Beausejour did not have a relationship prior to this. In 1949 local area farmer Mike Bosak built a snowmobile in his barn. It created quite a buzz locally. Racing began here in 1962 - the Town's first annual winter 'blow-out'.

The Town of Beausejour and snowmobile racing have both changed since their early days. What hasn't changed is the core of what makes both of these things fun, inventive, and spirited - the people (who put on this annual blow-out to celebrate life, winter's end, and good companionship).

The 2,500 town residents of Beausejour hope you will enjoy this heady mix of good racing, good food, good times, and good people. After the long and cold winter Beausejour beckons you to blow off a little steam and enjoy the next few days, as our hardworking pioneers did at winter's end.

This booklet has been put together to aid you in our celebration. Enjoy this "beautiful resting place" and the recreational activities we have planned for say "*Farewell to Winter*".

## A BRIEF HISTORY OF THE WORLD SERIES OF SNOWMOBILE RACING

In 1969-70 the various racing organizations got together to hold a championship race to determine the true world champions. Only the best drivers from across North America were allowed to compete, based on how many races they won and how many competition points they had earned throughout the season. The first World Series was held on March 20<sup>th</sup>, 1970 in Rhineland, Wisconsin. 325 entrants turned out to make the first race an unqualified success. The following year the World Series was held in Boonville, New York. The tradition of holding the World Series in the eastern part of North America one year and in the western part the next still continues today. Also, the World Series now usually alternates back and forth from Canada to the United States. Last year's Series was held in Presque Isle, Maine. It attracted hundreds of entries, thousands of spectators and paid out over \$20,000 in prize money.

Beausejour, because of its central location on the continent, expects driver representation from all Canadian provinces (from Quebec west) and every northern U.S. state (from New York to Wyoming).

Our well prepared track guarantees an excellent racing event regardless of the weather conditions. Past events have proven that Beausejour can run great races in temperatures varying from -37°C to +6°C, although we prefer to have temperatures in the upper range.

Beausejour has built a reputation on 29 years of snowmobile racing that is second to none. We have an experienced, professional organization backed by the finest snowmobile race facility in North America.

## WORLDS CHAMPIONSHIP PERSONAL WATERCRAFT OVAL RACING! Beausejour, Manitoba, Canada 1991?

What started out as a solution to a few problems at the C.P.T.C. race complex could turn out to be the latest and most unique craze to hit North America. First the problems. C.P.T.C. was looking for ways to cut the costs involved in hauling the millions of gallons of water it took to build the snowmobile race track each year. They also needed fill to build up the north and west banks to allow vehicles to park along the race track and enough of it to also build up the spectator area on the east straightaway. The solution was to dig a lagoon in the infield of the race track to hold the water for building the ice base for snowmobile racing and use the fill from the lagoon to build up the spectator and vehicle parking areas.



The lagoon also provided an opportunity to do something absolutely unique - race personal watercraft on an oval course built with that purpose in mind. Personal watercraft racing, or Jet Ski racing as it is most commonly known, has only been done on lakes or oceans. This presents a problem in that the spectators are always a long distance from the race action, as are the T.V. cameras. Beausejour's lagoon would be the first of its kind in the world and would put spectators and cameras close to the action with no risk to their safety.

The lagoon itself is on the south end of the infield of the snowmobile race track. It measures 650 feet long by 270 feet wide. Maximum depth is seven feet. The sloped banks are covered by 10 mil poly which is held in place by used tires. The poly and tires will control weed growth and erosion along the banks. Spring runoff from the race complex will fill the lagoon with evaporation losses being replenished from a well on the complex. The lagoon is big enough to make a 1/4 mile long oval for racing.

There are currently over a dozen manufacturers of personal watercraft today. The three big ones are Kawasaki, Yamaha and Bombardier. It is also rumoured that another large snowmobile manufacturer is set to produce its own version. The watercraft come in all shapes and sizes and are built for different riding styles from stand-up to sit-down with every other position in between. They all have one thing in common - they are driven by jet pumps and most of them are powered by snowmobile engines. The variety of riding styles will provide for many different classes of racing in both stock and modified forms. Personal watercraft racing is sure to be a hit with both the competitor and spectator. Watch for dates of this summer's upcoming World Championship Personal Watercraft Oval Races!

Along with watercraft racing, C.P.T.C. Inc. also has other events planned for the complex. Construction of a permanent track for motorcycle moto-cross racing will begin in the spring of 1991 followed by a couple of exhibition races after completion with scheduled Manitoba Motorcycle Association events planned for 1992. Harness racing is also coming to the race complex in 1992. Beausejour will be part of the Manitoba Great Western Harness Racing Circuit. These races are well controlled and regulated and feature pari-mutual betting. The summer of 1991 will see construction of a mini-sprint car race track at the north end of the race site with racing to follow after construction is complete. Another unusual event that is planned for 1991 is snowmobile watercross racing. Beausejour is putting in a bid to be on the International Watercross Associations circuit for the summer of 1992. Other possible events are hovercraft racing, truck and tractor pulls and automobile demolition races.

If you would like more information on personal watercraft racing or any of the other planned events you can write to: **C.P.T.C. Inc., P.O. Box 22, Beausejour, Manitoba, Canada R0E 0C0** or call **(204) 268-2049**.





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## Horses On Ice?

C.P.T.C. Sports Complex would like to announce that a steering committee has been working towards bringing harness racing to Beausejour. The target date for the first meet is the summer of 1992.

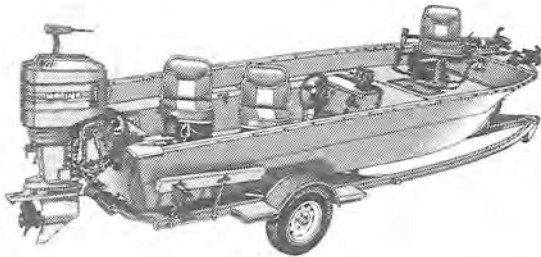
The organizing committee has visited several tracks in western Manitoba and feel that racing in Beausejour would be an exciting new tourist attraction for the area. Expansion of the race track facility from a winter only to a year round facility is something C.P.T.C. has dreamed of for years.

In order to have the C.P.T.C. Sports Complex turned into a year round facility some major facility improvements will be started early in 1991. Some examples are:

1. Year-round washrooms.
2. Grandstands to seat 2000 people.
3. Horse barns to house 250 horses.
4. Trackside lounge and concession stands.

It is hoped that these improvements will make the C.P.T.C. Sports Complex a place everyone can be proud of and a place tourists will want to visit on a regular basis.

# Kick Some Bass.



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## POLARIS RACERS TO LOOK FOR AT THE WORLD SERIES IN BEAUSEJOUR!

Richard Tessier began his snowmobile racing career in 1973 aboard a Polaris snowmobile and still wins with Polaris after 18 years. Richard is sponsored by Alsport Sales Ltd. in Regina and also works there as their full time Service Manager. In fitting with his line of work Richard does most of the mechanical work on his snowmobiles. Richard has won virtually every award the SSRA has had over the years. He has always been successful at Beausejour's track. His past wins in Beausejour include:

Canadian 1988 - Stock C & Pro Stock  
Sport Series 1989 - Stock C & Pro Stock  
Canadian 1990 - Pro Stock  
Sport Series 1990 - Stock C & Pro Stock

**POLARIS**<sup>®</sup>  
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Sometimes it's even difficult for the Houle brothers to distinguish who's who on the track. Even though Mike had a better season than Steve did last year, both of these drivers agree that either one can win on any given day.



*Centennial Park Race Track.*



*The existing C.P.T.C. Race Complex.*

## CANADIAN POWER TOBOGGAN CHAMPIONS

1963 .....	Larry O,Neail Winnipeg, Manitoba
1964 .....	Clayton McDonald Dryden, Ontario
1965 .....	Allen Hetten Roseau, Manitoba
1966 .....	Steve Ave Hurley, Wisconsin
1967 .....	Gerry Reese Roseau, Minnesota
1968 .....	Gerry Reese Roseau, Minnesota
1969 .....	Alan Fanset Winnipeg, Manitoba
1970 .....	Larry Mauws Portage la Prairie, Manitoba
1971 .....	Stan Spencer Lorette, Manitoba
1972 .....	Yvon Duhamel Ville de la Salle, Quebec
1973 .....	Gilles Villeneuve Berthierville, Quebec
1974 .....	Jacques Villeneuve Berthierville, Quebec
1975 .....	Gilles Villeneuve Berthierville, Quebec
1976 .....	Bob Elsner New London, Wisconsin
1977 .....	Larry Omans Richmond, British Columbia
1978 .....	Memory of Jerry Bunke
1979 .....	Brad Hulings Crosby, Minnesota
1980 .....	Bob Elsner London, Wisconsin
1981 .....	Cancelled due to bad weather.
1982 .....	Cancelled due to bad weather.
1983 .....	Wayne Voss Beausejour, Manitoba
1984 .....	Barry Bennett Lac Lu, Ontario
1985 .....	Joe Presta Dryden, Ontario
1986 .....	Wayne Voss Beausejour, Manitoba
1987 .....	Jacques Villeneuve St. Cuthbert, Quebec
1988 .....	Darcy Ewing Big Lake, Minnesota
1989 .....	Darcy Ewing Big Lake, Minnesota
1990 .....	Kurt Gretsinger Beausejour, Manitoba



*Clayton McDonald - '64 Champ - Dryden, ON  
SkiDoo Bombardier  
Compliments Manitoba Beaver*



*Kurt Gretsinger - '90 Champ - Beausejour, MB*

# Beausejour's CANADIAN POWER TOBOGGAN CHAMPIONSHIPS: SNOWMOBILES FROM 1962 TO 1991

by Michael Czuboka

## ORIGINS OF THE SNOWMOBILE

The history of the development of the snowmobile is somewhat obscure because snowmobiles evolved gradually and more or less simultaneously at several places in North America.

A mechanic from Quebec, Joseph-Armand Bombardier, developed a propellor-driven snow sled in 1922. A fairly successful motor toboggan was built in Wisconsin in 1927, but it was Bombardier who used a motive sprocket and double, endless track to construct a practical vehicle that could travel over snow. By 1948 Bombardier had produced more than 1,000 machines. These larger ancestors of the modern "snowmobile" were mainly used for military and commercial purposes.

Albert Bombardier, the son of Joseph-Armand, started the famous "Ski-Doo" line of snowmobiles in 1959. The Ski-Doo, a smaller version of previous machines, was used for recreational and racing purposes. Other companies jumped into the market in the 1960's but many withdrew by the 1980's. Bombardier's Ski-Doo remained among a few survivors.

About 225 recreational vehicles were sold in Canada in 1959. By 1987 there were approximately 700,000 households in Canada with at least one snowmobile.

## BEAUSEJOUR'S PLACE IN SNOWMOBILE HISTORY: MIKE BOSAK

Mike Bosak was a carpenter and cabinet maker in Brokenhead Municipality in the late 1940's. He also had an inventive mind and applied his mechanical talents to the development of a snowmobile. **They Stopped At A Good Place**, the Beausejour and area history book, explains Mike Bosak's initial involvement with snowmobiles as follows:

*"Mike came across a drawing of one of these conveyances (a snowmobile) in a well-known mechanics magazine. He then decided to see if he could build one with a few improvements of his own. The success with which track-drawn vehicles such as the Bombardier, the military tank and the caterpillar tractor could travel over deep snow, convinced Mike that this principle had to be incorporated in any vehicle that he produced."*

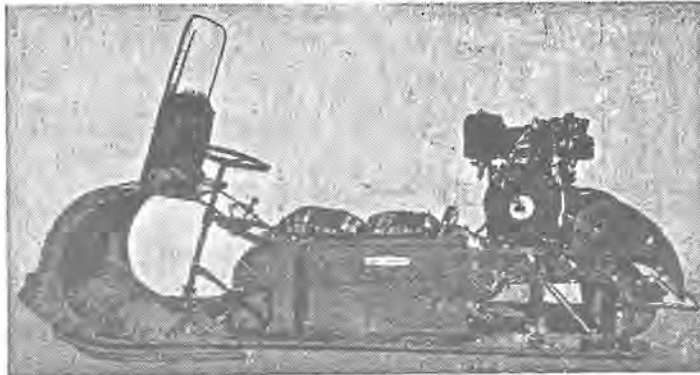
Mike's first successful snowmobile was built in 1949 and featured one forward ski and an engine at the front. A second machine, built in 1950, had an automobile-style steering wheel and an engine at the back. Later Bosak models evolved into vehicles that resembled modern snowmobiles.

A Bosak snowmobile manufacturing plant was established in Brokenhead in the 1950's. It employed three men in addition to the inventor-owner. In the beginning about 15 to 20 machines were produced each year. "M-100, M-200 and M-300" models were featured. The most powerful, the M-300 "Wildcat," had a 36 horsepower Volkswagen engine and could reach speeds of 45 miles per hour.

"Why didn't Mike Bosak go into large-scale production?" is a question that is sometimes asked. One obvious problem was that he did not have the kind of finances and facilities that were available to Bombardier and others. Moreover, it appears that he preferred to "stay small" and keep his personal touch.

To a large extent Bosak's snowmobiles were built for specific customers on a custom basis. They were mainly made for practical, working purposes rather than recreation and racing. Mass production gradually took over the market and Mike's business largely disappeared by the mid 1970's. Bosak made excellent and innovative products but simply did not have the inclination, facilities and finances to compete.

## Remember when? **Bosak Power Toboggan** 1952



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Top speed is 20 miles an hour, and will run 20 miles per gallon of gas. Weight of complete machine is 350 pounds. Toboggan is 30 inches wide and eight feet long. Built from hard white oak. Track assembly: steel lugs are connected to two high speed steel  $\frac{3}{4}$  inch pitch roller chains, and steel sprockets are mounted on sealed self-aligning pillow block ball bearings to stand up in cold weather.

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## THE FIRST SNOWMOBILE RACES IN BEAUSEJOUR:

In early January, 1963, the Beausejour Lions' Club was looking for a way to invigorate its "Winter Ice Carnival", an annual event that was held at the Arena during the 1950's and early 1960's. The Carnival had begun to wane in popularity.

Lion President Eyfi Walterson was also Chairman of the "Beausejour Industrial Development Corporation". Eyfi had gotten to know two personable consultants from Manitoba's Industry and Commerce Department. These gentlemen, Ron Kinney and Gerry Gault, proposed a meeting with the Lions' Club executive.

At the meeting the two consultants tried "to sell" an envelope for \$500. The envelope's contents, it was announced, contained an innovative idea for the winter festival. Many Lions were skeptical, but not Lion President Eyfi who put up a personal cheque for \$500 to buy the envelope!

In actual fact Eyfi's money was eventually returned to him. The money was used to promote the new event. A one day affair, "Farewell to Winter", featured the Mayor's Snowshoe, the Smoosh Races, and the Horse and Cutter Races. It was also decided that the "Canadian Power Toboggan Championships" would serve as a culmination of this festival.



1968 races through Colmer's Park. Safety precautions were minimal as speeds were low.

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March 9, 1991 - May 15, 1991

The first Canadian Power Toboggan Championship was held on Saturday, March 2, 1963. Its organizers did not realize that it would grow into a major North American sporting event. The one day festival soon grew into a full week of celebrations.

In 1963 the first track was laid out at the present Edward Schreyer School grounds. Hay bales were placed to mark the course and protect spectators. Six drivers raced around the track at about 15 miles an hour. Many eager spectators were given rides on the new and "marvellous" machines. After all, falling off at 10 or even 15 miles an hour was not a big deal!

More than 5,000 people came to the 1964 races at Colmer's Park. The 1964 male champion was Clayton McDonald of Dryden, Ontario. The female champion was Mrs. Terry Mordue of Fort Garry, Manitoba.

Crowds gradually increased to perhaps 25,000 and more during the late 1960's. An aerial photograph in a 1970 edition of the *Winnipeg Free Press* showed a parking lot with hundreds of automobiles. It was an exciting time!

The 1967 C.P.T.C. race was a culmination of Beausejour's three year project to celebrate Canada's 100<sup>th</sup> birthday by developing "Centennial Park". More than 10,000 spectators attended. Juvenile racing and jumping were added to the program.

The C.P.T.C. soon outgrew the Lions' Club and, in 1966, became a community project. An open town meeting was held in Beausejour and an eight person board was elected. Incorporation took place in 1966, the same year that the event went to Centennial Park. Army Commander Andy Anderson of C.F.S. Beausejour was in charge of the C.P.T.C. in 1966. The *Toronto Star Weekly* and other news organizations provided national and international coverage.



*Yvon Duhamel hits speeds of 94 m.p.h. in the Canadian 800 in 1972.*

*Compliments Manitoba Beaver.*

The first C.P.T.C. race in 1963 had 15 drivers in competition. Entries grew to 210 in 1970. Prizes increased from \$1750 in 1967 to \$25,000 in 1972 (\$25,000 in 1970 was the equivalent to about \$100,000 in 1991 in terms of "purchasing power"! ). Huge crowds attended in the late 1960's and early 1970's, but a snow storm in 1971 resulted in much poorer attendance and severe financial consequences for the organization.

Polaris representatives were very numerous in the early years, but Ski-Doos and other machines became increasingly important. Others were: Arctic Cat, Yamaha, Mercury, Moto-Ski, Sno-Jet, Alouette, Scorpion, John Deere, Kawasaki, and others.

### **THE POLARIS MANUFACTURING PLANT IN BEAUSEJOUR**

The success of Beausejour's snowmobile races undoubtedly was a major factor in the establishment of a Polaris snowmobile manufacturing plant in Beausejour in the late summer of 1965. Local citizens invested about \$30,000 in the venture (the equivalent of about \$120,000 in 1991). The present HEW Building on 1<sup>st</sup> Street was the site of the enterprise.



*Polaris race team in the early 1970's. Left to right: Johnny Fandych, Ken Hitchon, Joe Labno, Al Bodnarchuk, Les Leimen, M. Seidel, Jerry Thomas, Clarence Baker, Ed Schindel, Gordon Fiebelkorn, and Jerry Cousins.*

*Compliments Clarence Baker.*

## THE BAKERS OF BEAUSEJOUR-BROKENHEAD

Clarence Baker raced snowmobiles from 1965 to 1976. During this period he won hundreds of trophies and prizes. He became the most dominant snowmobile racer from the Beausejour-Brokenhead area. Clarence's son Andy followed closely in his father's footsteps. Terry Baker, Andy's younger brother, also competed successfully for a number of years.

The achievements of the Bakers are too numerous to mention in a brief article but on one occasion, in 1969, Clarence and Andy entered a Polaris-sponsored event. They participated in 13 races and finished with seven 1<sup>sts</sup> and six 2<sup>nds</sup>!

An article in a 1974 edition of the *Massey Ferguson Magazine* profiled the Bakers.

"At one time," Clarence was quoted as saying, "I either had to win or wipe out. Later I learned that I could win a lot of races just by letting the other guys make the mistakes."

"They said I was too old to race," Clarence continued, "but I told them I didn't have to carry the snowmobile around the track – all I had to do was drive it."

As a member of the "Polaris Flying Colts" Clarence also became Manitoba's "ramp-jumping champion". The ramp was 30 inches high and was approached by drivers on a 150 foot runway. Champion Baker, in 1968, won this event by jumping 42 feet, 2 inches. In 1969 he won the championship again by jumping 51 feet.

In 1973 Clarence and Andy joined the Moto-Ski Team. Polaris, by this time, had closed down its Beausejour plant.

In 1975 the father and son Bakers both became Manitoba champions. Andy won the 340 cc Super Modified Class. Clarence took the March Ten Trail championship Superstock class.

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## TRAGEDY IN 1978: JERRY BUNKE DIES

The first fatality in the history of the Canadian Power Toboggan Championships took place in February 1978, when Polaris racing driver Jerry Bunke was killed.

Bunke lost his life during the 440 Sno-Pro final. He was racing third in an eight man race. A pile-up occurred at the fourth corner. A Beausejour ambulance arrived in seconds but it was too late.

As a result of this tragedy the Race Director cancelled the remaining races.

It was the first time in 16 years that a fatality had occurred. Although everyone had always known that racing was dangerous, Bunke's death came as a severe shock.



*Jerry Bunke:  
Member of Polaris  
Race Team*

## THE TRACKS

The first snowmobile races in Beausejour took place at the Brokenhead River and Beausejour Collegiate. Distance races took place at the river. An oval track at the Collegiate accommodated shorter races.

Race activities switched to the site of the present Centennial Park in the mid 1960's.

In November, 1972, the C.P.T.C. Board purchased 60 acres of property south of the Collegiate from the Kaatz brothers at a cost of \$10,000. An additional 20 acres were purchased later. A new track was then developed on this site. The Brokenhead River Planning District later took control of this property. Outstanding loans were paid off by the District. Some of this land was then used for the present Brokenhead River Recreational Complex Hall, Legion, Curling Club and Ball Diamonds.

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## THE 1980'S AND EARLY 1990'S

The 1980's saw a more subdued version of the C.P.T.C. races. In 1980, for example, an \$8,000 "guaranteed purse" was offered. This was considerably lower than the \$25,000 given in 1971. Lower purses were necessary because the huge crowds of the 1960's and 1970's were no longer present. A "percentage of the gate" became a common feature.



*The 1987 Formula I Champion, holding the Canadian Trophy towards the enthusiastic crowd, was Jacques Villeneuve, of St. Cuthbert, Quebec.*

*Compliments Manitoba Beaver.*

The 25<sup>th</sup> running of the C.P.T.C. races in 1987 was probably the most successful event of the previous decade. The crowds were relatively large. Top drivers such as Jacques Villeneuve, Dave Wahl and Darcy Ewing were present. A total of 315 entries were received and \$12,500 in cash and prizes was paid out.

Racers continued to praise Beausejour's "world class event".

Two time Canadian Champion Jacques Villeneuve of Quebec said that "... there is no other race track in the world that would compare to Beausejour. That, combined with the friendly atmosphere of the Winter Farewell Festival, makes returning to Beausejour a pleasure!"

A wide variety of non-racing events made the Winter Farewell Festival exciting and interesting for all citizens. Events started in the 1960's and 1970's were continued into the 1980's and 1990's. Others were added. Some of the traditional "extra-curricular" activities were the following: snow sculpturing, pool tournaments, hockey, treasure hunts, perogie eating contests, torchlight parades, poker derbies, bonfires, cabarets, casinos, broomball, bowling, pancake breakfast, queen contests, bingos, ski derbies, figure skating, teen dances, craft sales, sno-pitch tournaments, smozzle nights, dances, cribbage, kennel queen contests, gong shows, beard growing, snow gold, smooch races, egg races, log sawing, tug-of-wars, kubassa toss contests, nail hammering, sled baseball, window-dressing contests, badminton, car rallies and floor hockey.

Beausejour's Kurt Gretsinger started off the 1990's on an outstanding note: he won the Formula I in February, 1990. Norman Lavoie of Beausejour won the Formula II.





*North America's top Formula 1 drivers at speeds of 160 kmh at SkiDoo Sports Series season opener Dec. 9, 1990.*

Beausejour also continued to attract to its events outstanding outside racers such as: Darcy Ewing of Minnesota, Barry Bachus of British Columbia, Keith Hayman of Winnipeg, Gerald Drysdale of Minnesota, Richard Tessier of Regina, Russ Liba of Edmonton, and Steve and Mike Houle of Minnesota.

Beausejour-Brokenhead area continued with its tradition of producing very good local racers. Included in this group were Barry Klym, Glen Honke, Reg Buttsman, Dean Zielke, Ron Artimowich, Greg Litke, Wes Singbeil, Wayne Voss and Neil Kaatz.

It should be remembered that many of the participants in C.P.T.C. were professional racers who travelled to many places in the United States and Canada during the winter months. To some extent the snowmobilers were like rodeo cowboys who travelled the summer circuits. It became an exciting way of life and financial rewards were substantial for the best racers.



*Gilles Villeneuve reading Manitoba Beaver.*



*Gilles Villeneuve picks up the checkered flag following his first place win.*

## **RACERS DURING THE FIRST THREE DECADES**

The names of the many outstanding racers who participated in Beausejour's Power Toboggan Championships during the first three decades are too numerous to list fully in a brief article of this kind. Some, however, can be mentioned.

The 1966 winner was Steve Ave of Wisconsin. Jean-Luc Bombardier of the famous snowmobile family participated in 1960. Clayton McDonald of Dryden, Ontario, was the 1964 champion. Allan Hetten of Roseau, Minnesota won in 1965. Other prominent racers of the late 1960's were the following: Jerry Reese of Hallock, Minnesota; Bob Eastman of Roseau, Minnesota; Don Holweg of British Columbia; John Wolfe of British Columbia; Larry Mauws of Manitoba; Alan Fanset of Alberta; and Alice Harsman of British Columbia.

Some of Beausejour's most important racers of this period were: Connie Lucko, Andy Baker, Clarence Baker, Terry Baker, Peter Naaykens, John Shack, Steve Zachar, Gerald Malby, Karen Malby, James Rattai, Randy Steinke, Glenn Steinke, Randy Draward, Randy Steinke, Les Meyers, Bob Fosty, Jim Turner, Glen Honke, Dennis Draward, Kevin Schewe, Glen Hlady and Darrell Saluk.

## **VOLUNTEERS WHO RAN THE RACES**

As in the case of the racers, it's very difficult to list and credit all of the hundreds of people who organized and ran the C.P.T.C. and other Beausejour races over the years. Apologies are extended, in advance, to those who may have been inadvertently missed from the following list.

Some of the key people in the 1960's were: Eyfi Walterson, Sid Meltzer, Ken Riley, Tom Turner, Hugh Gordon, Hammy Mitchell, Jerome Shuster, Leo Kaatz, Perry Crowe, Fed Slevinki, Lorne Stebbe, Bill Middleton, Jim Coleman, Jack Graham, Archie Neyedly, Steve Ferens, Chuck Smith, Bill Lambert, Ray Gretsinger, Joe Szajewski, Bert Larson, Herb Franzmann, Murray Shuster, Ed Litke, John Naaykens and Fred Litke.

Some of the key people of the 1970's were: Bill Kaatz, Frank Lewis, Ken Hart, Bill Kozyra, Bill Relf, Ken Gretsinger, Chuck Reis, Irvin Honke, Blair Caithness, Dick White, Murray Harrison, Larry Zieske, Clarence Baker, Milt Dunn, Ernie Hilland, Jo Hillier, Harry Taylor, Allan Bodnarchuk, Mike Lucko, Larry Thompson, Don Price, Ron Nikodem, Wally Oneschuk, Ed Otke, Richard Rogoski, Marion Baker, Rick Baker, Joe Lafreniere, Andy Baker, Bob Kennedy, Bill Litke, Andre Lavallee, Mike Petrow, Jim Naurocki, Barry Holigroski, Ron Woligroski, Barry Klym, Lawrence Hamende, Richard Schreyer, and Larry Riopka.

Some of the key people of the 1980's and early 1990's were: Ed Grzenda, Judy Chura, Rod Keilback, Ken Hastman, Ivan Patzer, Paul Zillman, Louise Bisko, Reg Black, Andy Baker, Terry Baker, Glen Kaatz, Debbie Draward, Dennis Draward, Brent Langmuir, Neil Kaatz, Brian Beger, Rick Stefansson, Tracy and Bruce Modrzejewski.

In addition, many thousands of others worked in and participated in the many festival events that were a part of the "Winter Farewell". Their names, if listed, would probably include a majority of the approximately 6,000 people who live in the Beausejour - Brokenhead - Garson - Tyndall area!

# **RULES AND REGULATIONS OF THE CANADIAN CHAMPIONSHIP RACES AT BEAUSEJOUR**

**FEBRUARY 1965**

1. Events are open to all machines officially classified as a power toboggan. Horsepower requirements are unlimited as experience has indicated that driver skill and not horsepower is the essential requirement for winning races. However, the Power Toboggan Races Committee reserves the right to refuse entry to any competitor if, in its opinion, the machine being entered cannot be classified as a power toboggan.
2. All events will be separate competitions and standings gained in any one event will have no bearing on the standing attained in any other event.
3. All races will be run off in heats with the committee determining the number of machines competing in any one heat. A set number of competitors with the best qualifying time will be selected from each heat and will be required to compete in a final heat to determine first, second and third prize winners.
4. All competitors shall register at the Toboggan Race Headquarters prior to commencement of the days events.
5. Competitors will draw lots for positions on the track and will be placed in order of numbers drawn.
6. Any competitor failing to report to the starting line at the designated time may be disqualified in that event.
7. Any competitor who deviates from the designated race course shall be subject to disqualification.
8. Any competitor who deliberately obstructs or interferes with any other competitor while an event is in progress shall be disqualified.
9. Any competitor who is forced to stop for any reason during the progress of the race shall immediately remove his machine from the track. He shall re-enter the race course from the same spot as his machine left the course.
10. No competitor shall be permitted to change machines during any one event. However, a competitor may change machines prior to any individual event if he so desires.
11. Any competitor wishing to lodge a protest must do so immediately following the particular heat or event in which he is competing.
12. Race results shall be determined by a panel of judges, responsible to a head umpire, whose decisions are final. Should any race end in a draw a suitable tie-breaking event will be arranged.
13. Any disputes shall be arbitrated by the head umpire and any decision rendered by him shall be final and without appeal.
14. The head umpire shall rule on any situations arising from the races that may not be specifically covered by the above rules and regulations. In addition, he shall interpret all of the above rules and regulations and his decision shall be final and without appeal.
15. Competitors who are awarded an annual trophy shall sign an agreement concerning custody and return of the trophy.
16. Competitions are open to applicants from all countries. If under age 21 they must have parents' written consent.

# FORMULA III FINALS

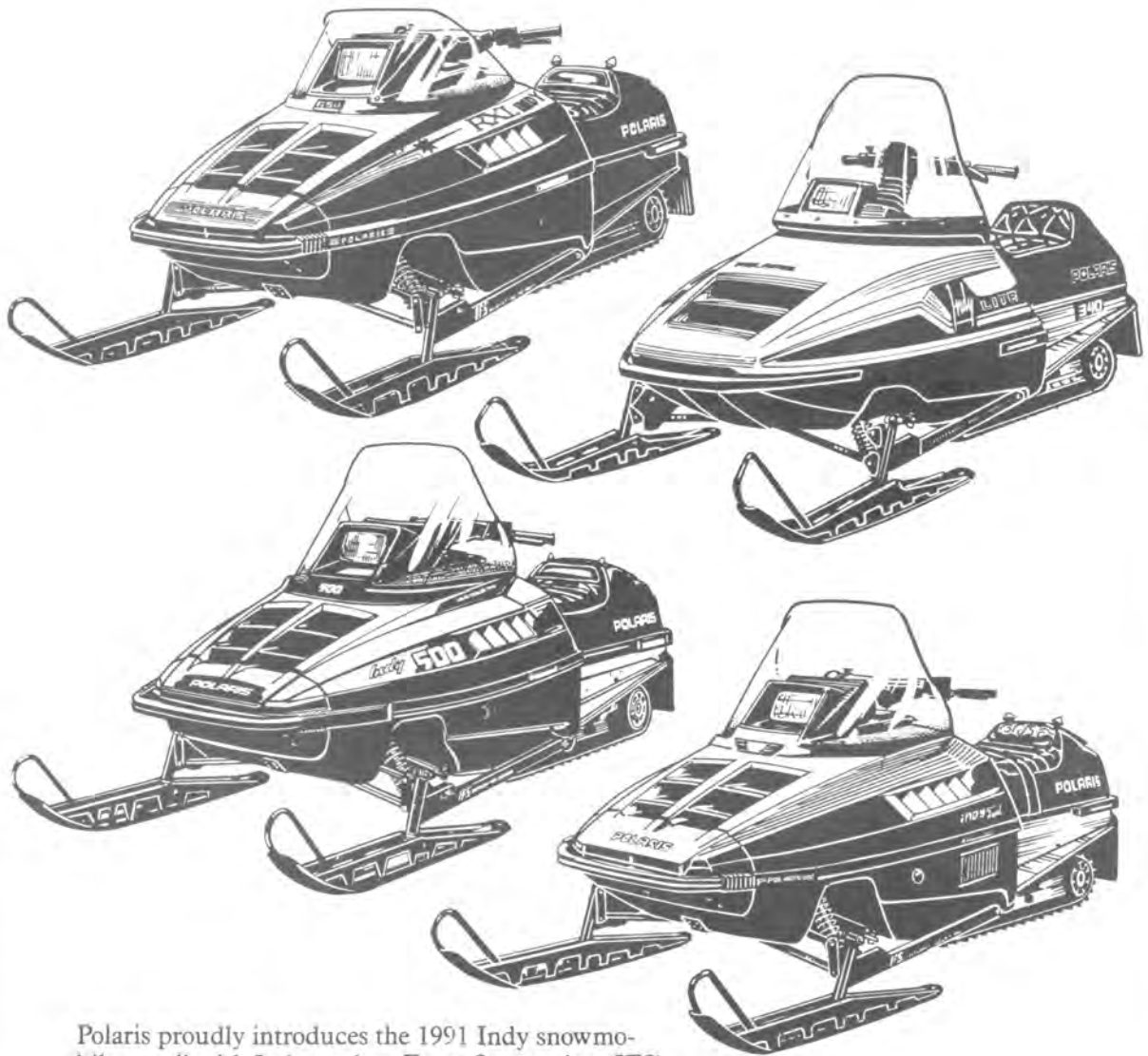
LANE NUMBER	RACER	FINISHERS
1.		
2.		
3.		
4.		
5.		1 <sup>ST</sup>
6.		2 <sup>ND</sup>
7.		3 <sup>RD</sup>
8.		
9.		
10.		

# FORMULA I FINALS

LANE NUMBER	RACER	FINISHERS
1.		
2.		
3.		
4.		
5.		1 <sup>ST</sup>
6.		2 <sup>ND</sup>
7.		3 <sup>RD</sup>
8.		
9.		
10.		
11.		
12.		

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RACE EVENT	WINNING DRIVER	MAKE	RACE EVENT	WINNING DRIVER	MAKE	RACE EVENT	WINNING DRIVER	MAKE	RACE EVENT	WINNING DRIVER	MAKE
Stock A/USSA Braimard, MN Dec. 16, 1990	Brian Trapp (1st)	Ski-Doo	Stock A/OSRF Peterborough, Ont. Jan. 6, 1991	Lanny Benoit (1st) Erik Nichol森 (2nd)	Ski-Doo Ski-Doo	Stock B/OSRF Owen Sound, Ont. Jan. 12, 1991	Lanny Benoit (1st)	Ski-Doo	Stock A/CCMQ Arthabaska, Que. Jan. 12, 1991	Normand Pilote (1st) Gary Brown (2nd)	Ski-Doo Ski-Doo
Stock A/CCMQ Dolbeau, Que. Jan. 5, 1991	Claude Racine (1st) Normand Pilote (2nd)	Ski-Doo Ski-Doo	Stock B/OSRF Peterborough, Ont. Jan. 6, 1991	Lanny Benoit (1st) Erik Nichol森 (2nd)	Ski-Doo Ski-Doo	Stock A/OSRF Owen Sound, Ont. Jan. 13, 1991	Lanny Benoit (1st)	Ski-Doo	Stock A/CCMQ Arthabaska, Que. Jan. 13, 1991	Normand Pilote (1st)	Ski-Doo
Stock A/CCMQ Dolbeau, Que. Jan. 6, 1991	Normand Pilote (1st) Claude Racine (2nd)	Ski-Doo Ski-Doo	Stock A/OSRF Owen Sound, Ont. Jan. 12, 1991	Lanny Benoit (1st)	Ski-Doo	Stock B/OSRF Owen Sound, Ont. Jan. 13, 1991	Lanny Benoit (1st)	Ski-Doo	Stock A/USSA Plymouth, WI Jan. 13, 1991	Brian Trapp (1st)	Ski-Doo
Stock A/OSRF Peterborough, Ont. Jan. 5, 1991	Lanny Benoit (1st) Erik Nichol森 (2nd)	Ski-Doo Ski-Doo				Stock A Eagle River, WI Jan. 20, 1991	Lanny Benoit (1st) Brian Trapp (2nd)	Ski-Doo Ski-Doo	Stock B Eagle River, WI Jan. 20, 1991	Erik Nichol森 (1st) Garry Robertson (2nd)	Ski-Doo Ski-Doo
Stock B/OSRF Peterborough, Ont. Jan. 5, 1991	Erik Nichol森 (1st) Garry Robertson (2nd)	Ski-Doo Ski-Doo				Stock A Eagle River, WI Jan. 20, 1991	Erik Nichol森 (1st) Garry Robertson (2nd)	Ski-Doo Ski-Doo			

At Ski-Doo, we win our share of Formula III races. But unless the average rider plans to modify the chassis and engine, the sled to own is not necessarily the sled that wins Formula III. It's the sled that wins Stock A and Stock B. This year, in race after race, those sleds are the Formula\* Mach 1X

Lanny Benoit races to victory on his Formula Mach 1X.

and the Formula\* Plus X. Congratulations to all the winning drivers, especially veteran Lanny Benoit, who is showing younger drivers a thing or two. And to all riders wondering which race-winning sled to buy this year, the table above shows the stock answer—Ski-Doo.

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