

# **“The Greatest Show on Snow”**

## **31<sup>st</sup> Annual Canadian Power Toboggan Championships**



*Dave Wahl - 1992 Canadian Formula 1 Champion*

*Photo courtesy The Manitoba Beaver*

**March 6 & 7, 1993**  
**Beausejour, Manitoba, Canada**





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*Special Thanks  
 to all the  
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 for making this weekend  
 a success!*

★ ★ ★

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★ ★ ★

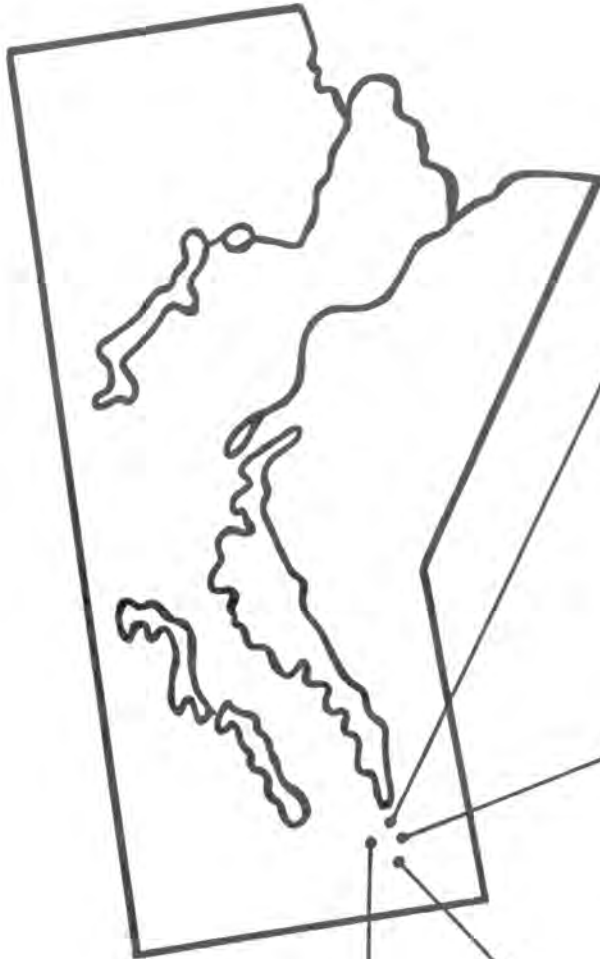


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## 1992-93 EXPORT "A" INC. FORMULA ONE SERIES

Dec. 19-20	Wisconsin Governor's Cup Asland, Wisconsin
Jan. 9-10	Molson Export Georgian Cup Owen Sound, Ontario
Jan. 14-17	Valvoline World Snowmobile Championship Derby Eagle River, Wisconsin
Jan. 30-31	Grand Prix De St. Gabriel St. Gabriel de Brandon, Québec
Feb. 5-7	Grand Prix Castrol/Ski-Doo De Valcourt Valcourt, Québec
Feb. 12-14	World Series of Oval Racing Presqu' Isle, Maine
Feb. 20-21	Budweiser Snowmobile Championship Coniston (Sudbury), Ontario
<b>March 6-7</b>	<b>Canadian Championship Beausejour, Manitoba</b>

## FORMULA ONE POINTS RACE

Race fans in Beausejour can look forward to not only the "Mother of all Battles" on the race track, but also the "Battle of all Brothers"! In what is definitely one of the most interesting points races in Formula One history, brothers Bruce and Gary Vessair will be battling each other in Beausejour for the title of Formula One Champion. Because points are awarded to the drivers through their qualifying rounds, spectators in Beausejour will be treated to what should be the season's best racing. It will be important for both drivers to do their best in all races. Making the brother battle even more exciting will be the fact that three more racers actually have a chance at winning the title. Kris Van Dolder, Dave Wahl, and Dale Loritz all have a mathematical chance, as 39 points can be earned by a racer in one weekend.

## CUMULATIVE STANDINGS AFTER 7 WEEKS

(as of February 21, 1993)

1. VESSAIR, Bruce	65	CAMOPLAST/VESSAIR	169
2. VESSAIR, Gary	1	CAMOPLAST/VESSAIR	163
3. VAN DOLDER, Kris	99	ALCAN B.P./FLYING DUTCHMEN	144
4. WAHL, David	1	WAHL BROTHERS/RED LINE OIL	143
5. LORITZ, Dale	67	CLIFF & CEILS RACING	139
6. VILLENEUVE, Jacques	96	TOURISME QUÉBEC	124
7. FENHAUS, Allen	4	GOODWIN/COMMERCIAL SEWING	109
8. GOODWIN, Greg	3	GOODWIN/COMMERCIAL SEWING	108
9. DECKER, Allen	03	VALVOLINE/NDI	95
10. MONDUS, Scott	55	COMET/MONDUS	77
11. GINGRAS, Pierre	77	D. & L. PERFORMANCE	67
12. WEATHERILL, Michael	60	NTN/SONY/SNAP-ON/ WEATHERILL	64
13. MONDUS, Mark	59	COMET/MONDUS	56
14. LILLY, Don	33	LILLY RACING	41
15. SCHEURING, Steve	34	SCHEURING RACING	34
16. DECKER, Chuck	03	VALVOLINE/NDI	31
17. AVE, Tony	40	TONY AVE RACING	29
18. MACDONALD, Gordie	88	CJOB RACING	24
19. LUDWIG, Jeff	21	LUDWIG PERFORMANCE RACING	22
20. GOFFPRD, Howard	92	GIFFORD RACING	17

## DYCO CAN-AM CHALLENGE (70 points per event)

### CANADA

### UNITED STATES

1. VAN DOLDER, Kris	33	1. WAHL, David	51
2. VILLENEUVE, Jacques	32	2. LORITZ, Dale	41
3. GINGRAS, Pierre	31	3. FENHAUS, Alan	30
4. WEATHERILL, Michael	31	4. DECKER, Allen	30
5. VESSAIR, Gary	28	5. GOODWIN, Greg	26
6. MACDONALD, Gordie	18	6. AVE, Tony	12
7. VESSAIR, Bruce	16	7. MONDUS, Scott	12
8. GIFFORD, Howard	13	LUDWIG, Jeff	11
9. MOISAN, Gilles	3	9. SCHEURING, Steve	7
10. LAVOIE, Norman	2	10. VILLENEUVE, Chuck	6

## ROETIN POLE POSITION (points in qualifications)

1. VILLENEUVE, Jacques	66
2. LORITZ, Dale	63
VESSAIR, Gary	63
4. VESSAIR, Bruce	60
WAHL, David	60
6. VAN DOLDER, Kris	50
7. DECKER, Allen	49
8. FENHAUS, Allen	47
9. GOODWIN, Greg	43
10. MONDUS, Scott	36
11. GINGRAS, Pierre	34
12. WEATHERILL, Mike	27



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## CANADIAN POWER TOBOGGAN CHAMPIONSHIPS BEAUSEJOUR, MANITOBA

The Canadian Power Toboggan Championship has a rich history of ice oval racing in Beausejour, Manitoba.

The Canadian Power Toboggan Championship race complex, located just north of Winnipeg, is a half-mile ice oval track with wide sweeping corners and ultra-smooth straights perfect for the kind of high-speed running the Championship promises each season.

Last season, the CPTC track was the site of the first SPORT Series race of the season. This year, the track again hosted top ice oval racers early after the USSA's Ironwood, Michigan, race was cancelled. Because of the track's location, ice oval races can be, and have been, held early and late in the season compared to most other facilities.

- from Snow Week, January 1, 1993



**WE'VE COME A LONG WAY . . .**



*CPTC Race Track Before Additions - 1992*



*Expanded CPTC Raceplex - 1993*

*Aerial Photos compliments of Mark Dugard*

# I REMEMBER



## ▲ FLASHBACK 1969

Parking space was obviously at a premium, judging by where these cars are parked. The owner of the Camaro must have had a lot of faith in the reliability of Polaris. This was the year the Polaris Thrill Team entertained the spectators at the races. Ted Otto was one of the key members of the team and he designed and managed most of the team's wild snowmobile stunts. These included not only the above-pictured jump, but also the Polaris "football," as well as Otto's drive through a burning building. One of their more spectacular stunts, performed by Larry "The Looper" Rugland who would drive through a 22-foot-high loop, wasn't in Beausejour that year.

- Photos courtesy of The Manitoba Beaver

## METCALF LUMBER

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# WHEN . . .

## ◀ FLASHBACK 1974

Dance for joy? Not quite. Racers were instructed to signify to officials if they were unhurt after a crash, by lifting both hands above their heads. This prevented the race from being halted to bring the ambulance on the track. If the driver or machine posed a hazard to other racers, the yellow caution flag was brought out to slow racers down. Once the hazard was removed, the race resumed under the green flag. No passing was allowed under the yellow flag. That infraction resulted in disqualification. This procedure is still followed today.

## FLASHBACK 1969 ▶

Beausejour's Canadian Power Toboggan Championships hit the big time. Spectators numbered over 20,000. The races were still being held beside the fair grounds and Wide World of Sports gave full coverage to the races. Pictured above is local racer Clarence Baker being interviewed in front of the race results board by the Wide World of Sports crew.



## ◀ FLASHBACK 1970

"They're off and running!" Beausejour's unique starting gates, which resembled horse race gates, were used until the early '80s. Back in 1970, ear protection wasn't mandatory, as it is today, although it should have been. Megaphones were the exhaust of the day. If you look at the picture, most megaphones pointed in some unlucky competitor's ear, and when the racer next to him decided to clear his engine at the starting line, it resulted in one of racing's most painful experiences.

# SNOWMOBILE RACING 101

## *A Field Guide To Understanding the Stock and Mod Classes*

Understanding which sleds compete against each other, whether they're stock or modified, and what the parameters are for a given class is crucial to *really* knowing and being fully able to enjoy the racing weekend.

### STOCK CLASS RULES

The following is a description of the parameters a manufacturer can build within to qualify a sled for a particular Stock classification. A manufacturer must build a minimum of 500 units of a given model to qualify as Stock. The racer can usually make changes to account for safety and comfort (changing handlebars, for instance), but isn't allowed to make modifications to the engine or chassis.

#### Stock A

The engine displacement (or size) limits for Stock A are from 701-800cc. There are no limits on the size of carburetors or the number of exhaust pipes from the factory. The minimum weight to qualify is 500 pounds, the maximum 600 pounds. Given these manufacturer rules, the 1993 model snowmobiles that qualify for this class include the Polaris Indy Storm, the Ski-Doo Mach Z and the Yamaha Vmax-4.

#### Stock B

An engine size limit of 601-700cc is the parameter for Stock B, with no manufacturer limit on the carburetor size/number or on the exhaust. The minimum qualifying weight is 475 pounds, with a maximum of 600 pounds. Current snowmobiles qualifying for this category include the Arctic Cat Wildcat 700 (carbureted or EFI), Polaris Indy 650, Indy RXL and Ski-Doo Formula Mach I.

#### Stock C

The engine size limit is 501-600cc for the manufacturer build, with no limit on carburetion. Exhaust is limited to one pipe, with a 425 pound minimum and 600 pound maximum weight limit. New sleds qualifying for Stock C include all variations of the Arctic Cat EXT, all variations of the Polaris Indy XLT, all variations of the Ski-Doo Formula Plus (including the Plus-X) and all variations of the Yamaha Exciter.

#### Stock D

A 500cc maximum with a 38mm maximum limit on carburetor size sets the standard in Stock D. Only a single exhaust is permitted, and a 400 pound maximum weight restriction is imposed. Snowmobiles currently allowed in

this class include the Arctic Cat 440ZR models (and all equivalent and lesser performance Arctic Cat sleds), Polaris Indy 500 and Indy 440 XCR (and all lesser performance Polaris models), Ski-Doo MX Z (and lesser performance Ski-Doo models) and Yamaha Phazer II and Venture GT (and lesser performance sleds).

#### Stock E

A 500cc maximum with a 36mm maximum carburetor size is the rule in Stock E. A single exhaust is mandatory, as is the 400 pound minimum and 600 pound maximum weight rule. Qualifying new sleds include the Arctic Cat Prowler and Cougar models. Polaris Indy 440 and Indy Trail, and Ski-Doo Formula MX.

#### Stock F

The Stock F class is determined by a 440cc maximum, air-cooled only rule. Carburetor size is limited to 34mm and only single exhaust is allowed. A 375 pound minimum and 600 pound maximum weight rule applies. Qualifying sleds include the Arctic Cat Jag 440 Z, Polaris Indy Sport, Ski-Doo Safari L and Yamaha Ovation.

### MOD CLASS RULES

#### Mod I

Basically allows the 440cc "special" class sleds such as the Arctic Cat 440ZR and Polaris Indy 440ZCR, and 1985 and newer Ski-Doo Formula MX and MX Z models, and 1984 and newer Yamaha Phazer and Phazer IIs. A 38mm maximum carburetor limit is imposed. Racers are allowed to make structural reinforcements, and any performance exhaust and air box can be used. The minimum weight limit is 400 pounds.

#### Mod II

A 500cc limit on engine size is used with a carburetor limit of 38mm on twin-cylinder engines, and a 34mm limit on three-cylinder engines. The stock bulkhead and tunnel must be retained, but can be modified extensively. Minimum weight limit is 375 pounds.

#### Mod III

Motors must not be greater than 550cc. If the engine is a twin-cylinder, a 38mm maximum carburetor size limit is used, and three-cylinders have a 34mm carb limit. Chassis' are very open to modification, as long as the 45" width limit is used. The ski spindles can be relocated, and a 350 pound minimum weight limit is the rule.

## 8 Canadian Power Toboggan Championships

## Pro Sprint

Only ISR-certified 56 horsepower engines are allowed on an open, single-track chassis. All other restrictions are safety related. This is essentially an open chassis class, but with certified motors.

### FORMULA CLASS RULES

#### Formula 250

A 250cc limit on engine size, with a single-track chassis defines the class. The weight limit is 285 pounds, and any production or hand-built design is accepted.

#### Formula III

New rules govern Formula III in 1992-93, including a 600cc engine limit. Racers can arrive at 600cc from an engine that is either smaller or larger in displacement by making any modifications necessary, as long as the engine is from the same brand of snowmobile. (For instance, a racer may add a cylinder, remove a cylinder, bore, stroke and/or sleeve a motor to bring it to 600cc.) The chassis must begin as a production chassis, but many modifications are allowed for safety and handling. No offset in the 45" maximum ski-stance is allowed, and there is a 400 pound weight limit.

#### Formula I

Includes any current manufactured or hand-built I.F.S. or standard suspended sled having one or two tracks. Engine displacement must be no greater than 340cc and engine and hood logo must match. The minimum track length is 100 inches and minimum weight will be 340 pounds. The sled must also meet ISR general section sled/equipment requirements and regulations.

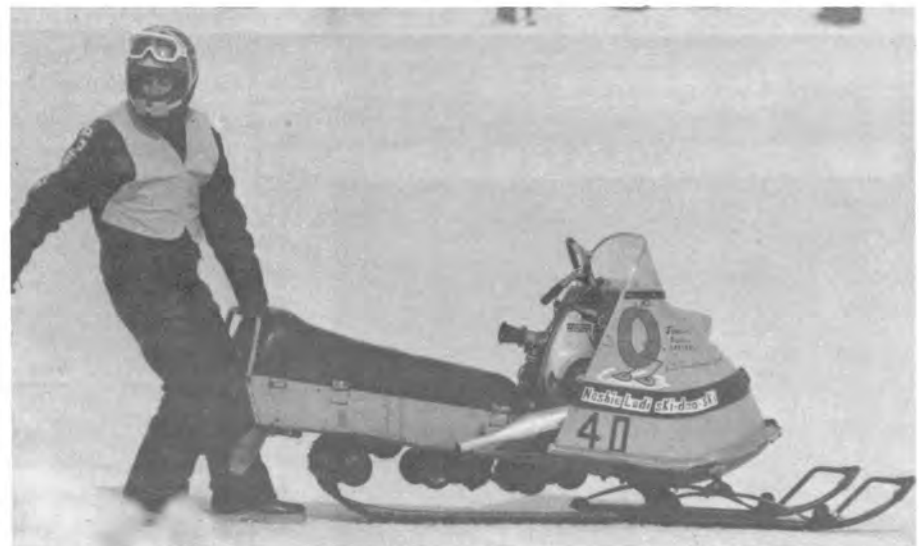
— from  
*Eagle River Derby Yearbook*



*Modified*



*Formula I (Twin Track)*



*Relic*

- pictures courtesy of *The Manitoba Beaver*

## LOCAL HEROES



NAME: Kurt Gretsinger  
 BIB #: 66  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: September 16, 1957  
 MARITAL STATUS: Partner - Cheryl  
 NUMBER OF YEARS RACING: 9 years  
 MODEL OF MACHINE AND CLASS(ES): Ski Doo Twin Track  
 SPONSORS: Gretsinger's Chev-Olds, Kens Kustom Auto,  
 Associated Crankshop, Kolors Auto Body Supplies  
 FONDEST MEMORY OR BEST CRASH IN BEAUSEJOUR:  
 1989-90 - Canadian Champion, Dec. 90 - Turn 3 & 4 Crash



NAME: Glen Hlady  
 BIB #: 28  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: November 24, 1962  
 MARITAL STATUS: Wife - Corinne  
 NUMBER OF YEARS RACING: 10 years  
 MODEL OF MACHINE AND CLASS(ES): 1970 Arctic Cat Puma, Relic I  
 BEST FINISH IN CLASS(ES):  
 1991 World Series, Beausejour, MB - 1<sup>st</sup> Relic I  
 SPONSORS: Agassiz Realty  
 FONDEST MEMORY OR BEST CRASH IN BEAUSEJOUR:  
 1987 - 25<sup>th</sup> Canadian Power Toboggan Championships:  
 I rolled end over end 3 times and still managed to come in 3<sup>rd</sup> place.



NAME: Barry (Misty) Klym  
 BIB #: 39  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: March 3, 1948  
 MARITAL STATUS: Wife - Rosemarie; Daughters - Angie & Erin  
 NUMBER OF YEARS RACING: 8 years  
 MODEL OF MACHINE AND CLASS(ES):  
 1973 Blizzard 3 cyl., early model - 0-340, 0-440  
 BEST FINISH IN CLASS(ES): 8 races - 8 firsts  
 SPONSORS: Misty's Mechanical Service, R.K. Drywall, Dave's  
 Electric, Pat Bazan Insurance Agency  
 FONDEST MEMORY OR BEST CRASH IN BEAUSEJOUR:  
 Our race team is called "Sidewinder Racing." It revolves mostly around  
 our sled; it is designed for modern day racing. Best memory: the  
 day & year we began racing, going there, giving fans a good show and  
 having a whole lot of fun.



NAME: Norman Lavoie  
 BIB #: 98  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: August 20, 1963  
 MARITAL STATUS: Wife - Sylvia; Daughters - Katrina & Kandace  
 NUMBER OF YEARS RACING: 8 years  
 MODEL OF MACHINE AND CLASS(ES): 1990 Ski-Doo Twin Track  
 (Formula I)  
 BEST FINISH IN CLASS(ES): 2<sup>nd</sup>  
 SPONSORS: Westwood Homes Ltd., Harris Chev-Olds, Food Fare,  
 Al Meisner Const., Bee Line Courier, Dayco, Brian's Woodworking,  
 NGK




NAME: Jim Obie  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: February 4, 1965  
 MARITAL STATUS: Wife - Debbie & family dogs: Chester & Heidi  
 NUMBER OF YEARS RACING: 7 years  
 MODEL OF MACHINE AND CLASS(ES): Scorpion Relic I  
 BEST FINISH IN CLASS(ES): 2<sup>nd</sup> Place  
 SPONSORS: Beausejour Custom Cabinets, Graves Ins., Copper Pot,  
 Litke's Wholesale  
 FONDEST MEMORY OR BEST CRASH IN BEAUSEJOUR:  
 Being towed by a Polaris into the pits after blowing a track.



NAME: Bruce Rosentreter  
 BIB #: 96  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: September 17, 1968  
 MARITAL STATUS: Single (Lisa)  
 NUMBER OF YEARS RACING: 7 years  
 MODEL OF MACHINE AND CLASS(ES): Polaris TX, Relic I & Relic II  
 BEST FINISH IN CLASS(ES): Relic I: 3<sup>rd</sup>; Relic II: 2<sup>nd</sup>  
 SPONSORS: Gretsinger Chev-Olds Geo  
 FONDEST MEMORY OR BEST CRASH IN BEAUSEJOUR:  
 Crashing into bayles in Turn 4 (March 1992)



NAME: Wes Singbeil  
 BIB #: 11  
 CITY & PROVINCE: Beausejour, Manitoba  
 BIRTHDATE: October 6, 1961  
 MARITAL STATUS: Single  
 NUMBER OF YEARS RACING: 10 years  
 MODEL OF MACHINE AND CLASS(ES): Formula I, II, III  
 BEST FINISH IN CLASS(ES): 1987/88 CNARA: High Point Driver (F II),  
 2<sup>nd</sup> in Formula I  
 SPONSORS: Mint Autobody, Pink Texan, Ken Catton Ent., Associated  
 Crankshaft, Howard Szatkowski, Wahl Bros., Lloyd Singbeil



IT TAKES TWO THINGS  
 TO GET A SLED TO  
 THE OUTER REACHES  
 OF POWER.

A DRIVER WITH GUTS.  
 AN ULTIMAX BELT.

**DAYCO**

## ICE/GRASS DRAGS PART OF BEAUSEJOUR'S RICH SNOWMOBILE HISTORY

Back when the Manitoba Snowmobile Drag Race Association was putting together it's first race schedule, included that season were the First Annual Beausejour Snowmobile Drag Races (1986-1987).

Well, many things have changed since then! The M.S.D.R.A. has grown to be one of the best circuits in North America and the CPTC Raceplex has developed into the fastest and safest race facility in the world. Something else we learned over the years is that the race director's instructions: "Go Fast/Turn Left" don't work with drag sleds on ice. So now we do it on the grass! Annually!

C.P.T.C. has assisted the M.S.D.R.A. in hosting the Turfmasters' Grass Drags for the past five seasons. The thrills (and spills) of the finest drag racing (on the grass) will continue here, where each year at this event you get the first glimpse of the current production sleds, and some of the fastest mods anywhere.

From the grass to the ice – the M.S.D.R.A. has one race left

this season. Next weekend in beautiful Lac du Bonnet, Manitoba. Be there as the best and the fastest compete at the Provincial Points Final.

See you in October!



*- Photo courtesy of The Manitoba Beaver*

sp

Standard Press

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## HARNESS RACING IN BEAUSEJOUR, MANITOBA

They're at the Post! Last summer was the first time that the Harness Racing circuit stopped in Beausejour.

Harness racing has long been enjoyed by people in southwestern Manitoba throughout the summer months. The idea of holding the Harness Races in Beausejour was first initiated by the Beausejour Chamber of Commerce. Preliminary meetings were held and it was thought the venue would be too overwhelming for the members of the Chamber to do single handedly. It was at this time the Beausejour District Tourism & Recreation Development Inc. was born.

The BDTRD, with the help of Selkirk-Red River MP David Bjornsson and the CEIC, were successful in achieving a \$530,000.00 grant to expand the race facilities. As a result

of this influx of capital, the grandstands, 2 multi-use buildings, heated washrooms, heated concession and track upgrading were done throughout the summer of '92.

The first race was held on August 22, 1992. It was very successful and as a result Harness Racing will again take place on August 28 and 29, September 11 and 12 with Post Times being 1:30 p.m. for all race days.

Harness racing attracts people of all ages. With pari-mutual betting the excitement grows as the horses round the last turn towards the finish line. With 9 races each day it provides an afternoon of entertainment for all the family.

We hope to see you in August!

*- Photo courtesy The Manitoba Beaver*



## PERSONAL WATERCRAFT RACING

On July 17 & 18, 1992, the CPTC Raceplex was host to Manitoba's first ever Jet-Ski races. The races were part of the CJSBA circuit and brought racers from as far as Edmonton and Toronto. A handful of American racers also attended the event. The unseasonably cold, wet weather over the weekend was tempered by warm praise for the excellent facility by the competitors.

Beausejour's personal watercraft oval is unique in that it brings the spectators close to the action with no risk to their safety. Up until now, PW racing has only been held on lakes or oceans. This put the spectators and T.V. cameras a long distance from the racing action. But not at Beausejour!

The lagoon itself is on the south end of the infield of the snowmobile race track. It measures 650 feet long and 270 feet wide, with a maximum depth of seven feet. The sloped banks are covered by 10 mil poly, which is held in place by used tires. The poly and tires are used to control weed growth and erosion along the banks. Spring run-off from the race complex fills 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.



The spectators that braved the cold and rain to come out and watch the races in 1992 gave the race complex design their hearty approval. The racers put on an excellent show and the seeds were sown for what will undoubtedly become one of Manitoba's fastest-growing sports.

A major change to the sport of personal watercraft racing has come about for 1993. In a move that will no doubt improve on the popularity of the sport, Kawasaki has turned the CJSBA over to independent bodies. This will allow the

involvement of all types of personal watercraft to participate in the races. With the involvement of all watercraft manufacturers in the races, the sport will undoubtedly grow. Now that the four snowmobile manufacturers are all involved in the personal watercraft business, the race complex in Beausejour looks forward to keeping them involved on a year-round basis.

Beausejour has secured three dates on the Western Canadian Schedule for 1993. They are:

June 13  
June 17 & 18 (Championship Race)  
August 15 (Last race of the season - double points)

A Manitoba racers association is looking for members and will be holding races throughout Manitoba. Anyone interested in becoming a member or in need of more information, please write:

**C.P.T.C. Inc.**  
**P.O. Box 22**  
**Beausejour, Manitoba**  
**R0E 0C0**

**or phone (204) 268-2049 and leave a message.**

Hope to see you at the personal watercraft races in 1993!



*Mike Klippenstein was the crowd favourite at the races in Beausejour last year. After the riding display he put on in the freestyle event, it was easy to see why he was named World's Amateur/Expert Freestyle Champion in Lake Havasu, Arizona in 1991.*



NEW POLARIS SL750. Take the SL650 and give it bigger pistons and bigger carbs. In other words, power for the hungry. 750cc's to be exact. Then add even more features like a variable-pitch stainless steel impeller, a standard speedometer and fuel gauge, and thumb-activated Polaris Quick Trim (with trim indicator gauge), an innovation that adjusts the angle of the jet with the touch of a button for better performance. This and SL750's great new paint job beg the question: Is the new SL750 the best performing, best looking, watercraft afloat? All we know is, no other machine offers more.

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**Collett Electronics Ltd.**

90 Durand Road  
Winnipeg, Manitoba, Canada  
R2J 3T2

**TELEPHONE 1-800-665-7888**

## FLAG RULES

### Green Flag

Start of Race

### Yellow Flag

Track corners: signifies there is an additional safety hazard on the track.

Starting line: signifies caution after the yellow flag is displayed. Competitors must slow down, hold positions and not pass until the green flag is displayed.

All laps under the yellow flag will be scored as part of the race.

### Red Flag

The red flag means the race will stop immediately regardless of position of machines on the track. The red flag will be used if, in the opinion of the race director or chief starter, the track is unsafe to continue the race.

### Black Flag

Consultation flag: Leave course immediately and report to race director. This does not necessarily mean disqualification, however, failure to obey the black flag could result in disqualification, suspension or fine.

### White Flag with Green Border

When the white flag is displayed it means drivers have started their last lap.

### Blue Flag with Yellow Diagonal

For passing: Flag will be displayed to machine(s) being lapped.

### Checkered Flag

When the checkered flag is displayed it means the race is complete.



- Photo courtesy of The Manitoba Beaver



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## Groomer Warning Beacon



Collisions between snowmobiles and trail grooming machines have been increasing at an alarming rate. The danger is so great in some high traffic trail areas, groomers will only operate at night, when the traffic is lower, and the glow of the groomer's lights can be seen, over hills and around curves.



We at Collett Electronics have decided to do what we can to make things safer for both snowmobilers and groomer operators. We will provide, **free of charge**, a device we call a "**GROOMER WARNING BEACON**" to anyone operating a trail grooming machine in Canada or the United States. This device will transmit a radio signal which can be received by our Communicators. The signal will consist of an alternating high/low tone (sounds like, dee-da, dee-da, dee-da), which when received will tell people a trail grooming machine is somewhere within 1000 feet ahead. **It can be around the next curve or over the next hill, so they must be prepared to stop! They should also do their best to warn any snowmobilers not equipped with a Communicator that a trail groomer is close ahead.**



We have already started production on 2000 of these devices. If all goes according to plan, we should be able to provide every groomer operator in North America with a Groomer Warning Beacon, this season.

Happy Trails,

*Les Collett*

P.S. To insure only trail groomers receive GROOMER WARNING BEACONS we ask that requests for this device be made through the appropriate Provincial or State Snowmobile Association. Operators desiring a Free GROOMER WARNING BEACON should contact their local association and ask them to forward the request.

Our address and Toll Free number are as follows:

**Collett Electronics Ltd.**

90 Durand Road  
Winnipeg, Manitoba, Canada R2J 3T2

**TOLL FREE 1-800-665-7888**

## A RACER'S DAY . . .

*written by Mike M. Krash and Ray Singh Gas*

A.M.

6:30 Alarm goes off

6:45 Picked pieces of alarm clock off floor

6:50 Plant feet on floor and test gravity

6:56 Jump out of shower - no "hot" water

6:57 Let's get regular

7:30 Breakfast - cup of coffee & cigarette

7:32 Gather racing gear - put on socks, underwear, undershirt, sweatshirt, athletic protector, kidney belt, leather pants, leather jacket, boots

7:37 Take all off & get regular again

8:00 See 7:32

8:05 Dump tools in truck

8:10 Arrive at registration

8:12 Go home get sled

8:17 Finish off registration

8:25 Arrive at track & park

8:30 Unload sled

8:35 Start sled

8:36 Put on duct tape & helmet

8:37 Rip off helmet (taped nose shut)

8:40 Go for test run #1

8:43 Walk back to pit for gas from far corner

8:50 Finish run, engine good, brakes not, bales soft

9:00 Few minor adjustments - tape hood, change ski & take straw out of track & helmet

10:00 Go for another test run

10:10 No problem - ready to race

10:20 Check out local facilities (see 7:37)

11:00 Race meeting

11:30 FIRST RACE

11:31 Good start, but goggles fog up, ski gets caught in sled in front and get dragged to third place in heat

P.M.

1:15 Second race, bad start, but fought back to front of pack only to fall off sled at finish line. Sled finishes third, driver fifth.

1:20 Lap counters don't know where to place me - third or fifth. Got fourth after much discussion and promise to stay closer to sled for next race.

3:00 Final - good race till first corner. Then handlebar gets caught in bib and spend the rest of the race going in circles in corner one.

3:15 Restart race because a few other drivers start to follow me.

3:30 Finally luck is with me & finish race in the money.

4:00 Time to pack up tools and sled with the help of the guys who followed me at 3:15.

4:30 Pick up trophy & prize money & head to beer gardens.

A.M.

2:30 Find a ride home with a few new friends. A weekend well spent.



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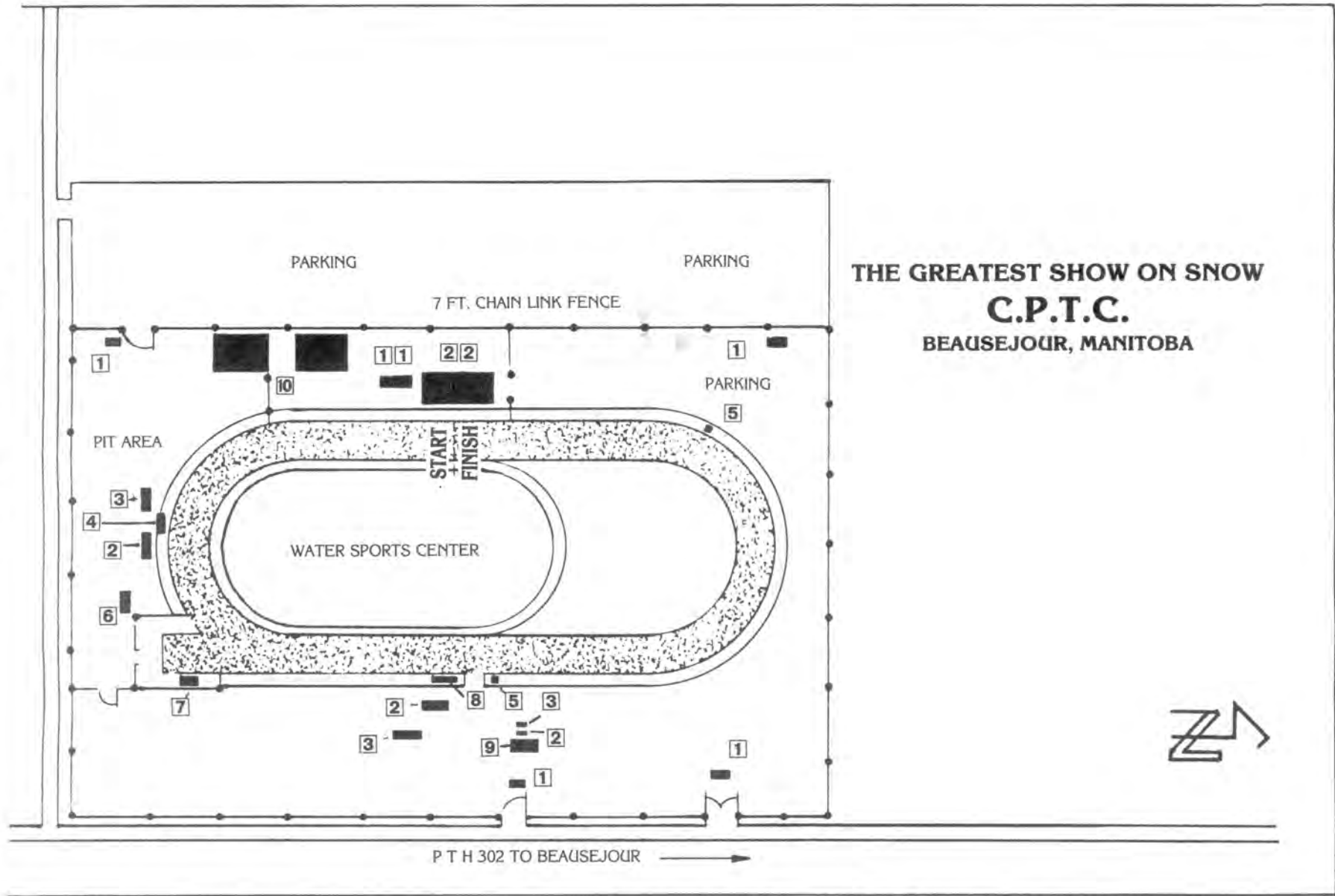


Anyone who can  
provide us with any  
pictures or interesting  
reading material for  
next year's program,  
please call Lisa 268-3548  
or Cheryl 268-3939 or  
fax 268-4209.

(Names can be confidential.)

**C.P.T.C.**

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*The Formula III World Championship at Eagle River is being touted as one of the greatest races in Derby history. Steve Houle, riding his modified Indy Storm, came from the back of the pack to take the checkered flag. We congratulate Steve and all the other racers. You gave us a thrill we'll never forget.*

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# Spring Break

Before April 30th, 1993

# Save up to \$800



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