

33RD ANNUAL CANADIAN POWER



TOBOGGAN CHAMPIONSHIPS

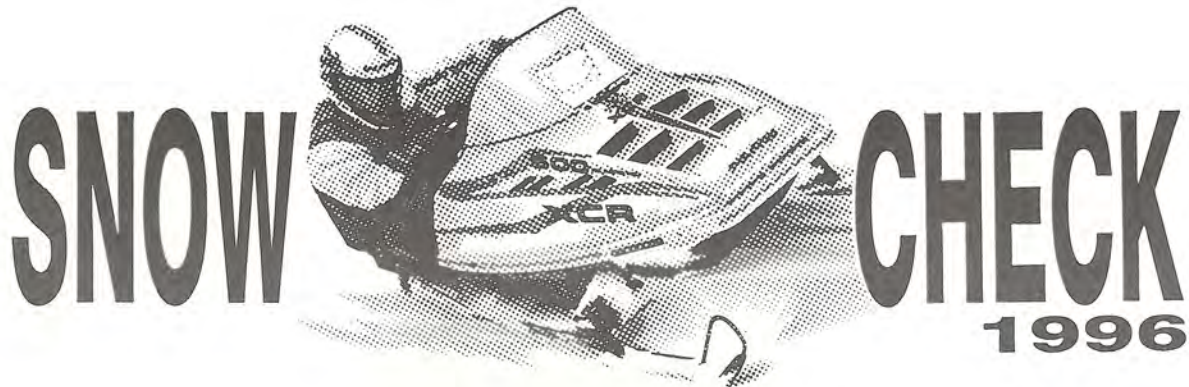
March 4 & 5, 1995 — Beausejour, Manitoba

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



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Check it out!
Unveiling of the
1996 Ski-Doo
Snowmobiles
are in the North barn.

PRESIDENT'S MESSAGE

Dear Competitor, Racer and Sponsor,

Welcome to the C.P.T.C. Raceplex and the 33rd Annual Canadian Power Toboggan Championships. Our program this weekend entertains some of the best ICE Oval Racing in North America. It is with great pride that our directors and volunteers have worked diligently to provide not only the best racing facilities, but also the finest in Trackside grandstand, refreshment and warm-up areas. All the facilities you will utilize at this event are the result of many dedicated volunteers.

To make this event The Greatest Show on Snow takes many hours of planning not only from the C.P.T.C. members, but also from our sponsors, volunteers, advertisers and various levels of government. They have all worked together to provide the best for you the racer and the spectator.

On behalf of the Board of Directors, I would like to welcome you to our community. Relax, visit and most of all, come back and enjoy our future racing events.

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



Special Notice

Trophy Presentation
will be held at the
Brokenhead River
Recreational Complex
on Sunday, March 5.

*Tickets available
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**Hot Roast Beef Dinner
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Bruce Berger
President, C.P.T.C.

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CUMULATIVE STANDINGS AS OF FEBRUARY 19, 1995

SPORT SERIES POINT STANDINGS

FORMULA I

1. Jeff Ludwig #21	208
2. Dale Loritz #67	177
3. Jacques Villeneuve #96	176
4. David Wahl #74	168
5. Bruce Vessair #65	164
6. Kris Vandolder #99	159
7. Terry Wahl #47	113
8. Pierre Gingras #77	108
9. Mike Weatherill #60	91
10. Alan Fenhaus #5	55
11. Scott Mondus #55	50
12. Tony Ave #3	46
13. Howard Gifford #92	45
14. Mark Mondus #59	41
15. Chuck Decker #04	41
16. Jeff Goodwin #4	35
17. Bill Calden #14	32
18. Mike Houle #22	25
19. Richard McCullough #180	21
20. Scott Roberge #18	16



FORMULA I SERIES TOP 3 WINNERS

Brainerd, MIN (December 10, 1994)

1. Jeff Ludwig #21
2. David Wahl #74
3. Bruce Vessair #65

Eagle River, WIS (January 22, 1995)

1. Dale Loritz #67
2. Jeff Ludwig #21
3. Jacques Villeneuve #96

Owen Sound, ONT (February 12, 1995)

1. Jacques Villeneuve #96
2. Bruce Vessair #65
3. Kris Vandolder #99

Valcourt, QUE (February 19, 1995)

1. Terry Wahl #47
2. David Wahl #74
3. Kris Vandolder #99



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AMATEUR RACING



This past year, the Central North American Racing Association (CNARA) and the Canadian Power Toboggan Championships Inc. (CPTC) held four races besides the Canadian Championships. December's race was strictly an ice oval race, and the two in January were ice and snow oval races. Due to a lack of interest in the snow oval races, CPTC decided not to run them anymore, and to concentrate all efforts on the ice oval racing.

The early December race was a success even though it was run against a USSA oval race in Bessemer, MI. CPTC will be advertising our December 1995 race earlier, in the hopes of attracting more Formula I teams. The first Camoplast Formula I race will be run in Brainerd, MN the weekend following our season opener in December, and it gives the teams an excellent opportunity to test before the Brainerd race. The track will also be open to other race teams the week following our December race.

The three smaller races run by CPTC turned out better with each race run. Racer turnout steadily increased and by the February 12th race, 30 different drivers had tried their hands at ice oval racing. As racer turnout increased, spectator interest also increased, and CPTC feels that it can run a full winter race schedule next race season.

The coming season's racing will be better advertised and organized. CNARA will be out looking for a sponsor or sponsors for the upcoming season. All classes that run throughout the year will have points awarded on the basis of finish position, and a champion will be crowned at the season's end in each class.

The following dates will be next year's race schedule.

December 3, 1995 - Season Opener
January 14, 1996 - January 28, 1996 - February 11, 1996
March 2 & 3, 1996 - 34th Canadian Power Toboggan Championship

If you are interested in racing, or just in becoming a part of CNARA as a member volunteer, make sure you attend the annual meeting of CNARA, which will be held on Wednesday, April 5th at 7:30 p.m. at the press booth at the CPTC Race Complex. If you would like more information before the meeting, please call 1-204-268-2049 and leave a message. Your call will be returned.



CPTC SEASON OPENER DECEMBER 4, 1994

RELIC I

- 1ST GLEN HLADY, BEAUSEJOUR, MB - 70 PUMA CAT
- 2ND RANDY GRINTER, PARK RIVER, ND - 70 PUMA CAT
- 3RD BOB BACHMANN, MOOREHEAD, ND - 70 TNT SKI DOO

RELIC II

- 1ST BRUCE ROSENTERETER, BEAUSEJOUR, MB - 70 TX POLARIS
- 2ND NORMAN CHURA, ANOLA, MB - 70 CHARGER POLARIS

EARLY MOD 440

- 1ST BRUCE ROSENTERETER, BEAUSEJOUR, MB - 70 TX POLARIS
- 2ND BOB EISBRENNER, ANOLA, MB - 73 F/A SKI DOO

STOCK D

- 1ST MILT REIMER, MORRIS, MB - 95 XCR POLARIS
- 2ND FRANCIS SIEMENS, ROSENORT, MB - 95 XCR POLARIS
- 3RD DON HOFER, GLENLEA, MB - 95 XCR POLARIS

STOCK C

- 1ST BRIAN STURGEON, THIEF RIVER FALLS, MN - 95 ZR ARCTIC CAT
- 2ND TROY PIERCE, GREENBUSH, MN - 95 XCR POLARIS
- 3RD MILT REIMER, MORRIS, MB - 95 XCR POLARIS

STOCK B

- 1ST BRIAN STURGEON, THIEF RIVER FALLS, MN - 94 ZR ARCTIC CAT
- 2ND TROY PIERCE, GREENBUSH, MN - 95 XCR POLARIS
- 3RD SYLVAIN LACROIX, ST. EUSTACHE, PQ - 95 MACH I SKI DOO

PRO SPRINT

- 1ST KEITH HAYMAN, WINNIPEG, MB - ZR ARCTIC CAT
- 2ND GREG LITKE, BEAUSEJOUR, MB - GREG'S CUSTOM SLED SPECIAL
- 3RD KIRBY FUNK, WINNIPEG, MB - 79 SKI DOO

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- 2ND KEITH HAYMAN, WINNIPEG, MB - ZR ACTIC CAT
- 3RD KIRBY FUNK, WINNIPEG, MB - 79 SKI DOO

FORMULA I

- 1ST DAVE WAHL, GREENBUSH, MN - 94 SKI DOO
- 2ND MIKE HOULE, WYOMING, MN - 95 MX2 SKI DOO
- 3RD KRIS VANDOLDER, ANNAN, ON - 95 SKI DOO

BEAUSEJOUR 600

- 1ST MIKE HOULE, WYOMING, MN - 95 FIII SKI DOO
- 2ND DAVE WAHL, GREENBUSH, MN - 94 SKI DOO
- 3RD BRIAN STURGEON, THIEF RIVER FALLS, MN - 95 ZR ARCTIC CAT





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Winnipeg, Manitoba

1964 Clayton McDonald
Dryden, Ontario

1965 Allen Hetten
Roseau, Minnesota

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 Jacque Villeneuve
Berthierville, Quebec

1975 Gilles Villeneuve
Berthierville, Quebec

1976 Bob Elsner
New London, Wisconsin

1977 Larry Omans
Richmond, British Columbia

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- 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 Jacque Villeneuve
St. Cuthbert, Quebec
- 1988 Darcy Ewing
Big Lake, Minnesota
- 1989 Darcy Ewing
Big Lake, Minnesota
- 1990 Kurt Gretsinger
Beausejour, Manitoba
- 1991 Dave Wahl
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- 1993 Mark Mondus
River Falls, Wisconsin
- 1994 Dale Loritz
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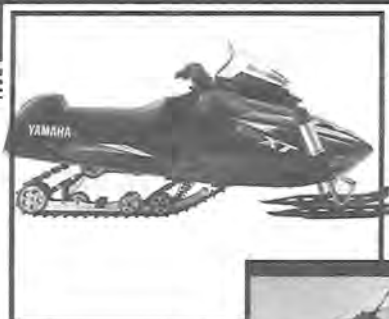
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FACTS AND FIRSTS ...

Some interesting facts and firsts extracted from Bill Vint's 'Warriors of Winter: The previously untold history of snowmobile racing'. A *must read* for every snowmobile enthusiast!
DAT

- ❄ On January 31, 1926, the first 'snowmobile race' in history was held on Rangeline Lake near Three Lakes, Wisconsin. (p. 2)
- ❄ The first track (in Beausejour) was laid out on the school grounds ... six daring drivers raced their power toboggans around the course at an estimated speed of 15 miles per hour. The cheering crowd loved it (1962). (p. 15)
- ❄ The ASDDA (Alaska Snowmobile Dealers and Distributors Association) was the first snowmobile race sanctioning body in North America (1965). (p. 45)
- ❄ Classes of machines were based on a weight vs horsepower formula. Modifications were forbidden, but present. (p. 46)
- ❄ the first nation-wide magazine devoted to snowmobiling, SNOW-GOER, published its first issue (1966). (p. 62)
- ❄ (By 1971 there were) an incredible 117 manufacturers of snowmobiles. (p. 93)
- ❄ On January 19, 1969, young Jim Grahn jumped his Sno*Jet 101 feet in competition at Rolla, North Dakota. He landed perfectly and maintained control. It was the longest complete snowmobile jump in history. (p. 98)
- ❄ There were 480,000 snowmobiles manufactured during the 1970 model year, and 425,000 of them were sold. (p. 130)
- ❄ There were 32 associations in the United States and Canada sanctioning races from November into April ('70-'71). The number of events scheduled totalled more than 500. (p. 134)
- ❄ (USSA) would require drivers to wear protective padding on shoulders and lower legs ('71-'72). (p. 147)

Facts and Firsts (continued)



*The world's oldest racer, 91-year-old Ole Hearingsleuffe.
(page 114)*

- ❄️ Pegasus ... with driver Dick Hansler of Kenosha, Wisconsin ... barreled along the endless sea of white at a speed of 140.625 miles per hour. (p. 148)
- ❄️ For the first time, USSA required mandatory use of the tether kill switch, a device to automatically stop an engine when a driver was no longer on a machine. (p. 165)
- ❄️ One of the Sno-Twister's 'Firsts' was twin tuned exhaust pipes. No other stock racing machine had ever used twin pipes, a performance feature previously found only on modified racers. (p. 185)
- ❄️ The second race for SnoPro included a total of 34 machines, nine sporting Kohler of Canada ensignia for the first time (December 16, 1973 at Beausejour). (p. 187)
- ❄️ Mrs. Diane Miller became the first woman to race in SnoPro at Milwaukee (1974). (p. 194)
- ❄️ (By 1974) only 11 survivors from an industry that had included more than 110 brands only six years earlier. (p. 198)



- ❄️ Some familiar names?
Dana Payne of Buffalo, Minnesota, caught Ken Young II of Skaneateles, New York, on the front stretch of the final lap for a third straight thriller in Junior-2 (Weedsport, Pennsylvania, 1975). (p. 207)
- ❄️ In Race No. 4, Jim Dorfman's Arctic Cat charged into an early Mod - Stock 250 lead, but Chuck Decker of Marshfield, Wisconsin, rallied his Ski-Doo to claim the victory (Weedsport, Pennsylvania, 1975). (p. 207)
- ❄️ Jeff Goodwin of Zion, Illinois, jumped in front and ran away with Junior-1 (St. Paul, Minnesota, 1976). (p. 217)
- ❄️ Deteriorating track conditions under a sunny, warming sky gave Allen Decker his chance to win his first World Series title in Mod-Stock 250 (St. Paul, Minnesota, 1976). (p. 218)
- ❄️ Kawasaki officially entered the racing scene for the first time, introducing Jacques Villeneuve and Gregg Channell as its SnoPro drivers (1976). (p. 220)
- ❄️ Snowmobile racing was still in its infancy at the end of the winter of 1976-77 ... four types of racing predominated at the end of 1977 ... as long as there is a source of fuel of some type to propel a machine of whatever design across the snow, there will be competition. Unless the nature of man changes, or winter becomes extinct (pp. 230-2)

DAT



Johnson's Pegasus at the Bonneville Salt Flats.

THE SNOFUND PROGRAM

In 1994, and in conjunction with Manitoba Natural Resources (MNR), Snoman, the provincial snowmobile association and its Member Clubs were successful in implementing the Snowmobile Network Opportunities Fund (SNOFUND).

The SNOFUND is a user-pay snowmobile trail pass system whereby, a snowmobiler who chooses to ride on a SNOFUND Designated Trail, helps to fund the costs of providing that trail through the purchase of a trail pass (SNOPASS).

The goal of this Program is to provide Funding assistance to the Snowman Member Clubs so they may continue to provide a trail system for all to enjoy.



The SNOPASS is legally required if you choose to ride on a "designated" snowmobile trail. Designated snowmobile trails are those trails that are operated and maintained by a Club that they have designated as requiring a SNOPASS in order for you to snowmobile on them. All Provincial Park snowmobile trails are designated trails. Designated trails may include not only bush trails, but certain forestry and logging roads, fields, and ditches. If a Club chooses not to include their trail system, or just a certain part of it, within the designated trail system, a SNOPASS will not be required to ride on those non-designated trails. i.e., **A SNOPASS is not required to ride any trails, ditches, or fields that are not part of the designated trail system.**

The legal requirement for a SNOPASS is covered by a regulation that was passed in the provincial legislature in November 1994 under the Crown Lands Act. This Act sets out the requirement for a SNOPASS as being one annual SNOPASS per snowmobile per season for those who choose to ride on a designated trail anywhere in Manitoba. The expiry date set for a season is March 31.

The enforcement agencies for offenses under the Crown Lands Act are the RCMP and MNR. As a partnership effort, Snoman and these enforcement agencies agreed that in the early stages of the program, emphasis should be on education relative to the requirement for a SNOPASS and the benefits of the SNOFUND program, rather than on issuing offense tickets. To that end, a passive approach to enforcement was initially implemented. As the 1994/95 season progressed however, this passive enforcement evolved into the more active enforcement patrols.

At no time has there been a declaration that the requirement for a SNOPASS was not mandatory in the 1994-1995 season. The requirement for a SNOPASS is dictated by where you choose to ride, i.e., it's required if you choose to ride on designated trails throughout Manitoba but nowhere else.

All designated trails in the province are mapped and the maps are registered with MNR, thereby in turn registering which trails are designated trails. The designated trails are to be signed as such so that they will be readily identifiable "out-on-the-trail". Designated trails are subject to change each year and may potentially be rerouted throughout the season due to unforeseen circumstances. The trails are registered on the maps with the MNR, are the final, only, and binding designated trails, regardless of whether or not those trails are signed as designated trails.

The monies collected from the sale of each SNOPASS will be deposited into a dedicated trust fund. As a dedicated fund, this means 100% of the SNOFUND goes back into snowmobiling by helping to cover all costs related to such things as maintaining existing trails, developing new trails, purchasing and maintaining trail equipment, purchasing and installing trail signs, and producing regional trail maps of the designated trail system.

The SNOFUND Committee, (comprised of one representative from each of the five Snoman Member Regional Organizations and two MNR appointed representatives), has the overall responsibility of administering and setting policies, guidelines, and standards for the SNOFUND Program. Some of these activities include such things as reviewing and processing necessary Program forms, providing technical assistance when requested, conducting informational meetings with local Clubs, and acting as a mediator on SNOFUND issues when and as may be required.

Correspondingly, the Snowman Member Clubs have the responsibility of implementing the SNOFUND Program. This includes selling SNOPASSES, adhering to the Program's policies, guidelines, and standards, processing necessary Program forms, and monitoring approved Program projects.



Snoman welcomes your inquiries on this program. Mark your calendars for the upcoming INFOSESSION '95 on April 22, 1995 at the Windsor Park Inn and come on out to "get informed". Watch the Snoman News for further details or call the Snoman office at 632-SNOW!

Doug Baker,
President



DUCT TAPE - A THING OF THE PAST

Don't you hate it when you're in a rush because your race is next and just as you're finishing taping up your face you accidentally tape your nose shut? Can you count the number of times that you froze your nose after a 7 or 10 lap race in 30° weather? Or, maybe you don't race ... there are still people who prefer to use goggles instead of using a helmet with a shield.

Well, do I have a thing for you!

Ever try a no-fog mask. It's perfect! It fits just under your goggles and covers your entire face to just below the chin. The nosepiece is designed to deflect your breath downward so you don't fog up your goggles and the metal band at the top of the nose gives it a perfect fit. The velcro strap at the back makes for an easy on and an easy off.

It's comfortable, affordable, and it looks better on your face than duct tape! Just think, no more taping your nose shut and no more freezing your face. So ends SNOWMOBILE TIP #1. SNOWMOBILE TIP #2 - never try to cross an open river when you are almost out of gas!



KID'S CONTEST

WHERE'S THE "GROWLER" NOW?

Can you find all the Growlers in the program?



(This one does not count.)

Here is his picture. If you are 12 years old or younger, count all the Growlers in the program. Then go to the canteen in the grandstand and put your name, phone number, age and answer on an entry form and you could win some great prizes!!

Good Luck! Hint: There's one on page 2.

(Prizes listed in Canteen.)

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Sunday 11:00 a.m. - 5:00 p.m.

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TSN (1 HOUR PROGRAM)

March 28 - 4:30 p.m.
March 30 - 9:00 p.m.
March 31 - 4:00 p.m.
April 2 - 12:00 noon
April 4 - 11:30 a.m.

RDS

March 30

ESPN ONE

March 16

ESPN TWO

March 26



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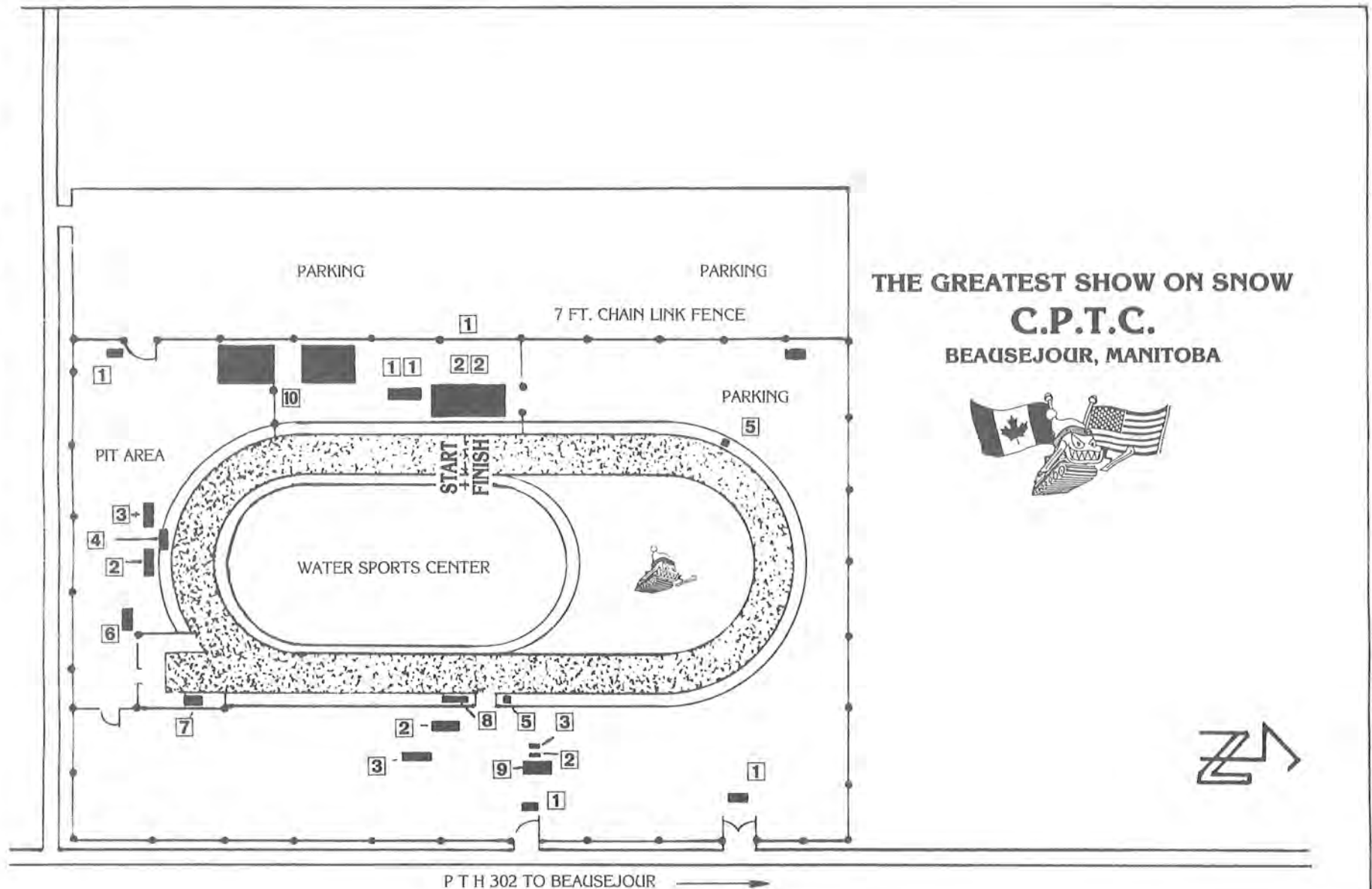
(6 1/2 MILES NORTH OF BEAUSEJOUR
ON HWY. 12)



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PTH 302 TO BEAUSEJOUR →

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- ⑤ TELEVISION BROADCASTING TOWER

- ⑥ HEATED TEARDOWN BUILDING
- ⑦ MARSHALLING BUILDING
- ⑧ PRESS BOOTH
- ⑨ WARM-UP BUILDING
- ⑩ BARN
- ①① BETTING BOOTH
- ②② GRANDSTAND

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rear suspension to smooth out the ride. The best way to catch a Mach is to see your authorized Ski-Doo Dealer. For the nearest location, call 1-800-3-SKI-DOO.



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