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## Central North American Racing Association

President: Mr. Barry Bennett  
Vice President: Steve Wasiuta  
Secretary: Lisa Howard  
Treasurer: Dennis Draward

Directors:	Russell McDonald
Andy Baker	Colleen Kropla
Wally Gretchman	Jerry Tardiff
Gerry Dusesoy	Kenny Pochinko
Neil Katz	Kenny Hastman
Blake Metcalf	Greg Litke
Kevin Szachury	Reg Buttsman

## SANCTION DATES

DEC 13	Beausejour	FEB 7	Portage
DEC 19-20	Practice & Race BJ	FEB 14	Dryden Ont
JAN 10	Ignace, Ont	FEB 27-28	Canadian Power Toboggan Championships
JAN 24	Dryden, Ont	MARCH 6	Winnipeg (tentative)
JAN 31	Beausejour	MARCH 13	Beausejour



## A Message From the President:

Well, here we are - the Central North American Racing Association, a new organization promoting the sport of snowmobiling, snowmobile racing, and safety.

We are a young association which started to form in March of 1987. We have worked very hard all through the summer trying to get everything fine tuned ready for the start of our first race. This does not mean there will be no mistakes or foul ups, but if they do occur, we hope to learn from them.

Throughout the past few months I have had the honour of working with what I feel is a fine Board of Directors. They are men and women from all walks of life, from two provinces and one state, all of whom have put on many miles getting to our meetings, spent many an hour at these meetings, or on the phone discussing, arguing, and often laughing over the organizing and running of our Association. I congratulate and sincerely thank all of them for their dedication and hard work.

As was stated recently in Snow Week "snowmobile racing has been on the upswing over the past few seasons in terms of racers, spectator support, and public awareness. It has taken a concerted effort by all involved in snowmobile racing to increase the sport's visibility, improve its public image, and bring the fans back to the track". This is what we hope will happen at our races.

With drivers from all over central North America, from Regina Saskatchewan to Thunder Bay Ontario, from Roseau, Minnesota to Red Lake, Ontario, racing on different makes of machines, in different classes from the stockers to the exotic Formula 1 sleds, there should be plenty of action and a good show for everyone. That is our objective. To have a steady schedule of events for the racers throughout the winter, to be safety conscious at all times, to have a good show for the spectators, and mainly TO HAVE FUN!

Our first season, '87 - '88, of racing is here. My thanks to the spectators for coming out, to the drivers for doing their best on the track, to the sponsors for their continued support, and to the everyday snowmobiler for all being involved in one of winters finest motor sports.

Barry Bennett  
President  
CNARA



## **A Message From the President:**

Welcome to the Greatest Show on Snow!

The Canadian Power Toboggan Championships is honored to be included in the Central North American Racing Association circuit.

For the past twenty five years C.P.T.C. has built a reputation for hosting world class races on one of the fastest and safest tracks in North America. Many, many hours of planning and many more years of dedicated volunteer labour have gone into bring these races to Beausejour.

We are also lucky enough to be running our Canadian Championship races in conjunction with the Winter Farewell Festival held February 19-28, 1988. Visitors from the United States and across Canada trek to enjoy the festivals long list of events for one and all and to enjoy the tremendous racing on our 1/2 mile ice oval track.

We would like to thank our sponsors, Molson Breweries, Blackwood Beverages Ltd, CKIS 97 FM, the Winnipeg Sun and our local merchants who have made this years racing season bigger and better.

We hope you enjoy this season of racing and look forward to seeing you this year and in the years to come.  
**GOOD LUCK AND GOOD RACING!**

Ken Hastman  
President  
C.P.T.C., Inc.

## RACE CLASSES

The CNARA sanctions races throughout the winter months. Their program includes oval sprints run on solid ice tracks that vary with the site from 1/4 to 5/8 mile in length. CNARA runs a variety of classes to allow a place to race for all who wish to compete. Drivers may "jump" classes (run a higher class) but may not run a lower class than designated for a particular sled.

## OVAL CLASSES

**STOCK:** There are six performance rated stock classes (A through F) with A being the top level of performance. Performance stock is set up so that all sleds are competitive. Sleds are not only rated by engine size but also weight, size, handling, etc. No modifications are allowed - just fine tuning.

**JUNIORS:** Boys and Girls ages 14 through 16 run the Junior class. Sleds eligible can come from D, E, F Stock classes. Drivers become senior competitors at age 17. Junior racing is a great training ground for future senior competition.

**PRO STOCK:** Sleds five years or newer with certified 56 horsepower engines - the premier stock class.

**PRO SPRINT:** Pro Stock engines (certified 56 horsepower) in any chassis with certain modifications allowed.

**FORMULA 250:** Few limitations on modification - 250 cc engines.

**PRO SPRINT/FORMULA 250 COMBINED:** Pro Sprint sleds and Formula 250 sleds run together.

**FORMULA I & FORMULA II:** Few limitations on modifications - 340 cc engines. Formula I allows both single track and twin track equipment - Formula II allows single track sleds only.

**FORMULA III:** A super modified class for sleds five years old and newer, 440 cc and up - a place for the "muscle sleds" being manufactured today to run. Also called SUPERSLED.

## 1987 - 1988 RACE CLASSES

Formula I (Maximum 340 cc) Entry Fee \$60.00

Formula II (Maximum 340 cc - single track) Entry Fee \$50.00

Formula III (ISR designated snowmobiles) Entry Fee \$50.00

Formula 250 (Maximum 250 cc - single track) Entry Fee \$40.00

Pro Sprint, Entry Fee - \$40.00

Pro Stock, Entry Fee - \$20.00

250/Sprint, Entry Fee - \$40.00 (see note below)

Junior (Stock D Sleds) Entry Fee \$20.00 (see note below)

Stock A

B

C

D

Entry Fee \$20.00

E

F

Relic I, Entry - \$20.00 (see note below)

1. Relic II, Entry Fee - \$20.00 (see note below)

250/SPRINT CLASS is a combination of Formula 250 and Pro Sprint. This class will be reviewed to see how the combination competes together.

JUNIOR CLASS is limited to a Stock D Machine or under. Juniors are 14, 15 or 16 years of age; 17 year olds race in seniors. This class will reviewed to see if the number of entries warrant the purchase of extra insurance.

RELIC I is a 1970 or older sled, single cylinder, with no limit on engine modification. Safety rules are working brakes, tether, snow flap, legal carbides and track studs. (Tail light recommended).

2. RELIC II is a 1970 or older sled, twin cylinder, maximum 500 cc, with no limit on engine modification. Safety rules are working brakes, tether, snow flap, legal carbides and track studs. (Tail light recommended.)

FOR ANY FURTHER INFORMATION CONTACT DENNIS:

WORK - (204) 268-2223 RESIDENCE - (204) 268-1516.

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## MARINE

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Ph.807-543-2163

**Central North American Racing Association  
Driver Profile - Jerry Tardiff**

- **Driver Number** - 3
- **Name & Address** - Jerry Tardiff  
Box 32 Hwy. 310 N.  
Roseau, MN. 56751
- **Age** - 23
- **Telephone** - (218) 463-2305
- **Marital Status** - Single
- **Occupation** - Fabricator & Sales Person
- **Special Interests** - Women, Social activities
- **Background** - PRO-5 Racing

• **Classes Raced:**

<b>Class</b>	A & B & C Stock	<b>Sled Used</b>	Trail Indy	<b>CC</b>	488
<b>Class</b>	PRO Stock	<b>Sled Used</b>	Trail Indy	<b>CC</b>	488
<b>Class</b>	PRO-Sprint	<b>Sled Used</b>	Trail Indy	<b>CC</b>	488

**Sled Owner if other than Driver** - PRO-5

**SPONSORS** - PRO-5

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LeNelle Knubson, Financial Adviser



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# THE RACE GOES ON



Photo by Richard Pullano

## Central North American Racing Association Driver Profile - Barry Bennett

- **Driver Number** - 37
- **Name & Address** - Barry Bennett  
R.R. #1 Keewatin  
Laclu, Ont. P0X 1C0
- **Age** - 28
- **Telephone** - (807) 543-2163
- **Marital Status** - Single
- **Occupation** - Marine Mechanic
- **Special Interests** - MS Ride for Hope  
1500 mile ride from Rosseau, Min. to Castor, Alta.  
President of CNARA  
Member of MSDRA
- **Background** - Bennetts Marine  
Sue College in Sault St. Marie
- **Classes Raced:**

Class	Formula I	<b>Sled Used</b>	Skidoo	<b>CC</b>	340
Class	Formula II	<b>Sled Used</b>	Skidoo	<b>CC</b>	340
Class	Formula 250	<b>Sled Used</b>	Motoski	<b>CC</b>	250
- **Chassis used** - Skidoo
- **Chassis Builder** - Bombardier
- **Engine Used** - Rotax
- **SPONSORS** - Bennett's Marine  
Nelson's Leisureland



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# PHOTOGRAPHY

## By Richard Pullano

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Darcy Ewing and Bret Nordine discuss Bret's motor problems.



Tight corners at the downs made for close action.



Darcy Ewing winner of the pro sprint class with his rofax powered cat.



Corner #3 showing hay bales and painted banks.



MOD 250's racing in Dryden



Proper Safety Equip. and a little luck nobody was hurt.  
(Dryden, Ont.) Barry Bennett and Ken Goriak  
get tangled up. Joe Presta snuck by softly.



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## **RELIC RACING**

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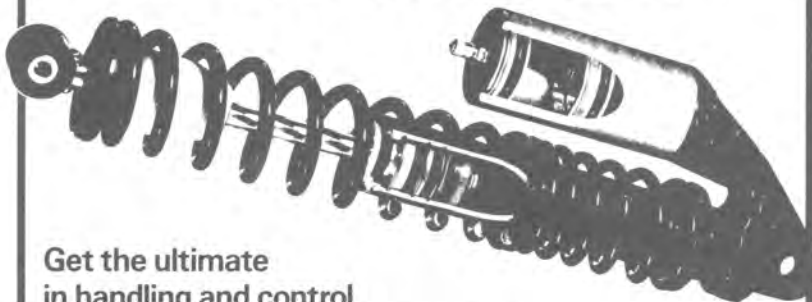




## Central North American Racing Association Driver Profile - Joe Presta

- **Driver Number** - 80
- **Name & Address** - Joe Presta  
247 Riverview Drive
- **Age** - 27
- **Telephone** - (807) 553-4106
- **Marital Status** - Common Law
- **Spouse's Name** - Cathy Lambert
- **Occupation** - Labourer
- **Special Interests** - Racing Snowmobile, Waterskiing
- **Background** - Grade 12  
Great Lakes Forest Products
- **Chassis used** - Arctic
- **Chassis Builder** - Same
- **Engine Used** - Rotax
- **SPONSORS** - Railside Yamaha

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Arctic AFS Front Shocks	A-10051
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**DECEMBER 20, 1987**

**JANUARY 31, 1988**

**FEBRUARY 19 THRU 28, 1988**

**FEBRUARY 27 & 28, 1988**

**MARCH 13, 1988**

**SEASON OPENER**

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**Central North American Racing Association**

### **Driver Profile - Al Kropla**

- **Name & Address** - Al Kropla (Lumpy)  
Oakbank, Manitoba
- **Age** - 24
- **Telephone** - (204) 444-2378
- **Marital Status** - Single
- **Occupation** - CN Rail
- **Special Interests** - Women, Alcohol
- **Background** - Grade 11
- **TChassis used** - Bombardier
- **Chassis Builder** - Bombardier
- **Engine Used** - Rotax
- **Engine Builder** - Ski-doo
- **SUPPORT CREW & DUTIES** - Vic & Gerald Kropla

## WHAT'S IT ALL ABOUT?

What draws snowmobile enthusiasts to race on the ice oval and sno cross course? Why travel so far, on winter roads, to spend race day out in the cold weekend after weekend? Why work on the sled all week, run a few laps on race day and then, work on it again? Because it's exciting and thrilling and fun . . . and sometimes frustrating and discouraging as well.

There is man's inborn desire to compete, to excel, to show his mechanical ability and driving skill. Racing is an escape from the real world, with all it's troubles - a world of it's own comprised of ice and cold and speed and friends. It doesn't matter if you are 20 or 40, single or married, wealthy or struggling - on race day, in the pits or on the track everyone is equal.

Racers help each in the pits, compete hard on the track, then get together afterwards for "tech. talk" and socializing. Great friendships develop that don't end when spring arrives. This is what it's all about - it's a great way to spend the winter.



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## DRIVERS

### Richard Spencer

Dryden, Ont. Racing 8 yrs. Drives - 1980 Polaris  
Indy

### Armand Nolent

Dryden, Ont. Racing 20 yrs. Drives - Arctic Cat

### Kevin Kruger

No. 89. Dryden, Ont. Racing 2 yrs. Drives - 1976  
Merc Snotwister

### Kevin Szachary

No. 49. Dryden, Ont. Racing 4 yrs. Drives - 1988  
Skidoo Formula 250, 1981 Rotax-Cat.

### Dale Hayward

No. 69. Cochinour Ont. Racing 8 yrs. Drives 1988  
Polaris Trail Indy.

### Reg Buttsman

No. 2. Bj., Man. Racing 3 yrs. Drives - 1978  
Skidoo 250, 1979 Skidoo 340 Formula classes.

### Wes Singbeil

No. 2. Bj., Man. Racing 3 yrs. Drives - 1978  
Skidoo 250, 1979 Skidoo 340 Formula classes.

### Brian Tardiff

No. 59. Ignace, Ont. Racing ?? yrs. Drives - 1988  
Indy 650 Formula III.

### Kurt Gretsinger

No. 66. Bj., Man. Racing 6 yrs. Drives - 1982  
Formula 250, 1985 Formula I. Motoski's, Twin  
Track.

### Neil Kaatz

No. 6. Bj., Man. Racing 2 yrs. Drives - 1978  
Motoski 250.

### Jim Metcalf

No. 7. Lac du Bonnet, Man. Racing 2 yrs. Drives  
1979 - Motoski 250.

### Ben Metcalf

No. 4. Lac du Bonnet, Man. Racing ?? yrs. Drives  
- 1981 Arctic Formula II Rotax 340.



Photos by Richard Pullano

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## FLAG RULES

Any competitor who does not obey the following rules will be subject to disqualification and/or fine. When light signals are used, a definite understanding concerning the light signals' relationship to the flags shall be made prior to the race.

1. GREEN FLAG - Start of race or signifies course is clear and race is in progress.
2. YELLOW FLAG -
  - a. Track corners: signifies there is an additional safety hazard on the track.
  - b. Starting Line: signifies caution. After the yellow flag is displayed, competitors must slow down, hold positions and do not pass until the green flag is displayed again or the red flag is given, automatically stopping the race. All laps under the yellow flag will be scored as part of the race.
3. RED FLAG - The red 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. Machines should be brought to the starting line if possible using extreme caution. Machines must not leave the track proper unless directed by the Race Director.
4. BLACK FLAG - Consultation flag - leave course immediately and report to the Race Director. This does not necessarily mean disqualification; however, failure to obey the black flag could result in disqualification, suspension or fine. The Black Flag will have a 1" wide white border and a 1" wide white cross through the center of the flag. On closed course races, should a vital machine component such as clutch guards hoods, mud flaps, or ski become dislodged or discarded, the starter must display the black flag to the involved driver immediately.
5. WHITE FLAG - When the white flag is displayed it means drivers have started their last lap. The White Flag shall have a green 2" border around it.
6. CHECKERED FLAG - When the checkered flag is displayed, it means the race is complete.
7. BLUE FLAG WITH YELLOW DIAGONAL - for passing - flag will be displayed to machines being lapped.

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## DRIVER PROTECTIVE EQUIPMENT

1. Full coverage helmets are mandatory. Helmets will be full protective coverage aircraft type and carry the 1980 Snell Foundation approval code or equivalent. This is mandatory in the tune-up area. The helmet must be securely fastened at all times.
2. Gloves and clothing along with at least above ankle boots, are mandatory.
3. Shin and knee guards will be worn in all competitive events. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
4. Eye protection mandatory; face masks may be required at the starting line at the discretion of the Race Director.
5. The use of approved upper body protection equipment is mandatory at all Pro and Masters oval races. The upper body protection must cover all body areas as shown in appendix. Shoulder pads are not acceptable.
6. It is mandatory that the driver's helmet and at least 144 sq. inches of visible area on both the driver's front and back will be international (blaze) orange in color in Pro and Masters oval racing and strongly recommended in Amateur oval.
7. Noise silencers or hearing protectors are mandatory in all modified classes, all types of competition, all sanctions; and/or in any class in which turned on nonsilence exhaust systems are allowed.



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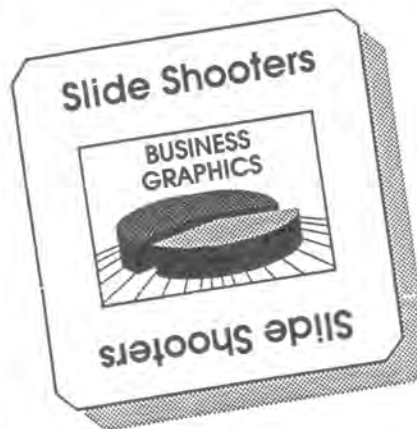
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