

58th

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Championships



**SATURDAY, MARCH 7 &
SUNDAY, MARCH 8, 2020**
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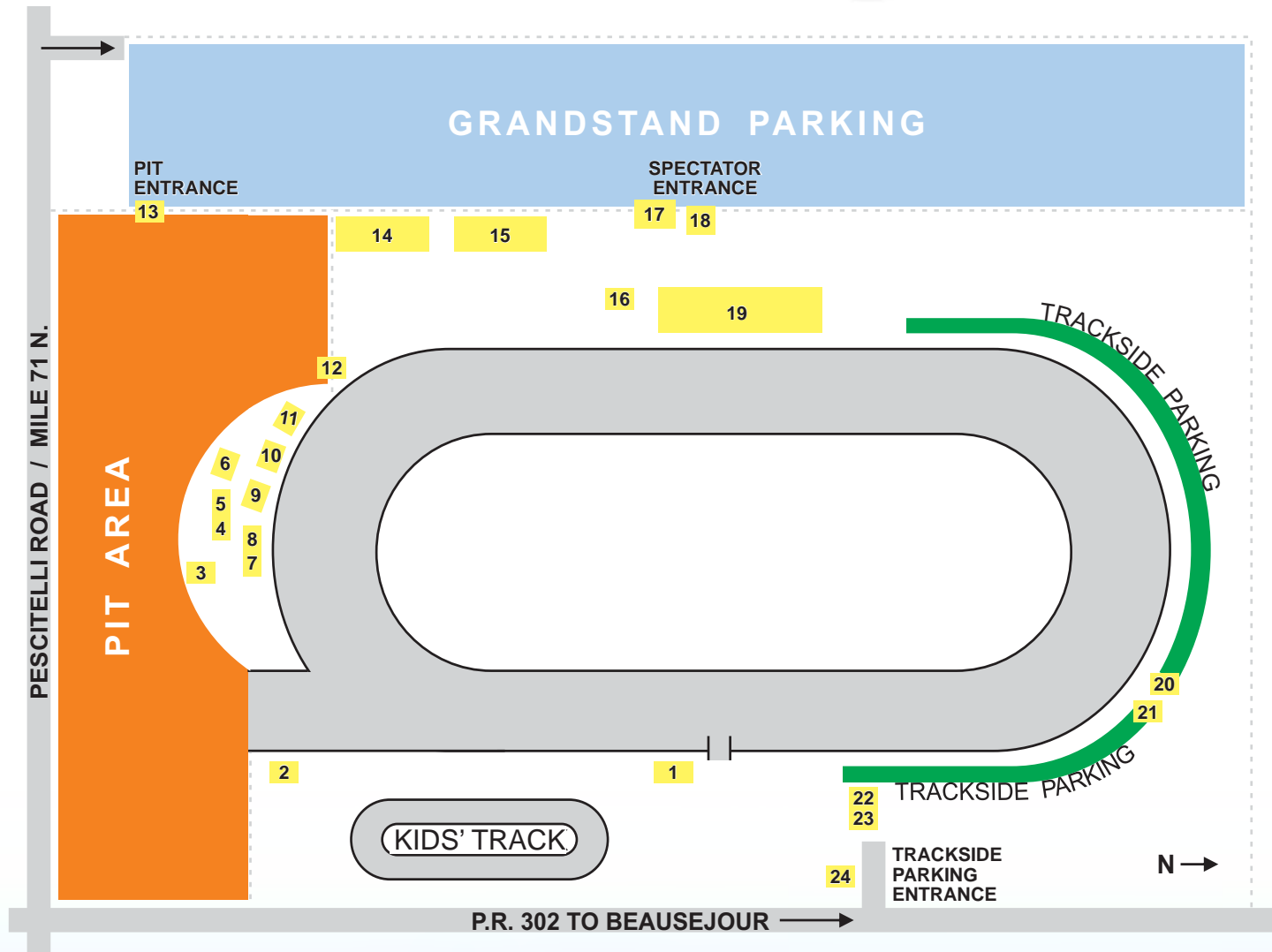


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CPTC Raceplex

Schedule of Events



- | | | |
|----------------------------|---------------------------------|--|
| 1 Press Booth | 9-11 Private Hot Seat Buildings | 17 Ticket Booth |
| 2 Marshalling Building | 12 Walkthrough Pit Gate | 18 Main Gate |
| 3 Tech Building | 13 Pit Gate | 19 Grandstand / Washrooms / Concession |
| 4 Pit Concession | 14 South Multi-Purpose Building | 20 Private Hot Seat Building |
| 5 Pit Washrooms | 15 Beer Gardens | 21 Private Hot Seat Building |
| 6 Pit Washrooms | 16 Snack Shack | 22 West Quonset |
| 7 MacDon Booth | | 23 East Quonset |
| 8 Canadian Sponsors' Booth | | 24 Trackside Parking Gate |

Friday, March 6

Testing 10:00 a.m. - 12:00 p.m.
& 1:00 p.m. - 3:00 p.m.
Driver Sign-In 4:00 p.m. - 7:00 p.m.
at the CPTC Press Booth

Saturday, March 7

Hot Laps 10:00 a.m.
Kids' Racing Begins 12:00 p.m.
Racing Begins 3:00 p.m.
USSA ProStar Series Race
Social following Races

Sunday, March 8

Hot Laps 9:00 a.m.
Kids' Racing Begins 10:00 a.m.
Racing Begins 11:00 a.m.
Opening Ceremonies &
Antique Show & Shine 12:00 p.m.
Canadian Championship Races

Trophy Presentation

Following Races at the Brokenhead River
Recreation Complex, James Ave., Beausejour
Hot Buffet \$16.00
Entertainment Free Admission

*Designed and produced by Clipper Publishing Corp.
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CPTC 2021 Upcoming Schedule

CPTC Season Opener
December 12 & 13, 2020

59th Canadian Power
Toboggan Championships
March 6 & 7, 2021

Photos by Darryl Gershman

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MP's Message

On behalf of the Parliament of Canada and the constituents of Selkirk - Interlake - Eastman, it is my honour to extend a warm welcome to all the participants and visitors attending the 2020 International Canadian Power Toboggan Championships in Beausejour, the longest running snowmobile race in the world.



I would like to take this opportunity to send a special thank you to the over 200 volunteers for hosting this exciting and fun event.

It is because of their hard work and dedication that this racing event is called the "Greatest Show on Snow"!

Good luck to all of the competing participants. Drive safe!

*James Bezan, MP
Selkirk-Interlake-Eastman
Conservative Defence Critic*

MLA's Message

As the elected Member of the Legislative Assembly representing the Lac du Bonnet constituency I would like to take this opportunity to welcome all competitors, fans and volunteers to the 2020 Canadian Power Toboggan Championships (CPTC).



The Manitoba Government's Building Sustainable Communities Program is a proud supporter of the CPTC and with the dedication and commitment of the event organizers and volunteers, the Canadian Power Toboggan Championships has become one of Manitoba's most historic and cherished winter events often referred to as "the greatest show on snow!"

The continued success of the CPTC is important to the economic growth of our community as it draws tourists to Lac du Bonnet constituency and displays all the scenic beauty and opportunity that Manitoba's Northeast region has to offer.

In celebration of Manitoba's 150th I wish everyone at the 58th annual Canadian Power Toboggan Championships a safe and memorable weekend and encourage you to take a moment to thank a volunteer.

*Wayne Ewasko
MLA for Lac du Bonnet Constituency
Caucus Chairperson - MB Government*



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Mayor's Message

Welcome racers and fans to the 2020 Canadian Power Toboggan Championships! On behalf of council and the community of Beausejour, it is my honor to welcome all of the racers, spectators, and visitors to our wonderful community.

As this year marks 58 years of racing in Beausejour, we are honored to be part of the oldest and safest race facility in North America that is 100% volunteer based. Without the endless community support and volunteerism, this facility would not be in existence today.

This world class venue is a gem in our community that helps to drive both tourism and economics in the region.

As you enjoy the great hospitality and amenities that Beausejour has to offer, we hope that the time you spend in our town will provide you with many wonderful memories of the Canadian Power Toboggan Championships.

Good luck to all of the competitors and I hope that you have a safe and successful weekend. This is an event that we can all be proud of!

Thank you.

*Ray Schirle
Mayor, Town of Beausejour*



Reeve's Message

Welcome to all the racers and fans to our great community of the Rural Municipality of Brokenhead. I would like to pass on greetings, from myself the Reeve and the Council of Brokenhead and wish you a successful weekend of action-packed racing. The Council is very proud to welcome the participants, fans and spectators to the 58th Annual Canadian Power Toboggan Championships. 58 years of dedicated hardworking volunteers making it one of the longest running snowmobile racing events in the world, is truly something to be proud of.

CPTC is a community-based non-profit organization which has over 200 volunteers who have worked tirelessly to put on the "Greatest Show on Snow" since 1963 and we thank those volunteers for their passion and drive to make the event a great success. This year will be the 2nd year to be considered as a circuit race associated with the United States Snowmobile Association.

Good luck to all the racers and participants in this event and I hope your weekend is safe and successful. Thank you to our fans for your continued support and enthusiasm during this fun filled event, and we hope the time you spend in our community will leave you with unforgettable memories, and great friendships will be developed between all in attendance. Hope you visit again next year to the Canadian Power Toboggan Championships, as you are always welcome!

*Brad Saluk
Reeve of the Rural Municipality of Brokenhead*



WATCH OUT!

Avoid contact with guy wires and poles, stay on groomed trails and reduce speed.

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Proclamation

WHEREAS the Town of Beausejour is the snowmobile capital of Canada; and

WHEREAS numerous International Snowmobile Races are held within the Town of Beausejour; and

WHEREAS the Town of Beausejour wishes to encourage the citizens, businesses and organizations to become involved in Snowmobile Month.

THEREFORE BE IT RESOLVED THAT the Council of the Town of Beausejour hereby proclaims the month of March, 2020 as "SNOWMOBILE MONTH" in the Town of Beausejour.

Ray Schirle, Mayor, Town of Beausejour

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President's Message

Welcome to the 58th annual Canadian Power Toboggan Championships. As always, I'd like to thank the many sponsors that support this event and the facility. We wouldn't be able to put the races on without their support. This year I'd like to emphasize the financial support that we receive from local businesses. In the age of the internet and free shipping, it is easy to shop online. This can really put a strain on local businesses. Without local business this event would not happen!

CPTC is once again the final race of the USSA Prostar Cup. This year the premier class of the Prostar Cup and the Canadian Championship is the new Pro Champ 440 class. Pro Champ 440 snowmobiles must now use

stock 440 engines and cannot use exotic materials. This has drastically reduced the amount of money that can be spent on the snowmobiles. The new rules have already led to more racers entering the Pro Champ class and more competitive racing.

Also, new this year is the addition of the ATV class. We had a great driver turn out for this class in December. It's great to see so many local racers pulling their ATVs out in winter to come compete. If we could get enough racers, we hope to add side by side races in the future.

This past year CPTC made many upgrades to the facility including lighting upgrades, painting various buildings, fixing areas of the Grandstand, and upgrading the hydro service in the pit

area. The biggest and most obvious upgrade to the facility was the purchase of three custom made heated seating buildings. The buildings were built by Greenwald Colony Manufacturing north of Beausejour. They were then moved to CPTC and lifted into position. Each building is split into two separate 20'x14' private booths. All booths were pre-sold before the buildings were purchased. This has been the most significant upgrade to the facility since the addition of the Grandstand in the early 90's. There is enough power from hydro service upgrade to add a few more of these buildings in the future.

The races are being live streamed by Cooledown Racing Productions. If you



miss any of the action from the races check out the CPTC Racing YouTube channel. We will post free replays of race weekend in the days following the event.

Join us in the Beer Gardens after racing on Saturday night for a social as well as local band Coz 4 Alarm. On Sunday after racing come to the Brokenhead River Community Hall for our awards banquet.

Reid Baker
CPTC President

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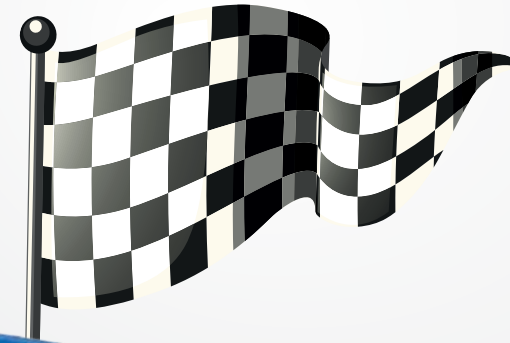
Welcome back to night racing! A fan favourite, CPTC has decided to do it again. These photos are from last year's night racing which took place on Friday night. This year night racing will be held on Saturday night.

All the racers put on one heck of a show for the fans.

We hope everyone enjoys night racing again this year!



Welcome Racers & Fans!



Wayne
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1964	C. McDonald	1978	Memory of Jerry Bunke	1992	D. Wahl	2006	J. Villeneuve
1965	A. Hetteen	1979	B. Hulings	1993	M. Mondus	2007	G. Moyle
1966	S. Ave	1980	B. Elsner	1994	D. Loritz	2008	G. Moyle
1967	G. Reese	1981	Cancelled	1995	T. Wahl	2009	N. Van Strydonk
1968	G. Reese	1982	Cancelled	1996	T. Wahl	2010	PJ Wanderscheid
1969	A. Fanset	1983	W. Voss	1997	T. Wahl	2011	PJ Wanderscheid
1970	L. Mauws	1984	B. Bennett	1998	D. Wahl	2012	N. Van Strydonk
1971	S. Spencer	1985	J. Presta	1999	T. Wahl	2013	J. Wahl
1972	Y. Duhamel	1986	W. Voss	2000	E. Nicholzen	2014	G. Moyle
1973	G. Villeneuve	1987	J. Villeneuve	2001	P. Moulton	2015	Matt Schulz
1974	J. Villeneuve	1988	D. Ewing	2002	T. Wahl	2016	Matt Schulz
1975	G. Villeneuve	1989	D. Ewing	2003	T. Wahl	2017	Gunnar Sterne
1976	B. Elsner	1990	K. Gretsinger	2004	L. Day	2018	Gunnar Sterne
						2019	Gunnar Sterne

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2019 Canadian Champ 440

Starting Lineup



The Canadian Championship Pro 440 Final is a highlight of the North American snowmobile racing season. Run in Beausejour as the last race on Sunday, the Pro Champ 440 Final typically marks the end of the racing season. Don't miss the Greatest Show on Snow!



#39 Tom Olson



#102 Blaine Stephenson



#220 Gunnar Sterne



#53 Colt Dellandrea



#13 Nick Van Strydonk



#7 Brandon Grendzinski



#51 Glen Hart



#8 Travis MacDonald

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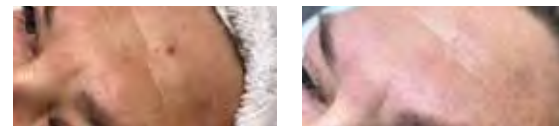
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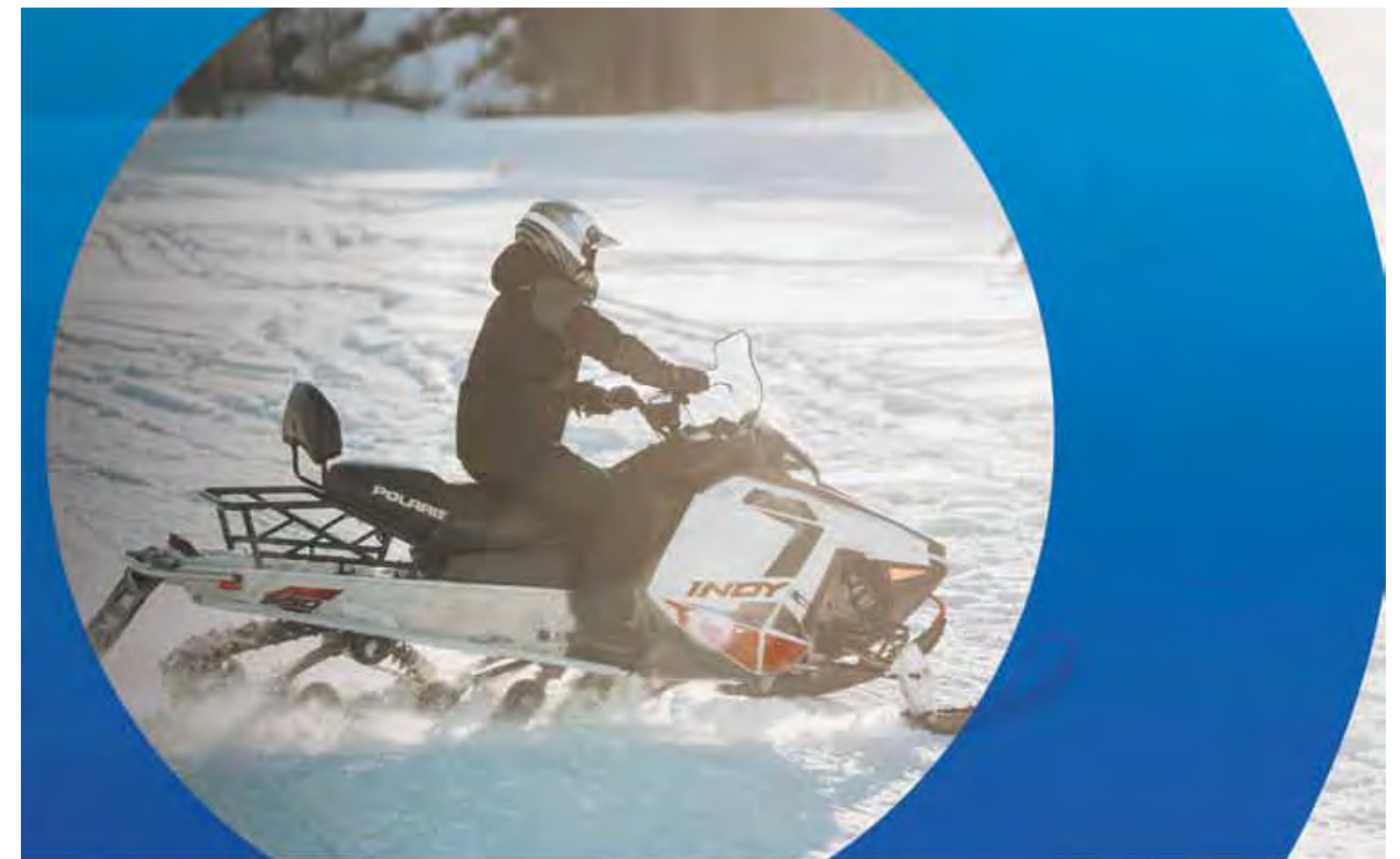
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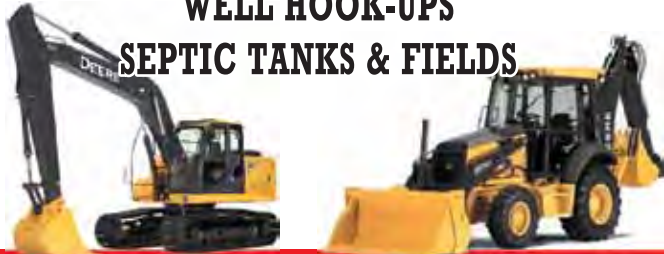
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*#5 Russell
Liba*



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Class Descriptions

CHAMP

CHAMP 440 – Custom built chassis. Modified 440cc engines. Minimum weight is 375 pounds. Exotic material allowed (carbon fiber, titanium).

PRO CHAMP 440 – Premier ice oval class. Canadian Championship Class and USSA ProStar Cup class. Custom built chassis. Stock 440cc engines. Minimum weight is 400 pounds. No exotic material allowed (carbon fiber, magnesium, titanium).

PRO LITE – Entry level Champ class. Custom built chassis. Stock 440cc engines. Combined weight of driver and machine at end of event must be 575 pounds minimum. No exotic material allowed (carbon fiber, magnesium, titanium).

FORMULA III

PRO FORMULA III and SEMI PRO FORMULA III – Snowcross based chassis and engine. Stock 600cc engines. Minimum weight is 450 pounds. No modifications allowed except for front and rear suspension. Snowmobile must be 2018 and newer.



JUNIOR

JUNIOR I F500 – Ages 10 to 13. The race sled used must comply with all Formula 500 class rules and run a restrictor plate between the carburetor mounting boot and the cylinder.

JUNIOR II F500 – Ages 14 to 17. The race sled used must comply with all Formula 500 class rules.

JUNIOR I SPRINT 380 – Ages 12 to 14. Modified chassis. Stock fan cooled engine, up to 380cc. Snowmobile must weigh a minimum of 325 pounds.

JUNIOR II SPRINT 380 – Ages 14 to 17. Modified chassis. Stock fan cooled engine, up to 380cc. Snowmobile must weigh a minimum of 325 pounds.

JUNIOR I STOCK FAN 380 – Ages 10 to 12. Stock chassis. Stock fan cooled engine, up to 380cc.

JUNIOR II STOCK FAN 380 – Ages 13 to 17. Stock chassis. Stock fan cooled engine, up to 380cc.

LATE MODEL

PRO FORMULA 500, SPORT FORMULA 500 and WOMEN'S FORMULA 500 – Entry level ice oval class. The snowmobile must originate from 1989-1992 Polaris Indy 500 or 1989-1992 Polaris Indy 400 carbureted models. Stock engines. Some chassis modifications are allowed. Minimum weight is 400 pounds.



SPORTSMAN 600 - 1983 to 2000 production Arctic Cat, Ski Doo, Yamaha, or Polaris snowmobile, of 600cc engine volume or less. No chassis modifications allowed. Limited engine modifications are allowed.



WARNING: Professional rider on a closed course. Polaris® recommends that all snowmobile riders take a training course. Do not attempt maneuvers beyond your capability. Always wear a helmet and other safety apparel. Never drink and ride.

VINTAGE

IFS X - The premier vintage class. Only 1982 or older IFS single-track limited production OEM racing snowmobiles allowed.



PRO STOCK – Snowmobiles must be from 1996 to 2005. Stock liquid cooled, 440cc engine. 34mm carburetor. OEM exhaust.

PRO MOD - Any 1973 or older stock qualified or OEM production racing snowmobile leaf spring model allowed. The engine must be OEM for the brand and 1985 production or earlier. Modifications allowed.

RELIC MOD – Engine must be from 1971 production or earlier. Modifications allowed.

SUPER MOD - Any 1985 or older stock qualified leaf spring models allowed. Modifications allowed.

SUPER STOCK - Any stock qualified leaf spring model 1985 or older is eligible. No modifications allowed.

WHEELS

ATV OPEN – Up to 1200cc engines with one or two cylinders. Naturally aspirated engines only. No nitrous allowed.



ICE BIKE OPEN – Motocross style motorcycle. Up to 550cc, single cylinder engines only. Naturally aspirated engines only.

SPORT SXS – Side by side UTVs up to 1000cc production chassis and engine with restrictions. The intent of the Sportsman SXS class is for individuals who are new to the sport or who wish to remain in a class that is intended as a developmental race class.

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Nick Van Strydonk Retires

We'll miss you, Nick!

This weekend will see Nick Van Strydonk, 29, of Tomahawk, Wisconsin, retire from the sport of snowmobile racing as he ends his professional career here in Beausejour at the 58th Canadian Power Toboggan Championships.

Nick first raced in Beausejour on December 4th, 2004 as a 14-year-old in Junior and Sport 600F classes. By March of 2006, Nick had graduated to racing in the Sprint classes and Pro 600F. The following year in March, Nick entered Semi Pro Sprint 500 and 600, Pro Sprint 500 and 600, and Semi Pro Formula 600. He won all five classes.

After March 2007's impressive finish of the race season, Nick was ready for the move to Pro Champ 440. His debut in that class was in Beausejour in December of 2007. Nick would become the Canadian Champion in 2009 and repeat that feat again in 2012.

Nick was always the consummate gentleman, both on and off the track. He treated everyone with respect and always had time for fans, young racers, or giving interviews. Nick was always willing to promote the sport he loved in any way he could.

Of course Nick couldn't have been as successful as he was without a great team to back him up. To Al and the rest of the team, thanks for the great times we've had with you guys over the years!

Nick, we are proud to have your name on our Canadian Championship trophy. Good luck in all your future endeavors. We hope to see you and the team back in Beausejour, enjoying watching the races and sharing many more good times with us in the future!

With warmest regards,
The CPTC Board of Directors



A BEAUSEJOUR FRIEND'S FOND MEMORIES OF NICK VAN STRYDONK AND TEAM

By Dave Cole

Nick Van Strydonk - where to start... I think first off, it should be T&N Racing/Van Strydonk family as it was never about Nick, but always about the family and the team.

I had the pleasure of meeting the team in about 2005 when the NVS crew came up to Beausejour and I was manager at the Superior Inn. There was an issue with room reservations, so I offered to let them stay at my house, which was actually closer to the track than the hotel, so they took it. Could not have asked for better guests, which quickly turned into friends. I didn't have a big house, so they used couches and air mattresses, and the "choir" of snoring was most amusing! Still not sure how Gary and Terry could not breathe for SOO long, refire the 'ol Mac truck, and go back to cutting, splitting and stacking another forest - all night! Kinda feel bad for the rest of the guys sleeping near them, but they were used to it, I guess.

As the years went by and my kids got older, Nick and the crew would go to their schools and talk about sled safety, achieving goals, and respect. I could not have asked for a better example of a great team both on and off the track. Right from when my kids were barely walking, until now, they wanted to be at the track and watch Nick and visit in their trailer. I think idolizing is too strong of a word, but they were always watching. As my kids got old enough to race, Al and the crew were very supportive in helping me get CPTC Kids Racing going as they've seen everything that happens when parents get involved in kids' racing, and gave a realistic idea of what to expect - both good and bad.

Fast forward a few years, T&N Racing wins at Eagle River, and I was fortunate enough to be there when it happens! Could not have been happier for the team after the years of constantly trying to improve, as good was never good enough. A couple years after that, Nick set the bar for determination. As he said in an interview, "My team never gave up on me,



so I wasn't going to give up on them," after pushing his sled down the backstretch at Eagle River to where his team was waiting to work on it. The team couldn't leave the pit area, so when he had issues with the sled, and no other option to finish the race, he did the unthinkable. I've never seen it before, and nor has anyone else that I've talked to since.

For a team that was so focused on their goals, I have no idea how they did it, but they always made time to talk to the fans (big and small) and treat them like people, not just annoying things in the way. Every time Nick would medal, he would give his goggles to a kid in the crowd, and celebrate with the fans, not just go back to the trailer, never to be seen again. Racing can be dangerous, and when the unfortunate happens and someone gets hurt, Nick and team made sure they stopped in to see how they could help, or at least visit in the hospital and break up the monotony.

Having spent quite a bit of time in their trailer, several teams and competitors would stop in asking for help, and Al and crew would do it, even if they knew the other team might beat them. The team's theory on that was, "You can't beat them if they can't race." They were focused on being the best of the best, and when they didn't win, the team would still genuinely congratulate the winner. Next time!

I was fortunate enough to be invited to Nick's wedding a couple of years ago and got to meet the rest of the team that doesn't travel. It is a BIG team, and even if they all aren't blood family, they are all still family. It was a GREAT time, very happy for Nick and Annah, and look forward to seeing what happens next for their family. The sport is losing an incredible team with Nick's retirement, but I'm sure this isn't the last we see of Nick and team! Good luck and stay safe in whatever you do, Nick.



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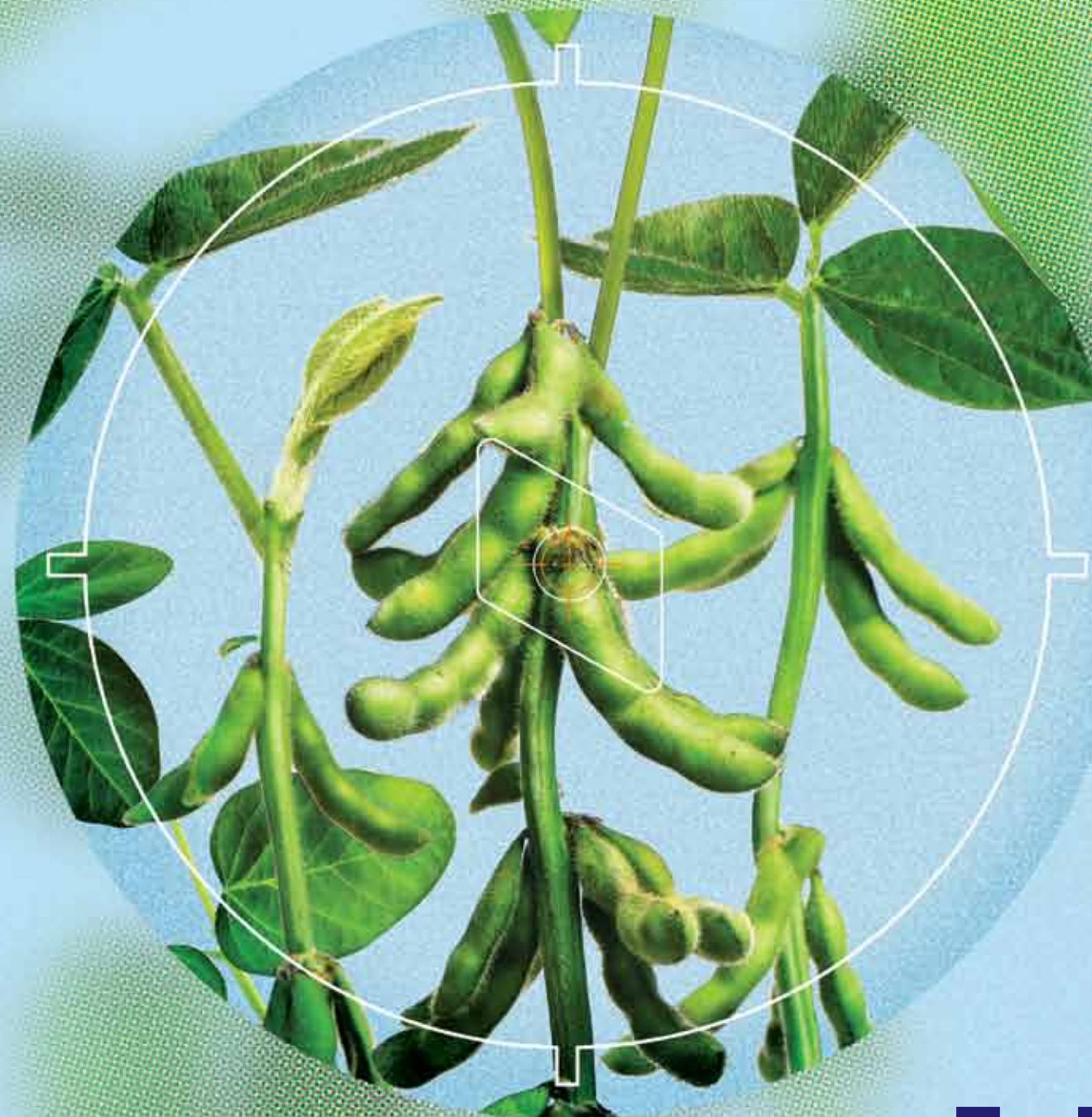
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USSA ProStar Cup

As the end of the 2019-2020 race season is fast approaching, it is once again shaping up to be a battle! With the new Pro Champ class being the ProStar Cup class, it has brought several new contenders into the mix, along with all of last year's heavy hitters as well. Going into the World Series in Eagle River, Wisconsin's Blaine Stephenson has an 11-point lead over Nick Van Strydonk. Matt Goede is right there only 13 points back, with Tom Olson in the fourth spot. Gunner Sterne, last year's champion, is in a tight battle with John Henke for fifth spot.

This championship will come down to the wire at the Canadian Power Toboggan Championships in Beausejour. We have had several different winners this season and we expect it to be a fight to the finish!

*Bob Richardson
USSA Director of Competition*



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A Look Back... 1967

1967 was the start of an explosion in the popularity of snowmobiles and snowmobile racing. The race in Beausejour drew 8,000 spectators to the new location of the racetrack, located behind the Ukrainian Catholic Church in an open field north of Park Avenue. In one of the pictures included with this write-up, it is easy to see the massive crowd lining the bank on the front straight-away. In those days, the spectators stood right on the edge of the racetrack with no barrier separating them from the race sleds. That would change the following year.

1967 was also the year the manufacturers realized the impact on sales that winning snowmobile races with their brand of sleds would have. Gerry Reese of Roseau, Minnesota (Polaris's hometown) won the Canadian Championship aboard a Polaris powered by a 744 cc twin cylinder engine. This type of engine was not offered for sale to the public and was built at the factory R & D shop specifically for racing. Gerry Reese also won the "Canadian" the following year.

The "Powder Puff" race was won by Jean Grahn of Roseau, Minnesota that year. She had two sons who would go on to become famous snowmobile racers in their own right.

Sixteen-year-old Alan Fanset of Winnipeg won the Timmy Hetteen Memorial Cup in the Junior class that year. The entry fee was \$3. Two years later, at 18 years of age, Alan won the Canadian Championship title.

In one of the pictures, Gerry Reese is being presented the Canadian Championship trophy, which is still presented to the winner to this day. Please enjoy the following article from the local paper following the 1967 races.

The following article is reproduced from the February 28, 1967 edition of The Beaver, Beausejour's Weekly Newspaper.

"RACES ATTRACT THOUSANDS - '67 EVENT TERMED 'TREMENDOUS SUCCESS'"

Some 8,000 people jammed Beausejour last weekend to participate in the power toboggan races and attend the various events held in conjunction with the races.

They came from all four provinces in Western Canada and a number of northern U.S. States. 110 power toboggans were entered in the different races.

Winner of the Player's Canadian Power Toboggan Championships was Gerald Reese of Roseau, Minnesota, driving a Polaris Colt power toboggan.

All in all it was termed a tremendous success by the directors of the Canadian Championship Races, who, together with local organizations and hundreds of individuals, worked months prior to this weekend in preparation for Beausejour's biggest event of the year.

HEATHER SMITH CROWNED QUEEN

Festivities began Friday night at the collegiate with the crowing of Miss Power Toboggan '67, R.C.A.F. candidate Heather Smith of Beausejour. Master of ceremonies was Don Slade of Radio Station CKRC and judges were JoAnn

Holm, Miss Manitoba; Mrs. Donna Fiala, leader of the Blue Bomberettes and Jimmy King, television personality. 1966 Queen, Cheryl Meuckon, crowned the new queen.



Top: The new champ and winner of the 1967 Player's Canadian Power Toboggan Championship is Gerald Reese (at left) of Roseau, Minnesota. Making the presentation is Bill McKinnon of Winnipeg, representing the Player's Tobacco Company.

Bottom: Here's the champ himself, Gerald Reese of Roseau, burning up the track in the Player's Canadian Championship Race. His high power machine put him in a fine lead early in the race.

continued on page 45

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A Look Back... continued

1967

Following the crowning ceremonies a torchlight parade was formed outside the collegiate to escort the queen and princesses, Wendy Smith, Margaret Carswell and Brenda Klepatz to the St. Mary's Hall for the Queen's Ball.

Don Slade of CKRC was master of ceremonies and the Beausejour Jaycees were in charge of the entire evening's events.

PANCAKE BREAKFAST

Saturday's activities began with a pancake breakfast starting at 6 a.m. at the town hall with the Beausejour Band providing the music. A parade down Park Avenue followed at 11:15 and Mayor Steve Ferens officially opened the races at 1 p.m.

Qualifying power toboggan heats followed. At 6:30 p.m. a fine banquet for contestants and wives

was held at St. Mary's Hall.

Smooch races were also held Saturday afternoon.

LT.-GOV. BOWLES MAKES OFFICIAL OPENING

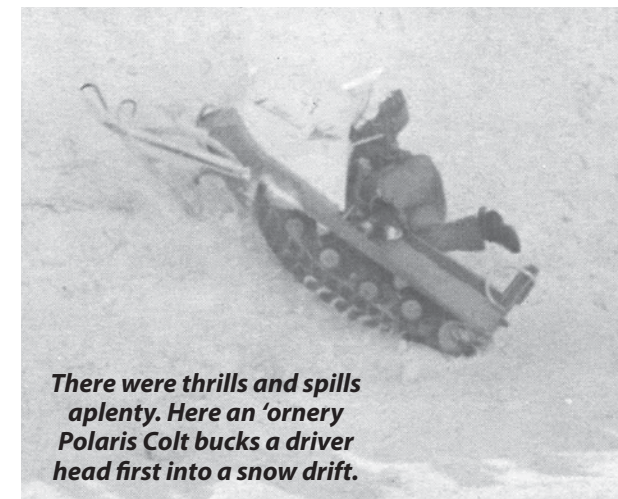
With thousands of people lining the race track Sunday at 1 p.m. Manitoba Lieutenant-Governor, R.S. Bowles was escorted along the track to the platform by power toboggan to extend greetings and make the official opening.

The power toboggan finals followed. The Player's Canadian Championship, 15 laps around the outside track, saw 10 top racers competing for the crown.

Coming in first was Gerald Reese of Roseau, Minnesota, driving a Polaris Colt with a 744 c.c. engine. Second was Roland Bieaulieu of Vonda, Saskatchewan on a Skidoo. Third was Les Leiman of Beausejour on a Polaris Colt.

Also participating in the Canadian Championship Race were: Dave Sparrow of Kelowna, B.C. (B.C. Champ); Barrie Deakin of Calgary, Alberta (Alta. Champ); Lou Kennedy of Winnipeg (Manitoba Champ); Clarence Baker of Beausejour, Peter

continued on page 47



There were thrills and spills aplenty. Here an 'ornery Polaris Colt bucks a driver head first into a snow drift.



Thousands line the track as the top drivers in Canada and the United States push their machines and themselves to the limit vying for the Canadian Championship and the \$1,000 prize money. At right is Lieutenant Governor Richard S. Bowles and local dignitaries on hand to officially open the races Sunday afternoon.

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A Look Back... continued

1967

Welechenko of Kenora, Roger Smith of Regina and Norman Beck of Winnipeg.

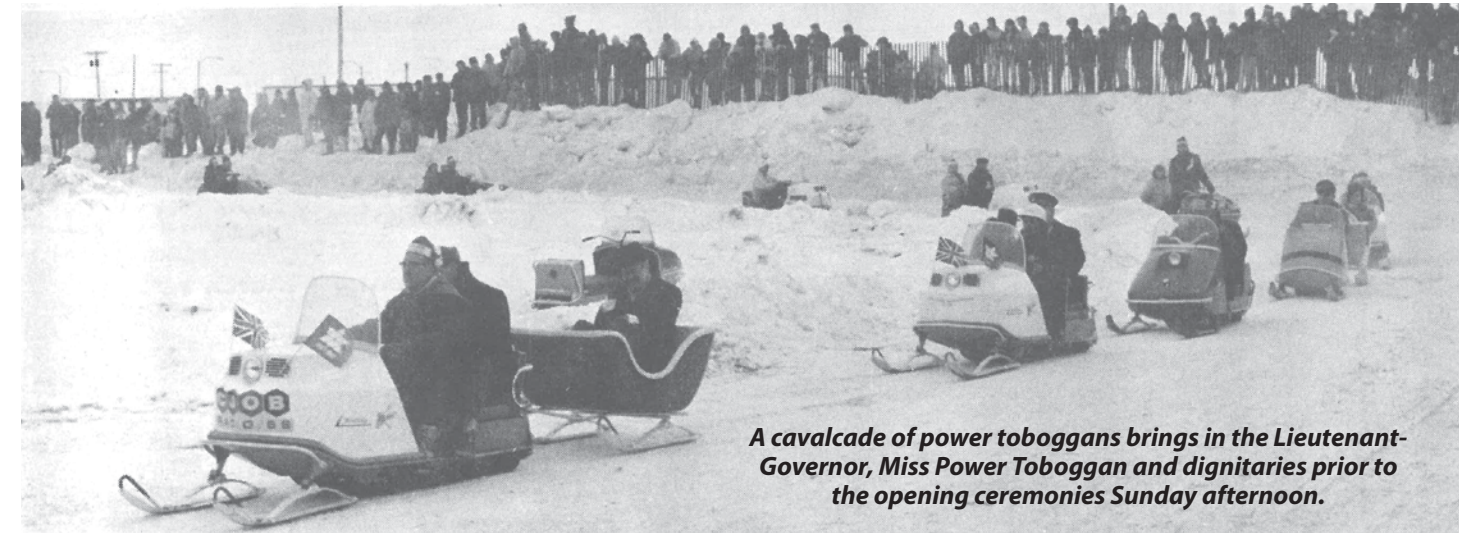
Winner of the Texaco Open Amateur was John Nordstrom of Mulhurst, Alberta. Second was Norman Beck of Winnipeg and third was Rodney Johnson of Roseau.

Jean Grahn of Roseau, Minnesota won the Powder Puff Derby and coming in second and third were Marie Mallette of Winnipeg and Terry Mordue of Winnipeg.

Alan Fanset of Winnipeg was first in the Junior Centennial, followed by

Roger Taillieu of Headingley and Peter Naaykens of Beausejour.

Presentation of trophies and awards was made at the Beausejour Curling Rink following the races with Red Alex of Radio Station CJOB as M.C."



A cavalcade of power toboggans brings in the Lieutenant-Governor, Miss Power Toboggan and dignitaries prior to the opening ceremonies Sunday afternoon.

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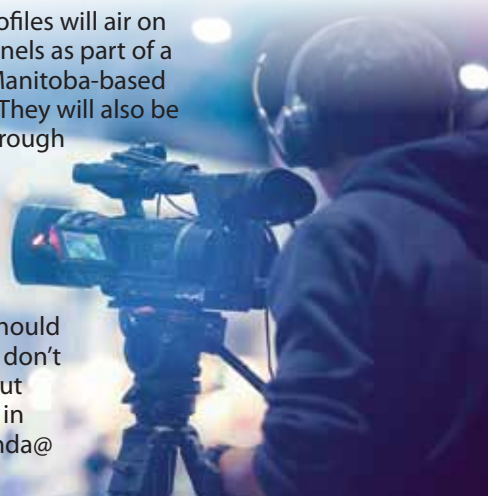
Over the course of the weekend at the Canadian Power Toboggan Championships, Hard Knock Productions will be interviewing various racers.

The interviews will form the basis for mini documentaries about what it takes to be a snowmobile racer, why so many people love it, and some of the challenges racers face.

Hard Knock Productions is a Calgary-based television production company.

The finished profiles will air on various cable channels as part of a series with other Manitoba-based adrenaline sports. They will also be available online through CPTC.

If you know of other adrenaline or motor sports with competitions in Manitoba that should be profiled, please don't hesitate to reach out to Amanda (based in Winnipeg) at amanda@gauerfilms.com



Welcome to the
ANNUAL CANADIAN POWER TOBOGGAN CHAMPIONSHIPS
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Come Ride With Us

Snoman Inc. invites you to explore the trails

*By Yvonne Rideout,
Executive Director, Snoman Inc.*

It's that time of year when fresh snow crunches under our feet and we encourage everyone to enjoy the great outdoors. Snoman (Snowmobilers of Manitoba) Inc., which was established in 1975 as a not-for-profit organization, promotes healthy living through recreation. Our organization and its fifty-three clubs are responsible for over 12,000 kms of snowmobile trails and over 200 warm-up shelters on the trail system throughout Manitoba. One can plan a trip using the interactive map on the Snoman website.

The organization has a reputation for promoting snowmobile safety by

offering online courses and workshops, and also assists with protecting the environment. Our clubs care about the environment and are active players in sustainability. Snowmobilers embrace ecologically friendly policies, from recycling to the adoption of new technologies. We encourage outdoor enthusiasts to experience an unforgettable adventure riding on well-groomed and safe trails throughout Manitoba.

Designated snowmobile trails provide the safest alternative for riders to enjoy snowmobiling; trails that help reduce trespassing on private property, dollars to rural businesses reliant on winter tourism, and an economic benefit of more than 300 million dollars annually

to the Province of Manitoba.

The Snopass system, your license to ride the trails, was created to provide a user pay system. It ensures that riders who use the trail system are helping to fund its ongoing operational costs by paying into it. It provides Snoman Inc. and its clubs with a more stabilized funding base to help finance the operations and administration associated with snowmobile trail maintenance, grooming, and upkeep of the shelters. The organization encourages everyone who uses the trails to purchase a Snopass. Last season there were over 19,300 snowmobiles registered with a Snopass.

By promoting the snowmobile trail system it helps sustain the recreational activity for enjoyment by all. While it is a seasonal activity, avid snowmobilers are very passionate about it and take pride in the designated trail system in Manitoba. We enjoy the excitement of being on the trails, meeting up with old friends and making new ones at the many shelters while engaging in planned events or a casual ride.

Snoman invites everyone to visit our booth at the Red River Exhibition on March 25, 2020 to see a Sneak Peek of the 2021 sleds. "Show your buddies the tail light they'll be chasing!"

Come and join us on the trails! Remember to ride safe and return home to your loved ones.

*For more information on the events please visit our website
www.snoman.mb.ca.*

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New VIP / Hotseat Building

CPTC completed a major project this past fall with the addition of three VIP/hotseat buildings located on the bank at the southwest end of the racetrack. Spectators will be looking down the front straightaway at the start/finish line. The race sleds will be coming directly at them as they enter turn one. What a view!



The location also puts them in the middle of all the action between the pits and the spectator viewing area and also gives a completely unobstructed view of the entire racetrack.

These well-constructed buildings are 14 by 40 feet and split into two booths. Each booth has access to an attached deck for outdoor viewing. They are heated by forced air furnaces and equipped with a speaker system that broadcasts the track announcer.

Renters can furnish the booths to their liking as we are offering longer-term leases.

CPTC has the infrastructure in place to easily add another building on the west side of the existing buildings in the future.

If anyone is interested in renting a booth or individual hotseats, you can contact us by email at info@cptcracing.com. We can arrange for a tour of the booth for anyone interested. Hope to hear from you!

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Longest Alaskan Iron Dog Race ever features two farmers from Beausejour

The following article by Melissa Devaughn appeared February 19, 2020 on the Iron Dog website about two local snowmobile enthusiasts and sponsors of CPTC, Mark Fosty and Ben Hildebrand, who recently participated in the Iron Dog Race in Alaska. Ben is also on the Board of Directors of CPTC. Their true grit in completing the grueling six-day, 2,400-plus-mile race is a testament to their determination and love of snowmobiling. Eleven teams out of an original roster of 29 teams completed the race, with the rookie team of Mark and Ben bringing up the rear. With the encouragement of Alaskans rallying around the popular duo to finish this year's race, described as the most challenging Iron Dog Race ever because of inclement weather, they managed to complete it in 87 hours, 36 minutes, 24 seconds. Thanks, Mark and Ben, for being such great Canadian ambassadors of the sport and for making your hometown of Beausejour so proud of you both!

“Team 37, the friendly Canadians, push through to Buckland”

Alaska Iron Dog racers and fans have embraced a pair of Canadian Iron Dog racers who refuse to let the World's longest, toughest snowmobile race get the better of them. Mark Fosty and Ben Hildebrand from Manitoba, Canada, experienced the disorienting bigness of the Alaska wilderness and got turned

around on the trail, doubling back to Kotzebue from Buckland when they had intended to travel south toward Koyuk.

After arriving back in the big city, they realized their error and had a long think about what to do next. At this point, solidly in red-lantern status, they decided to eat a hot meal and see if it would raise their enthusiasm to continue ahead. Newly scratched Team 34, Kotzebue racers Christopher Collins and Jesse Crumbley, had just returned to Kotzebue themselves and met up with Team 37. They encouraged the men to go forward. In fact, according to Facebook reports on the Iron Dog group page, a mass of support swelled, persuading the Canadians to go for it.

At 11 p.m. Tuesday, the two arrived in Buckland and declared their six-hour flex layover. They will ride the 250-plus miles toward Nome on Wednesday morning and remain strong contenders for the Red Lantern Award. They must, however, reach Nome by 11:59 p.m. Wednesday, per Iron Dog rules. Barring any problems, this should be easily doable.

‘Can't keep those determined fellas on Team 37 down,’ said Iron Dog executive director John Woodbury. ‘They're a pair of the most jovial, good-spirited folks we've ever had on the trail. And if their riding skills and sleds don't get them across the finish line in Big Lake, their

positive attitudes will. We are rooting for you, Canada!’

This groundswell of support continues to grow for Team Canada. Long an Alaskan-dominated race, the two are the sole Iron Dog racers left from outside of the state. Fans on Facebook, and especially in Kotzebue, are cheering them on.

‘These guys are tough making it back on the trail,’ wrote Jessica Walker of Kotzebue. ‘It was good to hear them talk all positive to getting back on the trail!’”



Team 37 racer Mark Fosty went into overflow in the south fork of the Kuskokwim River and Team 24, Luke and Konrad Schruf, helped pull him out. The two arrived in Big Lake late Saturday night.



Team 37, Mark Fosty and Ben Hildebrand, considers its options: Race back to Buckland and stay in the race, or scratch in Kotzebue. They decided to keep racing. Source: Iron Dog Facebook Group



Jessica Walker posted this photo of Team 37, posing in Kotzebue. The Canadians decided to keep racing and, if they can endure another 1,200 miles, remain in contention for the Red Lantern Award.



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MARK FOSTY



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Be sure to visit the Vintage Sled Showcase located on the south side of the Grandstands.

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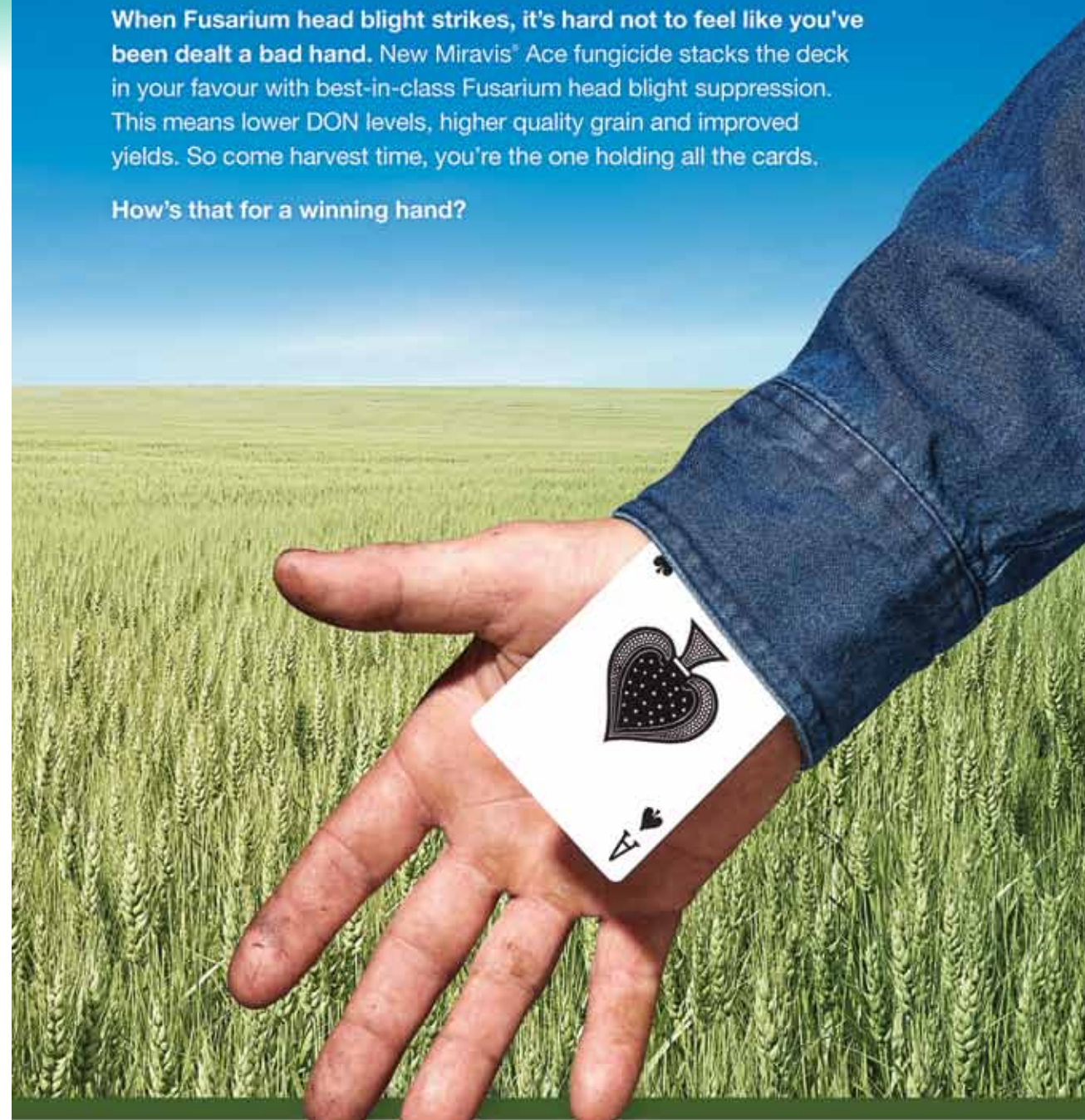
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