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Championships



**SATURDAY, MARCH 5 &
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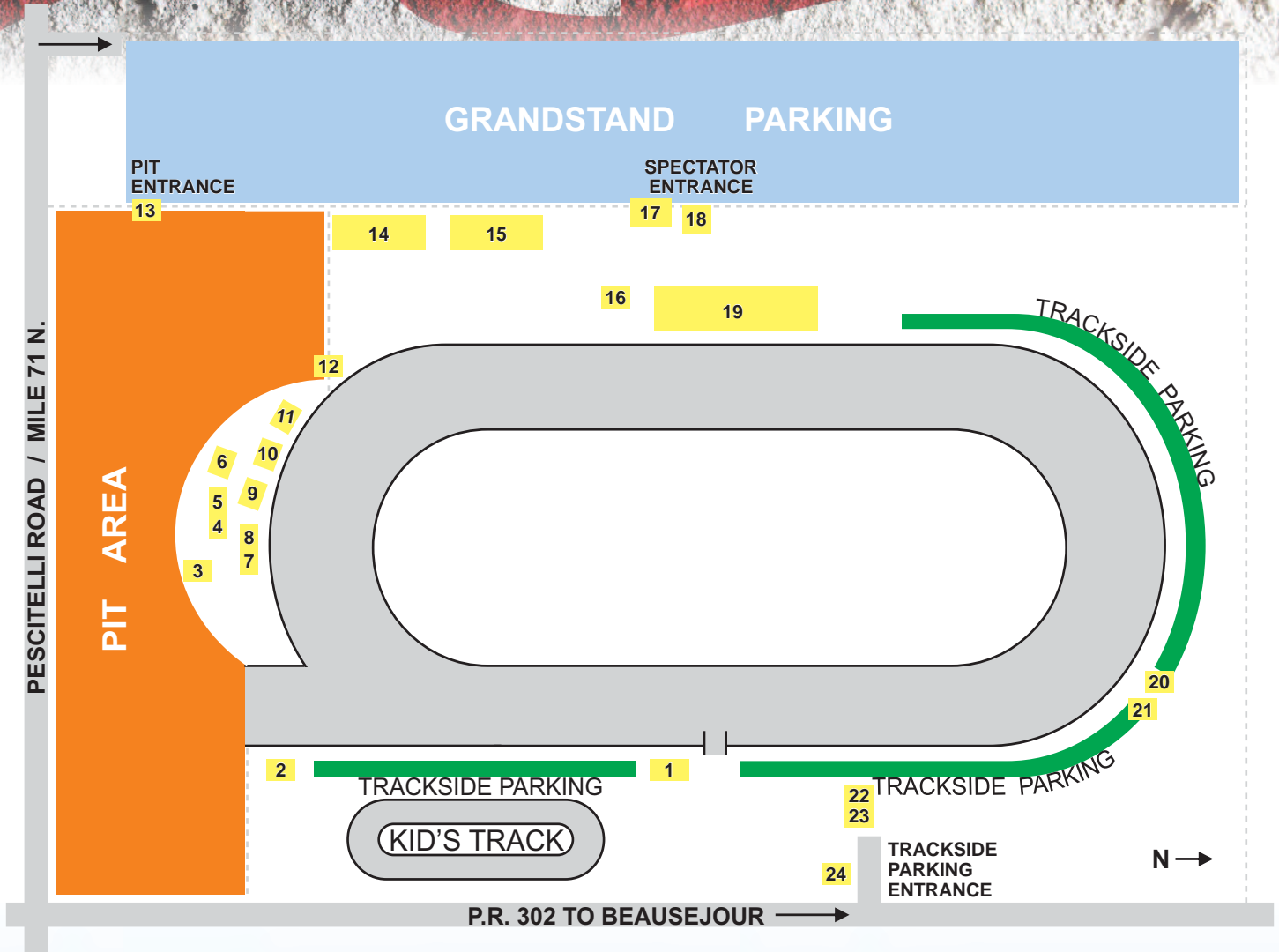
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| 4 Pit Concession | 14 South Multi-Purpose Building | 20 Private Hot Seat Building |
| 5 Pit Washrooms | 15 Beer Gardens | 21 Private Hot Seat Building |
| 6 Pit Washrooms | 16 Snack Shack | 22 West Quonset |
| 7 Private Hot Seat Building | | 23 East Quonset |
| 8 Canadian Sponsors' Booth | | 24 Trackside Parking Gate |



Schedule of Events

Friday, March 4

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 5

Hot Laps 9:00 a.m.
Racing Begins. 11:00 a.m.
USSA ProStar Cup Race

Sunday, March 6

Hot Laps 9:00 a.m.
Racing Begins. 11:00 a.m.
Canadian Championship Races

Trophy Presentation

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



61st Canadian Power Toboggan Championships March 4 & 5, 2023

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 everyone attending the 60th Annual Canadian Power Toboggan Championships. The CPTC is the world's fastest and safest ½ mile ice oval track in the heart of Manitoba.



The 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". This annual winter event is the highlight of the Eastman region. Thank you to our generous sponsors and hard-working volunteers for hosting another great championship!

Please drive safe and good luck to all the participants!

James Bezan, MP
Selkirk-Interlake-Eastman
Manitoba

MLA's Message

I would like to take this opportunity to welcome you to the 60th annual Canadian Power Toboggan Championships (CPTC). We truly appreciate the enthusiasm and support of the racers and the fans. Those who travel long distances and those from right here at home continue to make these snow-mobile races one of our province's most unique and cherished events.



The Canadian Power Toboggan Championships have made a lot of changes and faced some challenges over their 60 years. None would have been possible if not for dedicated community organizers and volunteers who contribute to the continued success of this national event.

Our government has been a proud supporter of the Canadian Power Toboggan Championships and we are grateful to the organization for being gracious hosts while inviting tourism to our region.

As the MLA for the Lac du Bonnet Constituency and on behalf of Premier Stefanson I want to congratulate all the organizers and volunteers involved with the Canadian Power Toboggan Championships on 60 years of success. Enjoy the races and thank a volunteer!

Wayne Ewasko, MLA for Lac du Bonnet
Minister of Education and Early Childhood Learning

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Mayor's Message

Welcome racers and fans to the 2022 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 60 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 committee is so dedicated that even during unprecedented times of COVID, they have held their organization together whereas other racetracks across North America have fallen. 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! Best of luck for the next 60 years! Thank you.

Ray Schirle, Mayor
Town of Beausejour



Reeve's Message

On behalf of myself and the Council of the Rural Municipality of Brokenhead, I would like to welcome you to the 60th annual Canadian Power Toboggan Championships.

Since the start of Covid-19 in 2020 a lot of major events were cancelled. As events are slowly returning, the RM of Brokenhead is happy to be back as a major sponsor of the CPTC. We are also honored to have a worldwide event like this hosted in our community.

This event cannot happen if it wasn't for the volunteers. We are very proud to have such hard working, passionate and dedicated people in our community. They come back year after year to help organize this event. Thank-you for making our community a better place to live, work and play.

Good luck to all the participants. We wish you safe and successful races.

Welcome back to all our fans. Thank-you for your continuous support at the Canadian Power Toboggan Championships.

Brad Saluk, Reeve
Rural Municipality of Brokenhead



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Welcome to the Races!



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President's Message

With great pride, we welcome everyone to the 60th running of the Canadian Power Toboggan Championships, the world's longest-running snowmobile race!

The past 60 years would not be possible without the talent of many racers, the hard work of dedicated volunteers, the generosity of sponsors, and of course the support of thousands of fans who have attended CPTC since 1963. It is with sincere gratitude that the Board of Directors and I thank all of you.

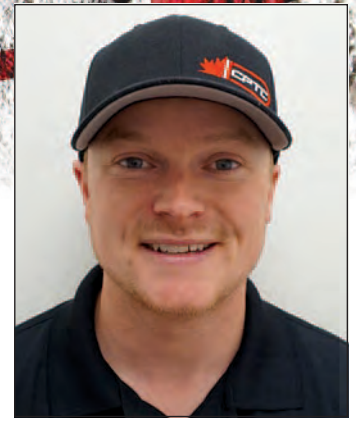
The USSA ProStar Cup Tour returns to Beausejour this year. CPTC is once again the final race of the North American Tour. This year has seen a great battle shaping up between

Gunnar Sterne and Blaine Stephenson, which will ensure a thrilling final. On Sunday we will crown the 60th Canadian Champion of Ice Oval Racing. This year, CPTC is featuring Whiskey Throttle Motorsports, a freestyle snowmobile show, for additional excitement both days.

Obviously, over the past 60 years there have been many changes to CPTC, ice oval racing, and snowmobiles in general. CPTC started out as a way to cap off a week-long Winter Farewell festival in Beausejour. The first race was held on the school grounds in Beausejour, moved to Colmer's Park, and then the present-day Centennial Park, with changes of venue

necessitated by growing crowds. In order to keep up with the growing popularity of the event, in 1973 CPTC purchased 80 acres of property where the event is still held to this day. CPTC's popularity and the sport of snowmobile racing grew rapidly, peaking in the early 70s. Crowds reached 25,000, outdoing the attendance at the Grey Cup! The number of racers competing also grew to over 200. In 1972, CPTC gave out \$25,000 in prize money, equivalent to over \$169,000 today!!!

CPTC and ice oval racing may not attract the same number of spectators, and racers as it once did in its glory days, but it still puts on just as good a show, if not better. CPTC has



seen a resurgence in the last few years in terms of spectators, sponsors and even volunteers. CPTC's Board has many plans for the future that will ensure people from all over North America keep coming to Beausejour every winter to witness one of the greatest snowmobile events in the world. Here's to another 60 years of safe and exciting ice oval snowmobile racing...

Reid Baker
CPTC President

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PURSUING PERFECTION

FLASHBACK 1962

THE START OF SOMETHING DIFFERENT

Snowmobile racing originally got its start in Beausejour at the end of February, 1962.

The Beausejour Lions Club was planning its annual winter “blow-out,” a special end-of-February festival to pick up everyone’s spirits after the long, cold winter season. One of the Lions’ members suggested it would be fun to match local power toboggan builder Mike Bosak’s machines against some of the other new machines in a race during the 1962 festival. The idea of having a power toboggan

race to stimulate attendance was warmly accepted and rapid organization was started. The power toboggan event was given high billing, right behind the horse-and-cutter races.

The first track was laid out on the school grounds in Beausejour. Hay bales were placed in a rough semi-circle. Six daring drivers raced their power toboggans around the course at an estimated speed of 15 miles per hour. The cheering crowd loved it. As soon as the race was over, eager spectators had a chance to take a

ride on these mechanical marvels by themselves, and the power toboggans raced around the school yard the rest of the day.

The Beausejour Lions Club got the message. At the next planning meeting, the annual February event was officially named ‘Winter Farewell,’ and the club made formal plans for another snowmobile race. They officially named it the “Canadian Power Toboggan Championships” and formally registered the new title as the main event for the future ‘Winter Farewell’ festivals.



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In Memory of Bryan Beger

It was 1976 when young 19-year-old Bryan Beger joined the Board of Directors of the Canadian Power Toboggan Championships. He continued on in that capacity as a dedicated volunteer for the next 46 years until his sudden, unexpected passing on January 30, 2022.

Bryan served as president of CPTC on three different occasions, in 1994-95, 1998-99, and again in 2012-2014, for a total of 7 years at the helm of our organization.

Because Bryan was an electrician by trade, he was a valuable member of the



Board due to his expertise, and spent countless volunteer hours doing electrical work around the track, as well as helping in all aspects of running the track. He was instrumental in the building of our grandstand and multi-purpose buildings in 1992.

Although Bryan wasn't as active in the last few years on the Board as he once was, he was always willing to help out when asked.

Bryan will always be remembered for his willingness to give advice and lend a hand with any project at the track. He will be sorely missed.

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FLASHBACK 1963

CANADIAN POWER TOBOGGAN CHAMPIONSHIP

The 1963 race became the first formally organized snowmobile race in the sport's history. It was held at Colmer's Park and featured three different events: the closed course, which was marked by hay bales; the cross-country race, a gruelling six-mile bumpy course along the Brokenhead River; and the third event was a novelty race for the ladies. The first Canadian Champion was Larry O'Neil of Winnipeg.

**Larry O'Neil Crowned Canadian
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Headline pictured in the March 7, 1963 Beausejour Beaver.



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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. 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 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.



The Polaris Thrill Team entertaining the spectators at the races.



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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. 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.



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Class Descriptions

CHAMP

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).



LATE MODEL

PRO 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.

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.

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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.



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FLASHBACK 1971

WHEN DISASTER STRUCK

The Board of Directors had decided to go all out this particular year to attract thousands of spectators, and had committed a lot of dollars towards advertising and promotion on radio, TV, and newspapers. Unfortunately, in 1971 a snowstorm wiped out Saturday's crowd and cut Sunday's attendance in half. Only a few spectators arrived because many highways were still impassable. By the end of the day, it was now definitely a disaster to the tune of a \$22,827

deficit!

Requests for assistance were immediately turned down by the three levels of government; municipal, provincial and federal. With the upcoming municipal elections in October, this was fast



becoming a political issue. During the campaign, the incumbent Mayor placed ads in the local paper warning the electorate that a vote for his opponent would mean a vote to use the taxpayers hard-earned money to pay off the debt.

With over 500 volunteers and their families holding C.P.T.C. dear to their hearts, the community became divided into a pro-race camp and an anti-race camp. It was the largest turnout ever on election day and as a result, a new mayor took office.

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FLASHBACK 1972

THE COMEBACK

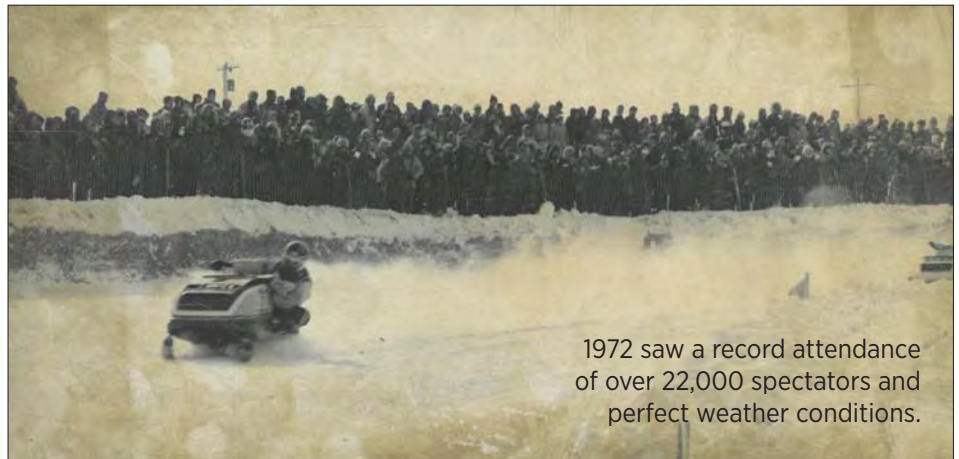
Most of the 1971 Directors chose to remain on the Board to help clear off the debt. They signed promissory notes at the bank to pay off the most pressing creditors immediately. They then rolled up their sleeves to plan what turned out to be the most successful race ever.

As was anticipated, there was a huge spill-over of promotion and advertising benefits from the previous year, 1971. This saving combined with a record attendance of over 22,000 spectators and perfect weather conditions generated enough

revenue to pay off the entire debt.

One year later, the local weekly newspaper The Beaver ran the

following headline in its May 30th, 1972 issue: C.P.T.C. REPORTS BILLS PAID AND MONEY IN THE BANK FOR '73.



1972 saw a record attendance of over 22,000 spectators and perfect weather conditions.



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Jerry Bunke Memorial Challenge



Jerry Bunke was a member of the famed Polaris "Midnight Blue Express" race team that competed in the Sno Pro circuit of the late '70s. He tragically lost his life in a racing accident in Beausejour, Manitoba in 1978. To honour the dedication, perseverance and professionalism that Jerry displayed during his career, we at CPTC are pleased to present the annual JERRY BUNKE MEMORIAL CHALLENGE award to the winner of the IFS 440X. The winner of last year's award was #80 Joe Presta of Beausejour, Manitoba. Watch for the intense action in pursuit of this most prestigious award.

#80 Joe Presta



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FLASHBACK 1973



CPTC RACEPLEX

In 1973 the first races took place at the current home of the Canadian Power Toboggan Championships. The year before, the C.P.T.C. board purchased 80 acres of property south of the Collegiate from the Kaatz brothers at a cost of \$10,000. A new track was then developed on this site. The Brokenhead River Planning District later took control of this property. Some of this land was then used for the present Brokenhead River Recreational Complex Hall, Legion, Curling Club and Baseball Diamonds.

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USSA ProStar Cup

The 2021-2022 ProStar Cup Tour has been filled with outstanding racing action, bouts with Mother Nature, and even some controversy. But after six of seven rounds, the final race in Beausejour will ultimately determine the season long champion.

A limited field raced in Round 1 at the beautiful oval in Beausejour, MB. Tour veteran Gunnar Sterne took the Round 1 victory beating Blaine Stephenson and Calvin Cook to the checkered flag. It would be the first of five straight podium appearances for Sterne, the current point leader.

Round 2 started in Ironwood, MI, but Mother Nature influenced the completion. With cold temperatures and calm winds, severe snow dust caused the final to be postponed. It was ultimately held at the Wausau 525 facility where a last lap pass pushed Blaine Stephenson in front of Gunnar Sterne for the win. John Henke made his first podium of the season finishing third.

The third stop of the 21-22 Tour was incorporated into the Friday Night Thunder program in Eagle River, WI. Due to scheduling issues during the first two rounds, Round 3 winner Matt Goede made his initial appearance for the Tour taking home the Friday night victory. He was joined on the podium by second place Gunnar Sterne, and third place Blaine Stephenson.

Round 4 found the Tour at the popular Wausau 525 facility in Wausau, WI. Saturday morning, the Ironwood round was completed with Sunday featuring the ProStar Cup Tour stop number 4. After very competitive qualifying rounds, the final found Matt Goede winning his second Tour stop in a row followed by Gunnar Sterne,

and podium newcomer Tom Olson. Blaine Stephenson fell victim to a blown belt and finished 9th.

Round 5 and 6 formed a doubleheader at the Fire on Ice event in Weyauwega, WI with Friday under the lights. Friday night was impacted by a lengthy crash delay in the F-500 class, and by the time the final was up, temperature and snow dust were an issue again. The final was run in two sections of 7 laps each. A much-scrutinized start and limited laps, led to much Friday evening and Saturday pit talk. In the end, Matt Goede scored his third win in a row followed by Blaine Stephenson and Gunnar Sterne. Saturday's race day was relatively normal with the final finishing order being Blaine Stephenson, Matt Goede and Tom Olson. Sterne finished fourth and just barely missed the podium.

Based on the current point totals, the Top 10 of the 21-22 ProStar Cup Tour are as follows: Gunnar Sterne, Blaine Stephenson, Matt Goede, Tom Olson, Justin Peterson, Griffin Lepak, John Henke, Luke Olson, Matt Bennett and Fred Manke. With 130 points on the line and \$5000 in purse money,

Round 7 at the CPTC in Beausejour, MB on March 5th is set up to be a huge race. You won't want to miss it.

The 2021-2022 USSAA ProStar Cup Tour is proudly brought to you by IncredibleBank, Advanced Compressor Technology, Woody' Traction, Polaris, Fly Racing Gear, Wahl Brothers Racing, 365 Powersports, and Scott's Auto Body.

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The image shows a storefront for 'HEADINGLEY SPORT SHOP' with 'POLARIS' and 'TRIUMPH' logos. In front of the store, several snowmobiles are parked on a snowy surface.

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The top image shows a long, white modular office trailer with blue trim, being towed by a blue truck on a snowy lot. The GWC MFG logo is a green oval containing a server rack icon and the text 'GWC MFG'.

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The background is a warm, golden field of wheat. The logo on the left is a blue stylized bird perched on a wheat stalk. The text is in a clean, sans-serif font.

FLASHBACK 1978

TRAGEDY STRIKES

The first and only fatality in the history of the Canadian Power Toboggan Championships took place in February 1978, when Polaris racing driver Jerry Bunke was killed. Bunke lost his life during the 440 Sno-Pro final. He was racing third in an eight-man race. A pile-up occurred at the fourth corner.

A Beausejour ambulance arrived in seconds but it was too late. As a result of this tragedy, the Race Director cancelled the remaining races. It was the first time in 16 years that a fatality had occurred. Although everyone had always known that racing was dangerous, Bunke's death came as a severe shock.



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2021 Canadia

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.

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#8 Travis MacDonald
Gonor, MB, 2020 Ski Doo



#75 Calvin Cook
Dayton, MN, 2022 Wahl Bros.



#370 Matt Szalai
Beausejour, MB, 2012 Demon Racing



#220 Gunnar Sterne
West Chicago, IL, 2022 Ski Doo

Champion 440

Starting Lineup



#26 Quinn Wojcik
Beausejour, MB, 2019 Arctic Cat



#102 Blaine Stephenson
Hutchinson, MN, 2022 Polaris



FLASHBACK '81 & '82 CANCELLED

Beausejour:

**Snowmobile races
cancelled... Winter
Farewell celebrations
continue as scheduled**

Following 1980's successful attempt at snow track racing, CPTC decided to eliminate the ice track and go back to snow. Mother Nature decided to prove what a mistake that would be. Unfortunately, snow does not hold up nearly as well as ice under warm conditions. After two years of being forced to cancel the races in 1981 and 1982 because of unusually warm temperatures, the CPTC board decided to return to an ice surface for the 1983 Canadian Championships.

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2021 Canada

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1963	L. O'Neil	1992	D. Wahl	2006	J. Villeneuve
1964	C. McDonald	1993	M. Mondus	2007	G. Moyle
1965	A. Hetteen	1994	D. Loritz	2008	G. Moyle
1966	S. Ave	1995	T. Wahl	2009	N. Van Strydonk
1967	G. Reese	1996	T. Wahl	2010	PJ Wanderscheid
1968	G. Reese	1997	T. Wahl	2011	PJ Wanderscheid
1969	A. Fanset	1998	D. Wahl	2012	N. Van Strydonk
1970	L. Mauws	1999	T. Wahl	2013	J. Wahl
1971	S. Spencer	2000	E. Nicholzen		
1972	Y. Duhamel	2001	P. Moulton		
1973	G. Villeneuve	2002	T. Wahl		
1974	J. Villeneuve	2003	T. Wahl		
1975	G. Villeneuve	2004	L. Day		
1976	B. Elsner	2005	T. Wahl		
1977	L. Omans				
1978	Memory of Jerry Bunke				
1979	B. Hulings				
1980	B. Elsner				
1981	Cancelled				
1982	Cancelled				
1983	W. Voss				
1984	B. Bennett				
1985	J. Presta				
1986	W. Voss				
1987	J. Villeneuve				
1988	D. Ewing				
1989	D. Ewing				
1990	K. Gretsinger				
1991	D. Wahl				

*Gunnar
Sterne*

#220



Canadian Champ

- 2014 G. Moyle
- 2015 Matt Schulz
- 2016 Matt Schulz
- 2017 Gunnar Sterne
- 2018 Gunnar Sterne
- 2019 Gunnar Sterne
- 2020 Blaine Stephenson
- 2021 Gunnar Sterne



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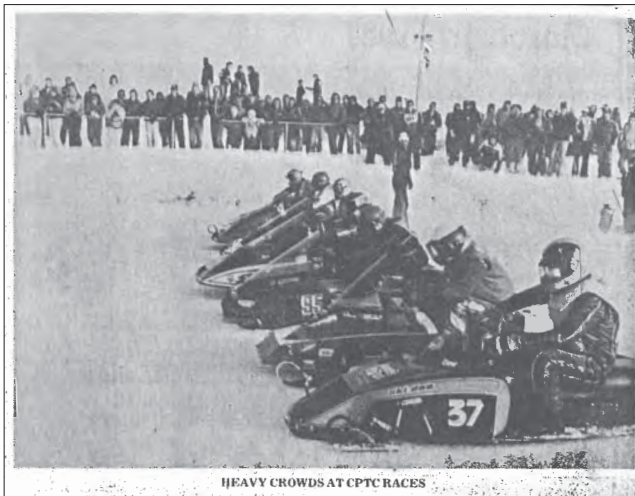
FLASHBACK 1987

RETURN TO THE BIG TIMES

The 1980s saw a more subdued version of the C.P.T.C. races. In 1980, for example, an \$8,000 “guaranteed purse” was offered. This was considerably lower than the \$25,000 given in 1971. Lower purses were necessary because the huge crowds of the 1960s and 1970s were no longer present. A “percentage of the gate” became a common feature.

The 25th running of the C.P.T.C. races in 1987 was probably the most successful event of the decade. The crowds were relatively large. Top drivers such as Jacques

Villeneuve, Dave Wahl and Darcy Ewing were present. A total of 315 entries were received and \$12,500 in cash and prizes was paid out.



Racers continued to praise Beausejour’s “world class event”.

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



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FLASHBACK 1989

F1 TWIN TRACKS ON TV

From 1989 until 1998, fans at the Canadian Championships watched the radical twin track designed sleds race for the Canadian Championship.

The engine was in the front of these race sleds, and they looked somewhat similar to a regular race sled, but that is where the similarity ended.



CPTC held a SPORTS series race in December of 1989.

The driver of a twin tracker rode over the tunnel of the inside track. As the racer turned the sled in the corner, a cable-controlled differential allowed the inside track to disengage. This allowed the racers to corner at extremely high speeds. It made for great racing and because of their handling, it allowed CPTC organizers to put more sleds on the track in the final race. One of the memorable finals saw 18 twin trackers on the track at once.

CPTC held a SPORTS series race in December of 1989. This series brought big-time recognition for Beausejour as the series races were televised on TSN, ESPN, ESPN2, and RDS across North and South America. People from Beausejour vacationing in places as far away as Hawaii and Brazil reported watching the televised races being run in Beausejour.

CPTC races were televised '89 to '96.

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FLASHBACK 1992



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During the summer of 1992, construction began on a new 1,300-seat grandstand, heated washrooms, concessions, and two multi-purpose buildings in what was the first major change to the facility since it was built in 1972. Upon completion, the race track became the premiere snowmobile race facility in the world.

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Awards Presentation

Following the crowning of the 60th Canadian Power Toboggan Champion in the Pro Champ 440 final on Sunday, March 6, 2022, please join us at the Brokenhead River Community Hall for our annual CPTC Awards Presentation and Banquet, where we will be handing out the trophies and prize money to all our winners. Admission is free!

Supper tickets\$16

Children's tickets\$10

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FLASHBACK 1996

\$50,000 BOSWELL SUPER SLED SERIES

At the 1996 Canadian Championships, Beausejour hosted the final race of the Boswell Super Sleds Series. The series replaced the SPORTS series as the premiere snowmobile race series. Boswell Carburetion, the series sponsor, put up a \$50,000 bonus to any driver if he won three of the four series races. Terry Wahl had already won two of the three previous series races and had won the Canadian Championship as well the year before in Beausejour. He loved racing on Beausejour's track, his sled ran great, and he repeated as the 1996 Canadian Champion. That win earned Terry the \$50,000 prize, the largest single cheque ever awarded in snowmobile racing history.

Front cover of the 35th Annual Canadian Power Toboggan Championships.

35TH ANNUAL CANADIAN POWER TOBOGGAN
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FLASHBACK 1997



CHAMP 440

The Champ 440 class debuted at the Canadian Championship in 1997. This class was started as a replacement for Formula One which had been dominated by Ski-doo who had designed and built the original twin tracker. The other manufacturers wanted in and the Champ 440 class provided that opportunity. By 1999 Champ replaced Formula One as the Canadian Championship race. Because the Champ sleds had few moving parts and weighed 75 pounds less than the twin trackers, they could run just as fast under the right conditions.

FLASHBACK 2005



PRESS BOOTH TAKES A BEATING

CPTC became a victim of extreme weather in July of 2006. A “plough wind” destroyed the roof of the Press Booth. The building was a mess, most of the roof was missing, well, not really “missing” because a fair portion of it was up against the fence on the east side of the complex. What the wind had not damaged, the intense rain had. The building would have to be stripped right back to the studs because rain had poured into all the exterior walls. Thankfully the contents, though damp, were not lost.



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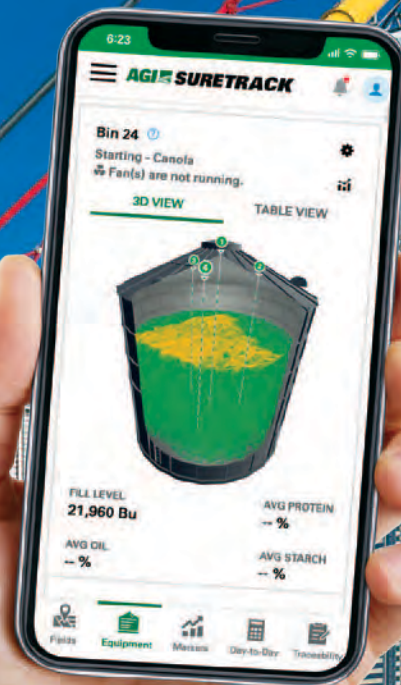
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FLASHBACK 2012

50th ANNIVERSARY

Old traditions were revived for the 50th anniversary. A week-long Winter Farewell Festival began with a Torch Light Parade, followed by community activities such as perogy eating contest, sausage making competition, pancake breakfast, beard growing competition, poker derby, car rally, family skating on the race track, and tricycle



races, to name a few. The festival concluded with a Friday night banquet, followed by the Canadian Power Toboggan Championships both Saturday and Sunday.

The 50th anniversary saw the largest crowd at CPTC since the early 70s. It also put CPTC in a very good position financially, which it still enjoys to this day.

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FLASHBACK 2017

NIGHT RACING RETURNS & TLR CUP

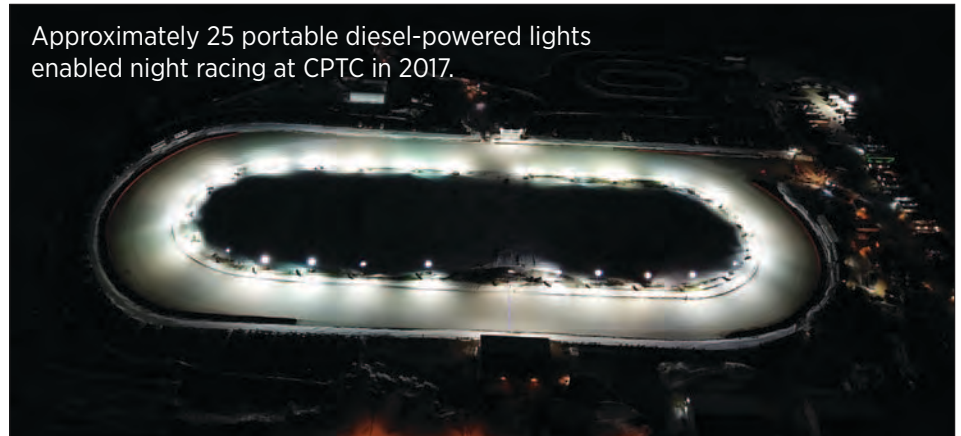
2017 saw the return of night racing at CPTC. Approximately 25 portable diesel-powered lights were rented and set up inside the ice oval. This was very popular and led to it becoming a returning feature for the next three years. It also set in motion our future plan to install permanent lighting at the race track.

In 2017 CPTC became part of the North American wide TLR Cup Tour. Racers earned points over nine races to claim \$95,000 in prize money. This was

in addition to the purses that were offered at all the races. A percentage of the pay-out was based on the number of races

a driver competed at. This was designed as an incentive for racers to compete at as many races as possible.

Approximately 25 portable diesel-powered lights enabled night racing at CPTC in 2017.



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Check out the final weekend of racing this year!

MARCH 5 & 6 At the CPTC - Canadian Power Toboggan Championships, Beausejour

Admission to watch the races included in passes to the CPTC Races

**Thank you to the volunteers of CPTC for the building & maintenance of the track and the use of their building!
Thank you all of our racing families & volunteers for a successful season!**

Thank you to all of this year's Sponsors!



**KENNY
ONESCHUK**



**A very special thanks to Darryl Gershman Photography
for catching us in action!**



FLASHBACK 2019

PRIVATE HOT SEATS

In the fall of 2019, CPTC purchased and installed private hotseat buildings located on the bank at the southwest end of the racetrack. Spectators look down the front straightaway at the start/finish line. The race sleds come directly at them as they enter turn one. What a view! The location also put them in the middle of all the action between the pits and the spectator viewing area, and also gave a completely unobstructed view of the entire racetrack. Renters furnished their booths to their personal liking, as they hold long-term leases on the buildings.



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to all our Volunteers



The CPTC was founded 60 years ago by volunteers and they have kept the tradition alive. The races are an astonishing testament to their perseverance and dedication. If you encounter a volunteer, please take the time to thank them for doing such a great job! If you would like to help, please contact us through our website www.cptcracing.com We would love to have you along.

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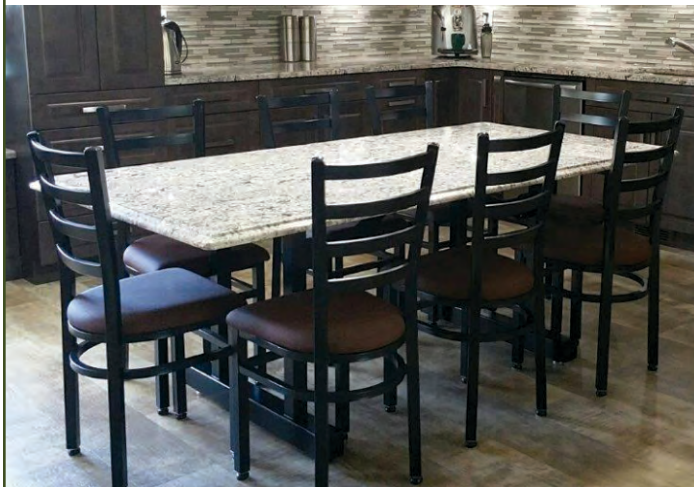
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