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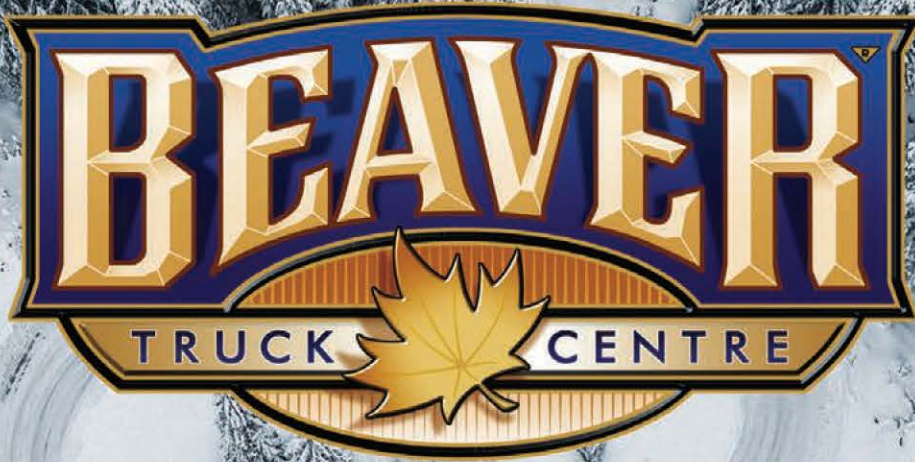
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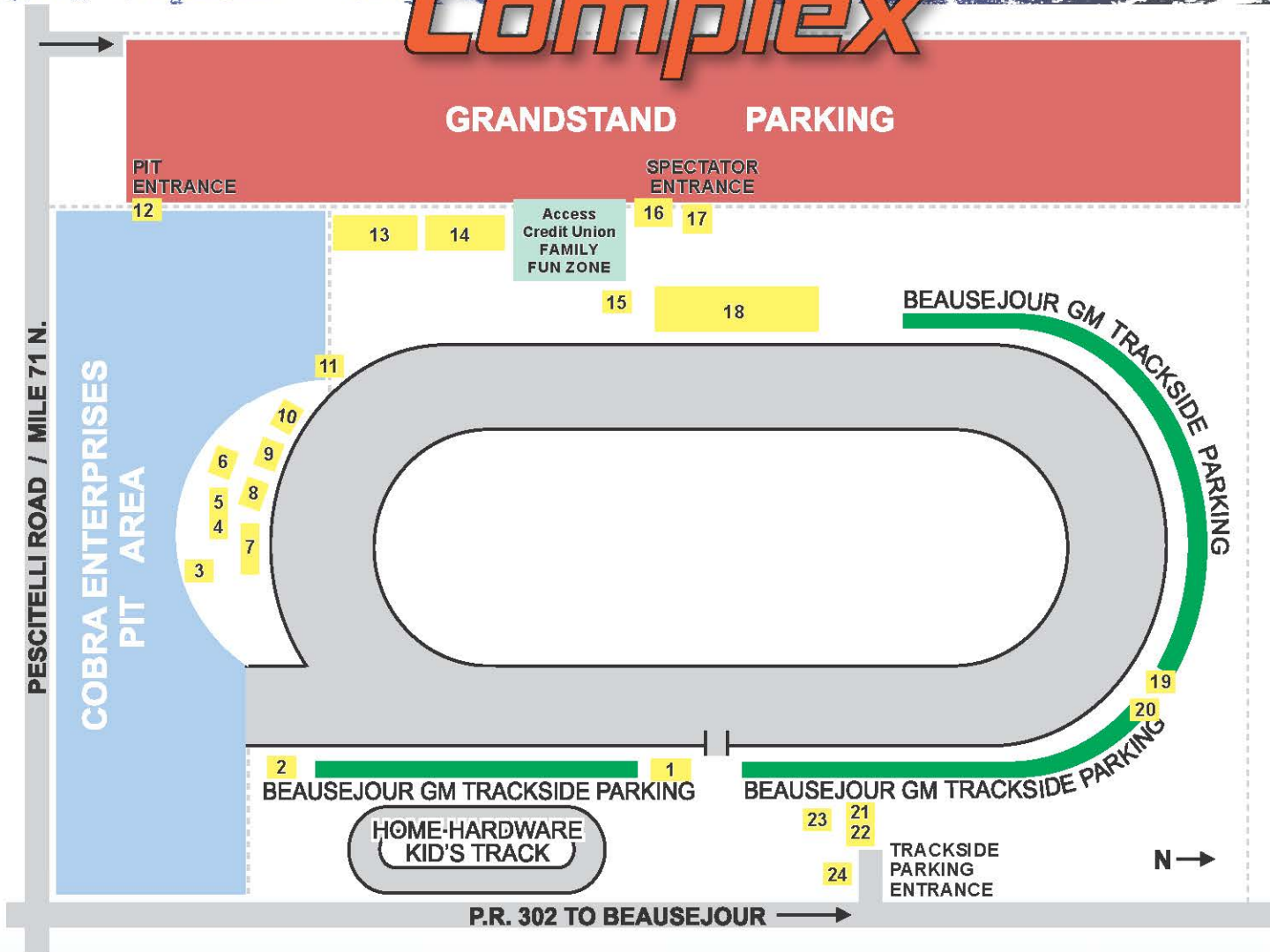
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# Co-op Community Complex



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|------|----------------------------|----|------------------------------|-------|---------------------------------|
| 1    | Press Booth                | 11 | Walk-through Pit Gate        | 17    | Main Gate                       |
| 2    | Marshalling Building       | 12 | Pit Gate                     | 18    | Grandstand/Washrooms/Concession |
| 3    | Tech Building              | 13 | South Multi-Purpose Building | 19-20 | Private Hot Seat Buildings      |
| 4    | Pit Concession             | 14 | Moose Den Beer Gardens       | 21    | West Quonset                    |
| 5    | Pit Washrooms              | 15 | Snack Shack                  | 22    | East Quonset                    |
| 6    | Pit Washrooms              | 16 | Ticket Booth                 | 23    | Electrical Shed                 |
| 7-10 | Private Hot Seat Buildings |    |                              | 24    | Trackside Parking Gate          |



# Schedule of Events

## Friday, March 3

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 4

Hot Laps . . . . . 9:00 a.m.

Racing Begins. . . . . 11:00 a.m.

USSA ProStar Cup Race

## Sunday, March 5

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  
Meal . . . . . \$25.00  
Entertainment . . . . . Free Admission



Season Opener - Dec. 9 & 10, 2023  
62nd Canadian Power Toboggan  
Championships - March 2 & 3, 2024

Photos by Darryl Gershman

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## MP's Message

Welcome,  
On behalf of the Parliament of Canada and the constituents of Selkirk-Interlake-Eastman, I am honoured to welcome all of you to the 61st annual Canadian Power Toboggan Championships. This year marks 61 years of bringing the "Greatest Show on Snow" to the heart of Manitoba. A highlight and staple of the year, this event gathers people locally and internationally to compete on the world's fastest and safest 1/2-mile ice oval track.



The CPTC continues to be the longest-running snowmobile race in the world and showcases the talent, spirit and community of the Eastman region. We welcome the 100+ racers from across North America to compete in our wonderful province. Thank you to all the hosts, volunteers, and participants that make this event a success year after year. This event would not be possible without the dedication of each one of you and the generous support of the event sponsors. We look forward to many more years of racing and celebrating these amazing championships.

Good luck to everyone competing and safe driving to all participants!



James Bezan, MP  
Selkirk-Interlake-Eastman  
Manitoba

## MLA's Message

Message from Wayne Ewasko,  
MLA for Lac du Bonnet

On behalf of Premier Heather Stefanson and the Province of Manitoba, I want to extend a warm welcome to all the racers, their teams and their families, and to all those who have made the trip to Beausejour, Manitoba to participate in the 61st Annual Canadian Power Toboggan Championships.

Thanks to the continuous efforts of the CPTC organizers, the dedication of their volunteers and the support of our community and the MB Government, the Co-op Community Complex is a world class facility that maintains the reputation of hosting one of the safest and fastest ice-oval racing events nationwide. Over its 61 years, the Canadian Power Toboggan Championships has developed into an established event that has become rooted in the history of our province. Events like the Canadian Power Toboggan Championships create significant economic and social benefits within our communities and Manitobans should be proud of all that our province has to offer.

Congratulations on the continuing success of the CPTC and thank you for your contribution to the sport, culture and heritage of our province. Enjoy your weekend 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 2023 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 61 years of racing in Beausejour, we are honored to be a 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.

There have been many exciting changes to the facility this year - from the naming rights of the facility (Co-op Community Complex)- to many businesses getting onboard sponsoring parts of the facility and venues. One of the most exciting things this year is the track lighting project which will open the facility not only to night racing during the races, but also for more venues to come to Beausejour. 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 and Beausejour. 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 future. 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 61st annual Canadian Power Toboggan Championships. The RM of Brokenhead is happy to be a major sponsor of the CPTC. We are also honored to have a worldwide event like this hosted in our community.



Good luck to all the participants. We wish you safe and successful races. A special welcome back to the USSA Pro Star Cup.

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.

Thank you for your continuous support at the Canadian Power Toboggan Championships.

Brad Saluk, Reeve  
Rural Municipality of Brokenhead



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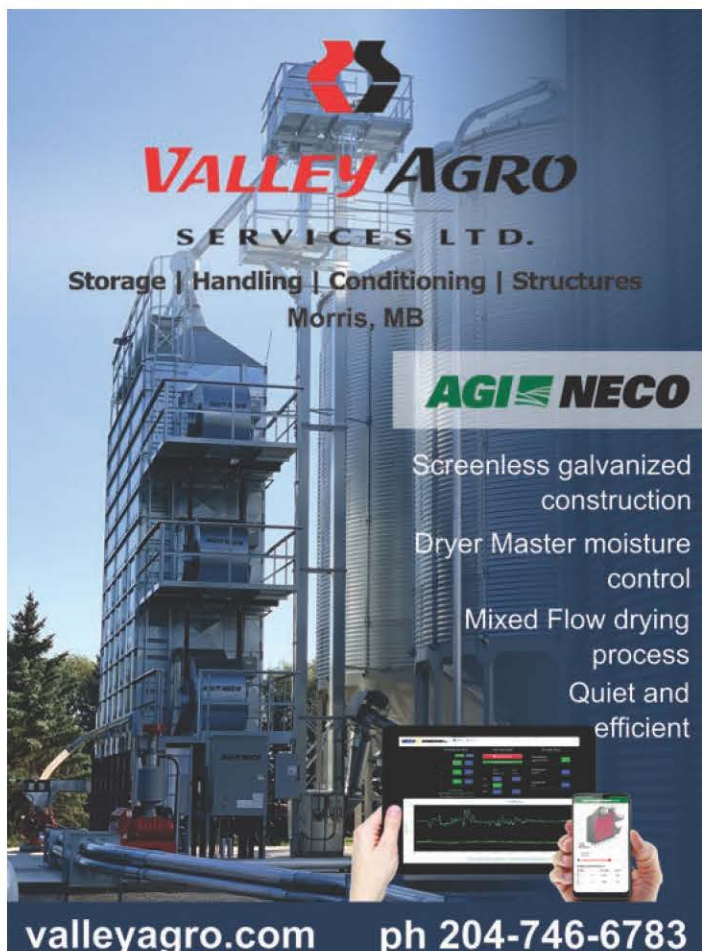
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# President's Message



Welcome all to the 61st running of the Canadian Power Toboggan Championships!

The directors at CPTC have been hard at work during the off-season meeting with potential sponsors. As I am sure you can tell by all the branding and signage, CPTC found 11 amazing businesses to partner with to help grow the event and the facility. These businesses see potential in the facility, the events that are held here, and most importantly in the dedicated volunteers that run everything. These new major sponsorships will allow CPTC to grow and to attract more organizations to host events in Beausejour at the facility. I encourage you strongly,

to thank them for their support in our community!

The USSA ProStar Cup Tour started and finishes in Beausejour again this year on Saturday. The ProStar Cup tour has offered exciting racing all season, but the increase in the number of Canadians competing in it this year made it even more exciting to watch. The tour actually made it's way to Canada on four separate occasions throughout the winter.

CPTC has partnered with Access Credit Union to make the Family Fun Zone. Stop by all weekend for great entertainment for the whole family. There will be games, bonfires, racer autograph sessions and much more. Kids can even hop on the Beausejour

Handivan and go for a ride around the ice oval during intermission. A racer will be on board to talk with the kids and answer any questions.

Back by popular demand, Whisky Throttle Motorsports returns to CPTC. These high-flying athletes got the crowd going last winter, and kept the excitement up during plow break intermissions. You can't miss these guys jumping over 20 feet vertically and over 30 feet horizontally, all while performing a wide assortment of tricks. The louder the fans are, the bigger the tricks get, so let them hear it.

This summer CPTC will be undertaking one of the largest projects to

ever happen at the facility. Only the grandstand and barns have topped the scale of this project. CPTC will be installing lights around the entire oval. The lights will allow us to run night racing at the flip of a switch. Check out the article "Operation Brighten Beausejour" in this program for more information.

I hope to see you all back next winter under the lights.

Reid Baker  
CPTC President

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# Operation Brighten Beausejour

Back in 2017, in celebration of the 55th running of the Canadian Power Toboggan Championships, CPTC decided to have racing on Friday night of the race weekend. To do this, portable light towers were rented. Due to its success, CPTC continued to do this for three more Canadian Championships. The portable lights were expensive to rent, hard to transport and a lot of work to setup.

It was a struggle to source all the lights, as not one rental company had enough to supply CPTC. A lot of diesel fuel was used on the multiple trips with a semi truck to pick up and return lights, and to run the diesel generator on each light tower. The transporting and setup of lights took an entire week of volunteer labour. CPTC would not be able to sustain this.

Last year, CPTC applied for funding to purchase and install permanent lights around the entire oval from the provincial Building Sustainable Communities Program. This entailed gathering letters of support from organizations that host events at the facility, from the local government, and local travel organizations.

A lighting plan was made based

on illumination standards from United States Automobile Club (owner of International Snowmobile Racing). The plan was then quoted and budgeted for. CPTC's application was successful, and we received just over \$267,000 from the Province of Manitoba, which equalled 50% of the \$535,000 projected cost. CPTC applied for many other grants. We received \$10,000 from Beausejour Co-op, \$10,000 from the RM of Brokenhead and \$20,000 from the Brokenhead River Community Foundation.

The project is important for many reasons and to many organizations, not just CPTC. Being that snowmobile racing is a winter sport, Operation Brighten Beausejour will help CPTC run races during the short days of winter. We will be able to start racing in the afternoon, rather than in the morning. This is appealing to all spectators especially the many spectators that travel from Winnipeg and farther to attend the event.

The permanent lighting will be exponentially cheaper to operate, more environmentally friendly, increase safety via better visibility, save hundreds of volunteer hours each year to set up and transport portable lights and offer guaranteed

lighting capability, which was a big problem when sourcing all the required lights from multiple rental companies. It will also attract more organizations to host their events at the Co-op Community Complex.

The project is currently underway. The hydro service has already been upgraded on the east side of the facility. An electrical shed was built last fall to house the transformers, breakers and switches. CPTC has also purchased the 132 LED fixtures needed to illuminate the entire half mile oval.

This summer, CPTC will install 30 galvanized steel light poles to hold 124 of the light fixtures with the remaining 8 going on the grandstand. Wire will also be trenched during the summer. Operation Brighten Beausejour will be completed for the Season Opener races in December 2023.

As of writing this, CPTC still needs to raise \$126,000. The Brokenhead River Community Foundation has setup a flow through fund, which enables them to write a tax-deductible charitable receipt for any donations made to the project. We encourage you to check it out and thank you in advance for any support that you can offer the project.

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# Canadian Power Toboggan Championship Community Fund



## CPTC Community Fund

The Canadian Power Toboggan Championships (CPTC) has been a fixture in the Beausejour Brokenhead community since its inception in 1962. It is currently the longest running snowmobile races event in the world.

The CPTC Community Fund was established in 2021 as a way for the organization to give back to the community by donating a portion of the proceeds from their annual events back into the community.



The CPTC Community Fund is an Unrestricted Fund, meaning eligibility to receive monies from this fund align with the eligibility requirements for all grants from the Brokenhead River Community Foundation.



To learn more about BRCF granting eligibility, scan the QR code below or visit <https://brcfoundation.ca/giving/grant-information/>



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## Other Information

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.

The CPTC Community Fund was created for anyone interested in supporting the community of Beausejour/Brokenhead to donate funds to. All gifts/donations to this fund are permanently invested, with a portion of the revenue from those investments given directly back into the community by way of grants.

Grants support local groups and organizations with projects that enhance and grow our community. All gifts/donations are tax deductible and donors are forever acknowledged as a supporter of the CPTC Fund and community. Gifts can also be made in memory of a loved one, providing an everlasting legacy towards our community.

As an organization, CPTC has benefited from BRCF grants in the past. In Fall 2022, the Foundation made one of its largest grants to date to CPTC in the amount of \$20,000 to assist with their track lighting project.

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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 fibre, magnesium, titanium).



## FORMULA III

**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 600** - Ages 14 to 17. Modified chassis. Stock fan cooled engine, up to 600cc. 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** - 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.

## VINTAGE

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



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**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.

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## #5 Russell Liba



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# Travis MACDONALD



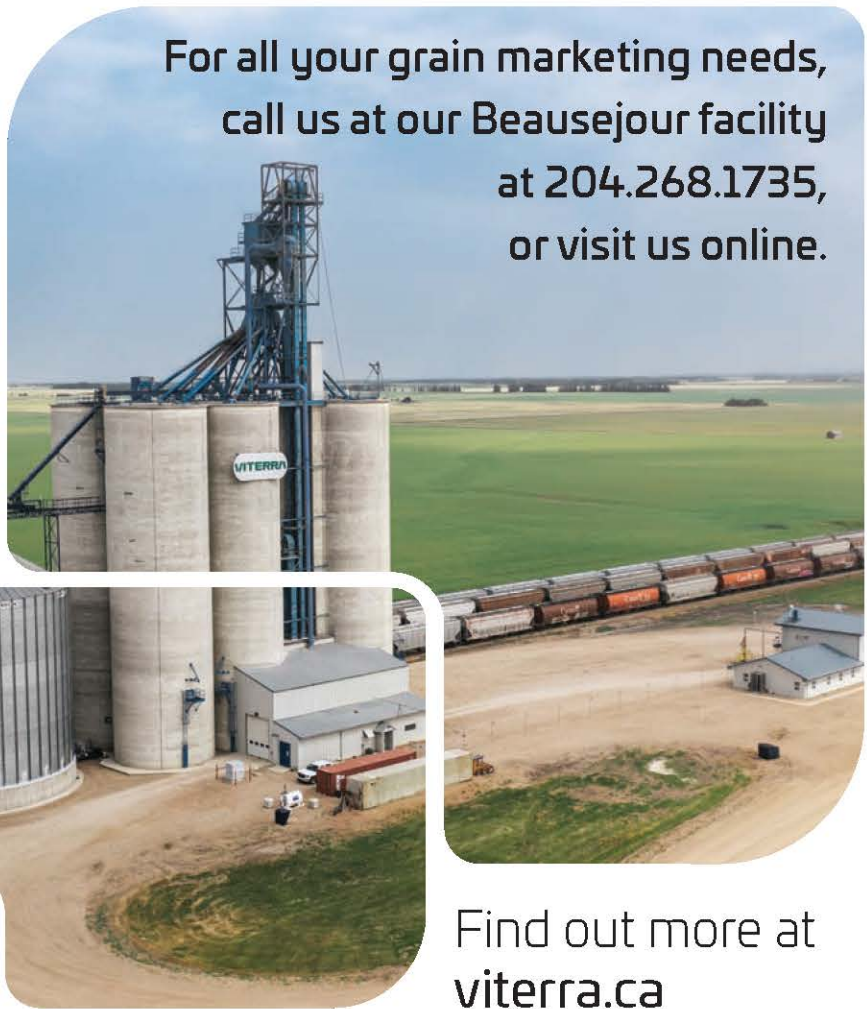
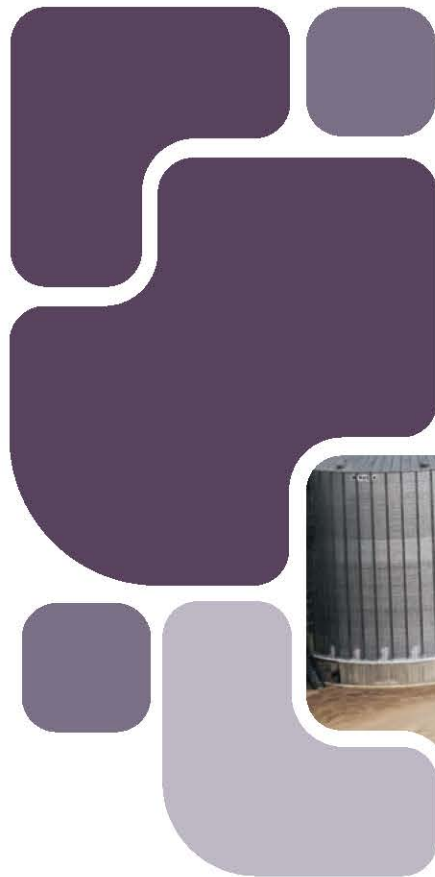
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# USSA ProStar Cup

Once again, the USSA ProStar Cup Tour field would not disappoint. The first race of the year at the CPTC in Beausejour, MB in December set the tone with 26 entries from the USA and Canada. It did not take long and the cream rose to the top. The Red Bull #220 entry of Gunnar Sterne was in dominating fashion right out of the box with the teammates of Tom Olson and Blaine Stephenson right there. The #8 Canadian driver Travis MacDonald after a year off was in the mix. The always fast #28 machine of Matt Goede was in the hunt as well, but at the end of the day it was the #220 Gunnar Sterne piloted entry that came out on top.

For the second ProStar Cup race, the field originally was heading to the famed half-mile in Ironwood, MI, but with some last-minute concerns, the event was cancelled until the 2024 season.

The next stop on the tour was Friday Night Thunder at the high banked World Championship in Eagle River, WI. The Friday Night Thunder show was setting up to be another battle of the titans with a field of 25 of the best Pro Champs in North America and Canada with 3 rounds during the day, and the final under the lights. The #102 Blaine Stephenson entry on this day would not be denied. With three round wins and a dominating final win, the #102 found himself 12 points back of the Red Bull #220 of Gunnar Sterne.

As the teams moved 90 miles south for the inaugural Sprint World Cup USSA event in Wausau, WI, the field reached 30 entries with a Pro Champ weekend purse paying over \$30,000.00 USD. As expected, the cream started on top with the #102 of Blaine Stephenson and the #28 of Matt Goede out to a fast start. The #39 Wahl Bros. entry of Tom Olson was very fast as well. At the end of the day, it showed that the #102 of Stephenson would be unstoppable. With an almost perfect weekend the #102 of Blaine Stephenson would leave with a 10-point lead over the #220 of the Sterne Racing sled.

The tour would now make a Canadian East coast swing starting at the prestigious Bonnechere Cup in Eganville, Ontario. The entries were down from weeks past, but there were a couple new Canadian drivers that were going to have something to say about round 4 of the tour. The #79 of "Super Girl" Sabrina Blanchet came out fast with a second in round 1, and a win in rounds 2 and 3. Danick Lambert, Dale Dingman, Marc Donahue, Quinn Wojcik and Matt Bennett also had good speed. At the end of the day, after mechanical problems with the #220 Gunnar Sterne sled on lap 14, it would be #102 Blaine Stephenson with a perfect weekend of 130 points and extending his lead in the ProStar Cup Tour. The #39 of Tom Olson would take the second spot with Dale Dingman in third.

The very fast #79 entry of Sabrina Blanchet broke a ski on lap 10 and was black flagged.

Heading further east, the next stop was the Grand Prix Ski-doo de Valcourt. Round 5 would have a lot of the same competitors trying to make a run at the dominating sled of Stephenson. Round 1 looked like #79 Sabrina Blanchet was up for the challenge by beating the #102 and #220. It did not take long and rounds

2 and 3 were back and forth between the #102, #39, #28, #220 and #79 sled. On Saturday afternoon the #102 of Blaine Stephenson would win his fourth straight ProStar Cup tour final with the #28 of Goede in second and #39 of Tommy "Two guns" Olson in third.

The tour unfortunately due to weather had to cancel round 6 at the Snodeo in Manawa, WI and will be heading back to the World Series on February 24th in Eagle River, WI and will finish up at the Canadian Power Toboggan Championships, in Beausejour, Manitoba on March 4th.

Bob Richardson  
Director of Competition  
USSA





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# 2022 Canadian



The Pro Champ 440 Canadian Championship 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!



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



**#102 Blaine Stephenson**  
Hutchinson, MN, 2022 Polaris



**#8 Travis MacDonald**  
Gonor, MB, 2020 Ski Doo



**#370 Matt Szalai**  
Beausejour, MB, 2012 Demon Racing

# on Champ 440

## Starting Linenup



**#3 Danick Lambert**  
Sorel-Tracy, QC, 2013 Ski Doo



**#91 Sam Gloor**  
Beausejour, MB, 2012 Wahl



**#29 Brad Harrison**  
Anola, MB, 2014 Wahl



**#87 Madison Phillips**  
Drayton, ND, 2020 Wahl/Johnson

# 2022 Canada

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1966	S. Ave	1996	T. Wahl	2011	PJ Wanderscheid
1967	G. Reese	1997	T. Wahl	2012	N. Van Strydonk
1968	G. Reese	1998	D. Wahl	2013	J. Wahl
1969	A. Fanset	1999	T. Wahl	2014	G. Moyle
1970	L. Mauws	2000	E. Nichol森	2015	Matt Schulz
1971	S. Spencer	2001	P. Moulton	2016	Matt Schulz
1972	Y. Duhamel	2002	T. Wahl	2017	Gunnar Sterne
1973	G. Villeneuve	2003	T. Wahl	2018	Gunnar Sterne
1974	J. Villeneuve	2004	L. Day	2019	Gunnar Sterne
1975	G. Villeneuve	2005	T. Wahl	2020	Blaine Stephenson
1976	B. Elsner	2006	J. Villeneuve	2021	Gunnar Sterne
1977	L. Omans	2007	G. Moyle	2022	Gunnar Sterne
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				
1992	D. Wahl				

*Gunnar  
Sterne*  
**#220**



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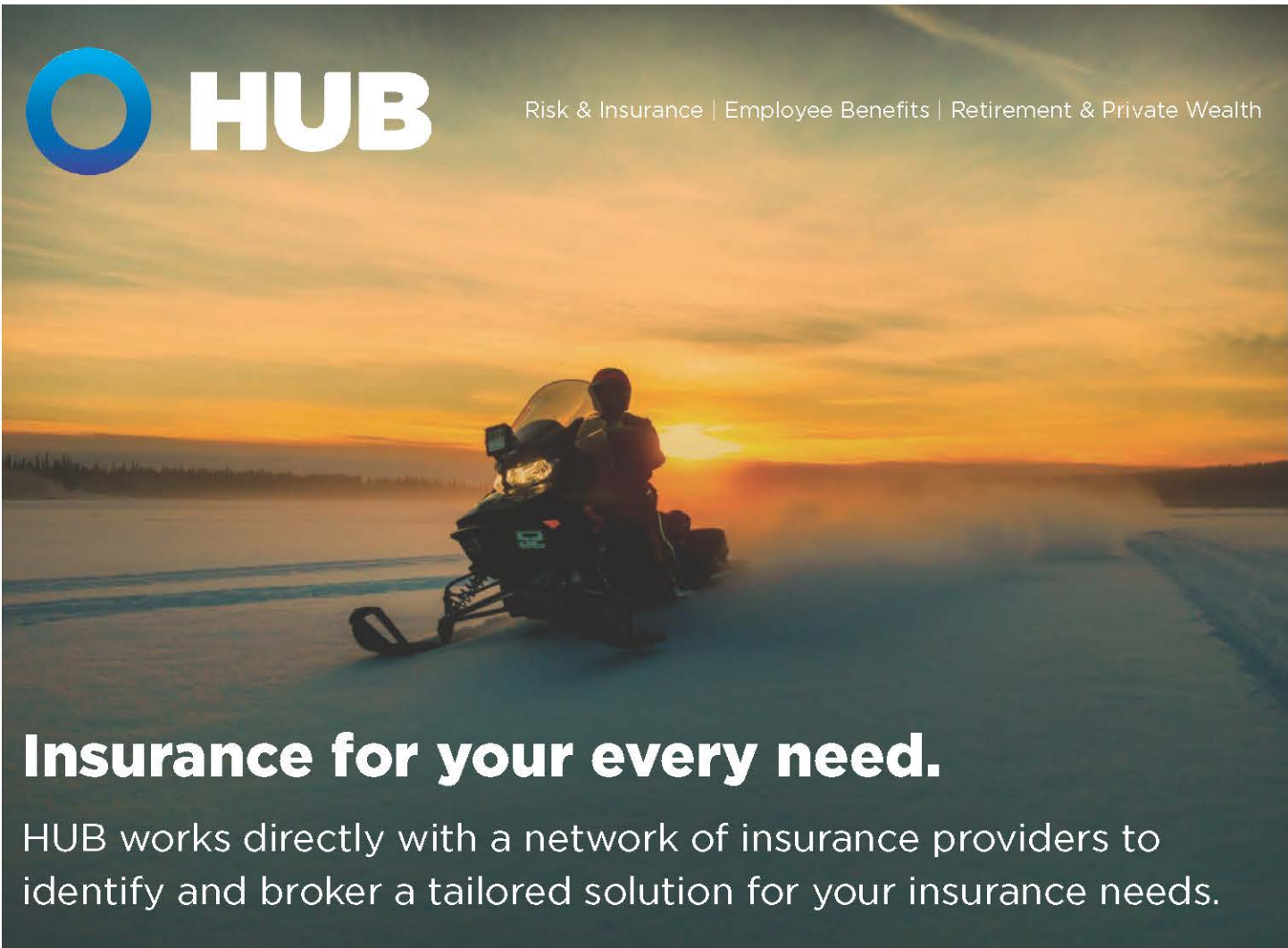
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# Snow Oval X hitting the Trail

The Snow Oval X event will involve trail races on a groomed race course built inside the 1/2 mile ice oval.



X will mark the spot at the Canadian Power Toboggan Championships with the introduction of Snow Oval X trail snowmobile races.

Sponsored by Brokenhead Trail Blazers Power Toboggan Club, the Snow Oval X event will involve trail races on a groomed race course built inside the 1/2 mile ice oval at the Co-op Community Complex. This race will run twice per day, opposite the snowmobile freestyle show during plow break intermissions.

Snow Oval X will have a Le Mans start and run for 10 minutes plus one lap. The course won't technically be in the shape of an oval, and will contain small jumps and elevation changes. The course will be purposely designed to keep speeds low. Trail snowmobiles shouldn't require any modifications other than having a working tether, which generally costs less than \$100.

The machines used in Snow Oval X must be 1995 or older with the engine a maximum 600cc. Trail carbide ski loops are mandatory and the track must not be modified (max one inch track lug and a max 121 inch track length. No traction products).

Snowmobiles must pass safety tech before they will be allowed on the race track and all sleds must have a working tail light and tether kill switches.

Racers must wear all safety gear as described in the Driver Protective Equipment section of the ISR Rule Book. They must also use a RACE-ceiver radio.

Once registration opens, drivers will need to setup a raceday account on the CPTC website and then register for the event. Participants will also be required to purchase an ISR licence (\$35 for Canadians).

The entry fee for the class is \$30, with all money going to prize payout. Trophies will be handed out at the CPTC awards banquet following the Sunday final at the Brokenhead River Community Hall.

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Following the crowning of the 61st Canadian Power Toboggan Champion in the Pro Champ 440 final on Sunday, March 5, 2023, 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!

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# Freestyle

My name is Mike Poirier, I'm from St. Clements, Manitoba. I am 34 years old and started my snowmobiling career racing snowcross here in Manitoba and then later in the USA. I then transitioned over to freestyle snowmobiling where I found my true passion. I began training at the Whiskey Throttle compound in Starbuck, MB with some other local athletes who were as passionate about the sport as I was. I have been doing shows all over North America for the past 7 years. I competed in the 2018 X Games Speed and Style Competition in Aspen.

I would not have been able to make it this far if it wasn't for my sponsors, family and friends. A big thank you to all of them, who have helped me along the way to get where I am today.



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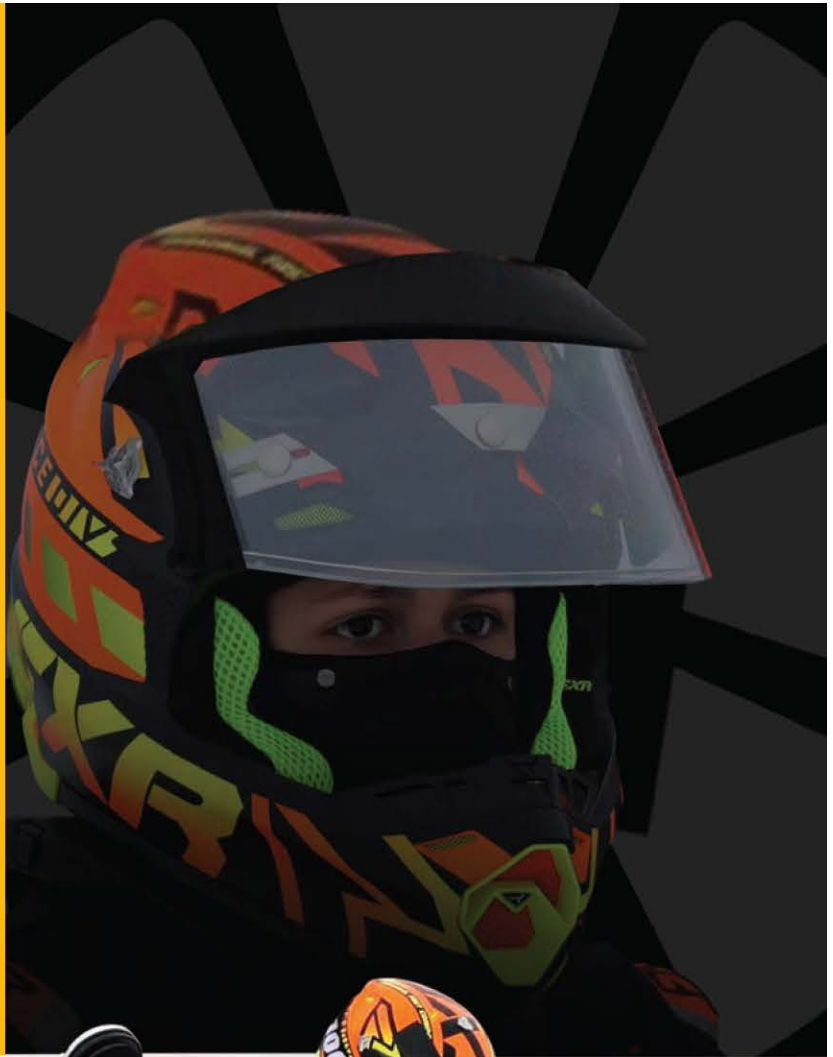
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# Jordan Sobetski continues race progression

## Mini-sleds to Champ 440

The Canadian Power Toboggan Championship held at the Co-op Community Complex in Beausejour March 4 and 5 comes with the added attraction of a local racer participating in the Pro Champ 440 class.

Beausejour's Jordan Sobetski has driven the full spectrum of race sleds. Beginning in 2007 at the tender age of four, he was initially attracted to racing by the spirit of competition and joy from being on a machine as a member of the Manitoba Mini Sled Racers Association (MMSRA).

The MMSRA offers a fun and safe environment for kids 4 to 14 with several classes for kids to choose from. It is the only mini snowmobile racing association in Canada with races held next to the CPTC oval on PR 302.

Over the years, Sobetski has moved up from the MMSRA to the CPTC competing in the Stock 120, Improved 120, Open 206, Junior 1 and 2 340, Junior 1 and 2 Formula 500, Sportsman 500, and, most recently, in the Pro Formula 500.

"Some adjustments I've had to make would most importantly be my driving style for the different

sleds, as well as tuning and adjusting the machine," Sobetski said.

When asked for his favourite machine, Sobetski chose the Formula 500. His reasons are personal, as Sobetski and his father Jeff of Sobetski Enterprises built it from the ground up, and he's been successful with it.

Whatever sled Sobetski's been on, he's won some hardware. Over the years, he's been a three-time Junior 2 Formula 500 Champion and the 2021 Pro Formula 500 Canadian Champion.

Sobetski admitted moving up to Pro Champ 440 this year is a dream come true. It is the class captured by racing legends Gilles and Jacques Villeneuve as well as multi-Canadian title winners Terry and Dave Wahl, Gunnar Sterne, PJ Wanderscheid and Nick Van Strydonk.

It is believed the move to Champ 440 also makes Sobetski the first local racer to rise from driving with the MMSRA to the highest class with the CPTC.

He can't wait to hit the track.

"Multiple emotions run through my mind all the time about the first race I'll be in against all the drivers

I've watched and looked up to over the years," said the 19-year-old racer. "My goal for the weekend and this season is to make and finish every final. My future goals are to be like the drivers I've watched since I was a kid."



Top: Seven-year-old Jordan Sobetski making a hard left with the Manitoba Mini Sled Racers Association.

Above: Jordan Sobetski on his Champ 440 sled, which pays homage to Lightning McQueen of the movie Cars.



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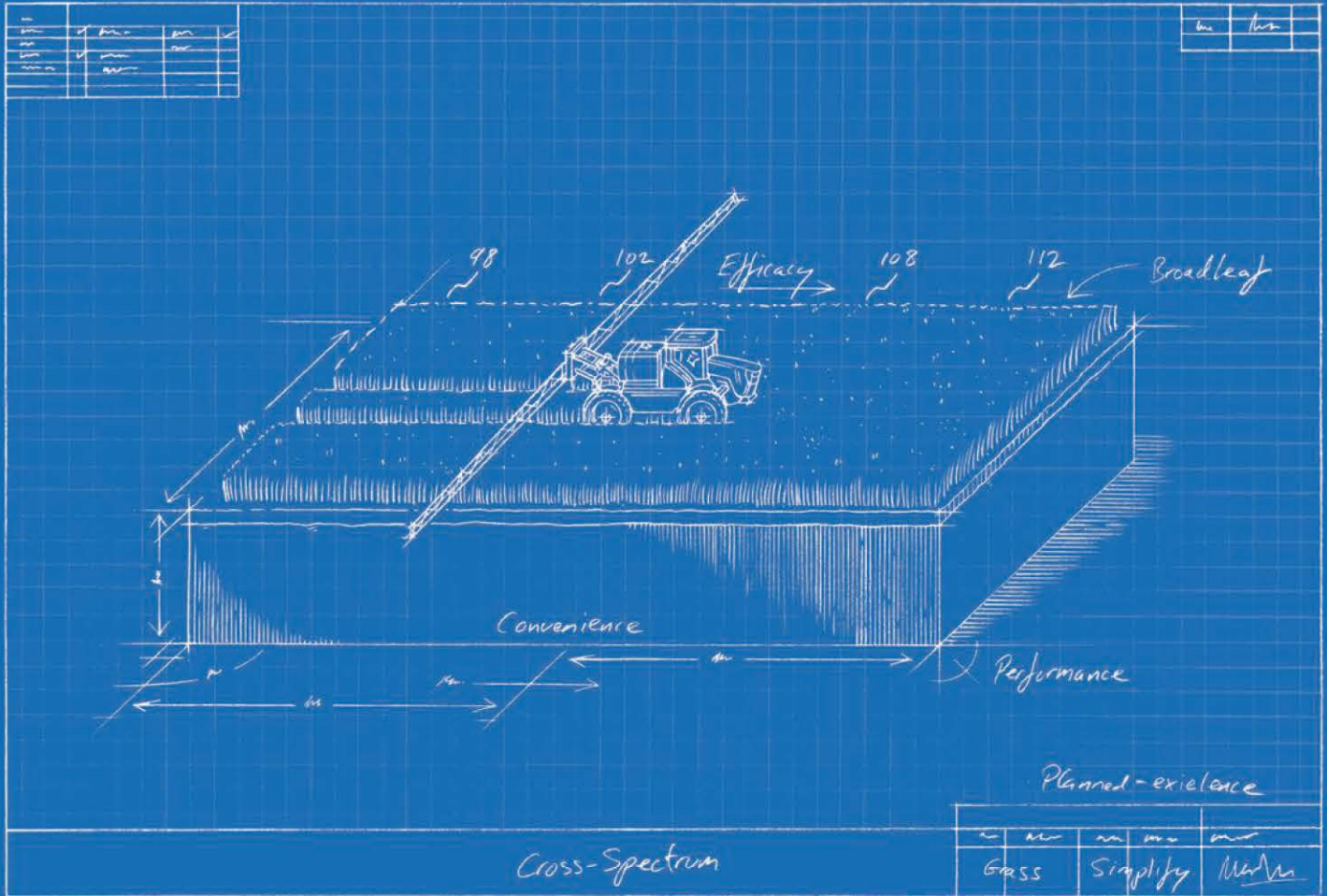


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# Technical Inspector Description

CPTC is an affiliate with International Snowmobile Racing (ISR), the governing body for Ice Oval Racing that publishes rules each winter for each class. CPTC's Technical Director who enforces these rules is Jeremy Einarson who works with Drew Draward (Ringo), Ken Day and a few others who assist them. These individuals work closely throughout a race weekend.

The tech director's job starts long before our Dec race. The work begins in early fall. They will review the new ISR rule book for any changes, prep all tech equipment as well as attend the fall ISR Tech School in October held in Thief River Falls, MN. They will also start getting questions from racers on rule questions closer to the December races.

On a race week, the job really gets going. The week leading up to the race, the tech director will be busy answering questions and preparing for the weekend. On Friday, the tech inspectors do a quick check of all race sleds before testing and watch practice for any potential issues. After practice, they start doing the pre-race safety for Saturday. Each race sled is inspected for safety items and once they pass this inspection a safety inspection decal is placed on the hood.

Safety inspection continues at 8:30 a.m. Saturday morning for any sleds that were not inspected Friday.

Jeremy and the tech crew attend the drivers meeting each morning and will go over some requirement of the track to all the racers.

Once racing starts, the tech crew is in the marshaling area looking over the race sleds. They will be looking for any possible rule infractions before the sleds go out onto the track, such as working taillights and any other possible issues that could cause problems on the racetrack. They will watch the races as much as they can to see if there are any issues that they may have to deal with, such as broken ski loops.

If any of the race sleds get into an accident, one of the tech personnel must inspect the sled to confirm it is good to continue racing.

During a plow break, the tech crew will try to get something to eat and drink and deal with any possible issues that arise during the races.

For any sleds in finals on Saturday, they must report to tech and get inspected to confirm that they meet the rules for the class they are in. This may involve a few external items inspected or a more extensive inspection such as motor tear down. This is done in the tech shack. If any tear down is required, it is up to the race team to disassemble the engine with the tech guys watching.

The ProStar Pro Champ Final is handled a little differently. The Top 5 champ sleds are weighed, and external measurements are completed at the tech shack. They are then escorted to their trailers with a CPTC tech official for motor tear down and measurement. The team tears down the motor following directions from Jeremy. Once the motors are taken apart, Jeremy will inspect and measure cylinder, pistons, carb size and port specs. This process will not be completed until about one and a half hours after the checked flag fell on the Pro Champ Final. Once this is done, the tech crew can finally call it a night and go home.

On Sunday morning, the process starts over. Each sled must be safety inspected again for a quick check of the tether and taillight. You would be surprised the little things they find wrong on Sunday after a full day of racing on Saturday.

Sunday is a busier day as there are a lot of finals to deal with. Once a final is completed, the Top 3 sleds for each final are inspected by the tech crew. The race team will remove the required parts as per Jeremy's instructions. This may be easy, such as removing the exhaust and taking a carb off or it could involve removing a cylinder and piston. If a large inspection is required, the sleds are put into the tech shack.

If the sled passes inspection, they are awarded their finishing position. However, if there is a problem and a part is found to not meet required measurements, the driver is disqualified from that race.

Once all the sleds are inspected, the race weekend is finally over for Jeremy and the tech crew. This is usually completed about 30 minutes after the last checkered flag falls.

In between our December race and the March race, Jeremy will keep in contact with ISR and USSA with any

concerns that may arise at another race and to keep on top of what changes are possible. This could include conference calls with ISR and USSA, as well as questions and calls from racers.

When it is time for our March race, the weekend repeats from the December race. The March race is busier, as more racers attend the March race and it is the Canadian Power Toboggan Championship race.

After the March race, Jeremy will submit any proposed rule changes for the next season. CPTC will send a couple of representatives to the spring ISR rules meeting that is usually held

in Minneapolis, MN.

Once the rules meeting is over, it usually gets quiet as far as racing goes. In early fall the whole process will start all over for another race season.

As you can see, the tech inspector's job is a very important position and involves more than just the two race weekends. All this is done on a volunteer basis, as are all workers involved with CPTC.

They are one of the first workers at the track each day and are usually one of the last ones to leave. However without dedicated people like Jeremy and Ken and the others that help them out, racing would get out of control quickly.



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# The Night Before the Races

Making new and interesting articles for this program can be challenging. It is the same small group of CPTC directors that has to find and write content each year. This year I put a call out for help to the board of directors to come up with new fresh material to include in the program. As always, the CPTC directors stepped up to the plate to help out when needed, including this special gem. Enjoy...

'Twas the night  
before the races  
And all through the track  
Racers were sleeping  
Warm in the sack  
  
Sleds full of fuel  
Ready to burn  
Drivers will be leaning  
All through the turn  
  
Riley at the line  
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As DJ rips by he'll give  
Thumbs up for a nice guy  
  
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Petroleum & Cardlock**  
1046 Selch Street  
204-268-1824

**Beausejour Gas Bar**  
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**Lac du Bonnet Gas Bar**  
173 Minnewawa Street  
204-345-6655