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**COR**  
POWERSPORTS

# 2025 RACE SCHEDULE

2025 season marks the 14th year  
Cor PowerSports has been putting on  
races in the Midwest, for the upcoming  
season we will be hosting races at  
various locations in the Midwest.

**JANUARY 11-12, 2025**

**OTTERTAIL, MN**  
(PLOWED LAKE RACE)

**JANUARY 25-26, 2025**

**PARK RAPIDS, MN**  
(TERRAIN RACE)

**FEBRUARY 8-9, 2025**

TBD

**FEBRUARY 22-23, 2025**

**WALKER, MN**  
(UNPLOWED LAKE RACE)

**MARCH 1-2, 2025**

**NAYTAHWAUSH, MN**  
(UNPLOWED LAKE RACE)

**MARCH 14-16, 2025**

**IRONWOOD, MI**  
(TERRAIN / SKI HILL RACE)

# > WELCOME LETTER



**A**s we come off one of the most difficult seasons for the snowmobile industry, the excitement for the 2025 Cor PowerSports race season is bringing excitement as well as many new faces, sponsors.

are working on not just our snowmobile rights but those of all motorsport's enthusiasts. Cor PowerSports is now the stewards of cross country snowmobile racing, as we grow we also remain focused on honoring those that have come before us. It is now our turn to carry the torch of being the promoter group for cross country racing and work with a large number of snowmobile clubs, communities, government agencies, and state politicians as we navigate through the logistics of what is needed each year for operating a very unique business as Cor PowerSports.

The 2025 race season is our 14th year that Cor PowerSports is operating as a race series but it is the 15th year of Cor PowerSports as our first year we were a family race team running cross country and snocross racing.

Over those 15 years we have seen many situations out of our control like we did last winter with weather and the 2020 – 2021 seasons when we had to operate under strict event restrictions. Through all of those trials we leaned into our faith and race family for support and strength as we kept focused on the future.

One year ago before winter even arrived we were navigating through new permit restrictions and still to this day we

Cor PowerSports is family; our racers, sponsors, venues, and most of all fans are all what makes up Cor PowerSports and we are grateful for everyone that is or has been a part of our journey not just with Cor PowerSports these past 15 years but our 20+ years in the motorsports industry.

We want to thank our racers, fans, venue partners, and sponsors for their continued support over these past 14 seasons and are looking forward to having another exciting season with some amazing races that will create a lifetime of memories.

Sincerely,

Todd and Andrea Myers



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# > SUPPORTING THE SPORT

To implement a first-class racing series like Cor PowerSports Race Series takes a lot of dedicated people all with a passion and a vision working towards the same end goal. A huge part of this dedicated family are the sponsors who generously support the sport. Through their support, we have a venue in which to participate, spectate, and work in one of the greatest forms of snowmobile racing in the world. Their loyalty and resources are the lifeblood of Cor PowerSports Racing, and for that reason we ask you show them the same level of support and to think of these companies and organizations first.

**POLARIS** **Polaris**  
Snowmobiling is anticipation.

Tweaking gear. Planning rides. Sharing moments. There is no off-season. Once you get out there on a Polaris it gets into you. That's why they've never stopped pioneering breakthroughs and enhancing the snowmobile experience, helmets on or off. It's what Polaris riders live for.

**FXR** **FXR**  
FXR Clothing you'll find the full line of men's, women's and youth FXR gear! Riders are never disappointed to find exactly what they have been searching for with the broad line of styles FXR carries, whether you are riding on the trails or in the mountains the quality of product will withstand the conditions. Shop FXR Racing gear for your snowmobile jacket, bibs, gloves, boots, goggles, and more! Be sure to check out the latest in the FXR casual line to match your everyday wear to your riding lifestyle!

**C&A PRO** **C&A Pro**  
Located in the heart of snowmobile country, just steps away from Minnesota's fabled Luce Line State Trail, C&A Pro has been making world renowned snowmobile skis for nearly three decades. We make our skis right here in Minnesota, where winters are long and the snowmobiling tradition runs deep.

C&A Pro skis quickly attained legend status. To this day, no other aftermarket ski manufacturer is able to add up to all the titles and successes of C&A Pro. From holding more snocross championships, cross country championships, watercross championships, Guinness world records...no other ski has jumped higher or farther than C&A Pro.

**NELSON INTERNATIONAL** **Nelson Leasing**  
Dale Nelson began working as a teenager for a company named Auto Safety Service in 1951. By 1954, Dale purchased the business and renamed it Dale Nelson Auto Safety Service. The establishment was located on Third Street West in Willmar, MN in an 80 x 50 foot building. When he first bought the business, it was primarily an automobile repair garage, but as time went on, Dale began to specialize in heavy duty trucks.

Currently, Nelson International has 5 dealer locations with 8 subcontractors serving as the sole Navistar Dealer in North Dakota as well as serving a portion of western Minnesota. With over 60 years in business, Nelson International understands the importance of their role, which is to help their customer's become as profitable as possible by providing an excellent product and superb customer service with as little downtime as possible. Between the dealer locations and the subcontractors, Nelson International provides the best truck dealer coverage in the area.

**STUD BOY** **Studboy**  
Manufacturers of snowmobile carbide studs, backer plates, carbide wear bars, and accessories. "STUD BOY"® products provide the safety and performance that gets the power to the ground while maintaining confidence in snowmobile control. Traction control products puts ease in knowing your snowmobile will respond the way you need it to, and "STUD BOY"® stud & wearbar products will provide this confidence!

It is our passion to provide the safest, most dependable traction products in the industry. Here at "STUD BOY"®, we are trail riders and we are racers. We hear the demands, we react and we test. It is not only a hobby, it is an obsession!

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**ski-doo** **Ski Doo**  
2022 Ski-Doo snowmobiles push the boundaries of possibility and innovation further than ever before. Every feature is inspired by riders like you who reimagine the ride in ways that redefine the winter escape.

**woody's** **Woody's**  
Woody's is a second generation, family-owned business that was established in 1968.

Since then we have partnered internationally with Original Equipment Manufacturers (OEMs), trail clubs & groups, snowmobile organizations, race teams, and distributors in order to optimize our products and make them widely available. As a result, we are known today as the industry's premier producer of snowmobile traction products for safety and control.

**HUNTER HOULE** **Hunter Houle Memorial Foundation**  
The Hunter Houle Memorial Foundation is dedicated to helping those in need, the advancement of education, and engaging in other charitable purposes.

The Foundation arose out of Hunter Houle's true love of racing and strong passion for helping others. Combining these passions, the Foundation strives to benefit the community and those in need.

**TDS TRUCKING** **TDS Trucking**  
TDS Trucking is a family owned and operated trucking company that specializes in Anhydrous Ammonia, LP Gas and Liquid fertilizer

**CHRISTIAN Transport** **Christian Transport**  
Christian Transport is a family owned company that was started over 41 years ago, specializing in liquid fertilizer and grain relocation

**Jay's Power Center** **Jay's Power Center**  
Jay's passion for and knowledge of the powersports industry led to increased business, loyal customers, and the need for a new larger showroom space and an expanded service area. In 2016, Jay's Power Center held its Grand Opening in its current location on East Main Street in Reedsburg, Wisconsin.

With a large inventory of both new and used motorcycles, ATVs, UTVs, snowmobiles, scooters, and dirt bikes, we know we have the perfect vehicle for you. Plus they also offer a full service center for your new or used motorcycle, ATV, UTV, snowmobile, or other powersports vehicle!

**OSM on snow** **OSM Magazine**  
Launched in 1986, OSM grew into Canada's most influential snowmobile magazine. OSM has become the premiere snowmobile publication throughout North America. With strong circulation in Canada and the USA, the best way to reach Snowmobilers is with OSM. This is THE Magazine Snowmobilers have read and trusted for over 2 decades, and has become the lifestyle voice for the sport.



# > THE VENUES



## OTTERTAIL 100

**JANUARY 11-12 2025**

**Ottertail, MN**

The central lakes region has always been a favorite area for cross-country snowmobile racing. The past two seasons we have run the Nisswa 100 in the ditches but this year we present to you the Dunmire's on the Lake 100 in Brainerd, Minnesota! This event will be ran on North Long Lake as a plowed lake race.

**Pro Stock 2023 winner: Wes Selby**  
**Semi Pro Stock 2023 winner: Evan Peppel**



## HEARTLAND 200

**JANUARY 25-26, 2025**

**Park Rapids, Minnesota**

Round three of the series will be the annual Heartland 200 with the coveted neon sign trophy up for grabs. The race course is one of the most diverse of the series with wooded trails, ditch, and ice sections all in the race. The race covers 110 miles of fully wooded trails and ditches making it a very technical course. There is a lake back up option at this event as well if snow conditions aren't up to par.

**Pro Stock 2023 winner: Zach Herfindahl**  
**Semi Pro Stock 2023 winner: Boe Bunke**



## GOODRIDGE-GRYGLA I-500

**FEBRUARY 8-9, 2025**

**Goodridge/Grygla, Minnesota**

One of the most prestigious snowmobile races in the nation is the cross country I-500. Covering 250 miles per day is no easy task especially in conditions that this event has had in previous years. The race is now based out of Goodridge/Grygla, Minnesota and is a 125 mile race course that changes for each day of racing. Competitors make two laps on the course each day making an impressive 500 miles in just two days. The course is a combination of rough ditches, deep holes, rivers, woods, and fields. The 500 continues to thrive in huge part thanks to the support of former racers, club members, and enthusiasts from the Goodridge Grygla snowmobile clubs.

**Pro Stock 2023 winner: Zach Herfindahl**  
**Semi Pro Stock 2023 winner: Boe Bunke**



## LEECH LAKE 200

**FEBRUARY 22-23, 2025**

**Walker, Minnesota**

Cor Powersports is heading back to Walker, Minnesota for the second annual Leech Lake 200. Walker, Minnesota is no stranger to the cross country racing world but Cor Powersports hosted their inaugural event on Leech Lake in 2023 and we are happy to be back! The course will be an unplowed lake course 13-15 miles in length.

**Pro Stock 2023 winner: Zach Herfindahl**  
**Semi Pro Stock 2023 winner: Boe Bunke**



## NAYTAHWAUSH SNODEO 200

**MARCH 1-2, 2025**

**Naytahwaush, Minnesota**

The Snodeo 200 has been another annual event that racers and fans look forward to. The event has been raced for over 50 years! The race course will not be plowed, the club will be working on plowing the first mile of the race course so we can run a heads up start. This event is one you don't want to miss!

**Pro Stock 2024 Snodeo winner: Jesse Hallstorm**  
**Semi Pro 2024 Snodeo winner: Luke Van Lyssel**  
**Pro Stock 2024 Nightriders winner: Jesse Hallstrom**  
**Semi Pro 2024 Nightriders winner: Luke Van Lyssel**



## GOGEBIC COMMUNITY COLLEGE IRONWOOD TRILOGY CUP CHAMPIONSHIP

**MARCH 14-16, 2025**

**Ironwood, Michigan**

Coming back for 2025 is the season finale at Mt. Zion in Ironwood, Michigan! After a season full of ice and terrain, we cap off the year on the ski hill. In 2023, we were blessed with feet of fresh snow the week leading up to the race which made this race one for the books! We are looking forward to heading back to this area and putting on another good show!

**Pro Stock 2023 winner: Zach Herfindahl**  
**Semi Pro 2023 winner: Jesse Hallstrom**



## 2025 COR POWERSPORTS RACE SERIES AWARDS BANQUET

**MARCH 22, 2025**

**Arrowwood Lodge at Brainerd Lakes**





# AS YOU CELEBRATE THE 25TH ANNIVERSARY OF ROX SPEED FX COULD YOU SHARE SOME OF THE HISTORY OF ROX?

The history of Rox Speed FX, Inc® can almost be defined in just two words: vision and family. Rocky Cutsforth grew up in a family with the attitude of, "Sure, we can do that!" It didn't matter what it was, from building a massive grill to feed a crowd to creating products for the power industry. Rocky's father, David Cutsforth, was and continues to be an inventor, creator and visionary. He passed these qualities along to his kids including Rocky whose passion was motorsports. So, when his feet kept sliding on the running boards of his sled, he went to work creating a form of traction. After some trial and error, the Rox Speed FX® "Sled Tred" was born and slipping on your running boards became a thing of the past. This was the first product of Rox Speed FX, Inc™ which began in 1999. Rocky continued designing more products including a line of handlebar risers that he patented. It soon became clear that Rox Speed FX, Inc™ was not just a hobby, but a business.

Things were going along great for our family and for the company; however, on May 20, 2010 we were all stunned to hear that Rocky passed away unexpectedly in an accident while driving an ATV for a photo shoot. The family was in shock. Although it just didn't make sense, this was a reality and life had to keep going.

Interestingly, a month before Rocky passed away, he said to his wife Lynn, "If anything ever happens to me, my

cousin Chris could come in and do my job. What he doesn't know, he could learn, but he's the one who could do it." Rocky's words proved to be true. Chris brought with him 25 years of experience in manufacturing and operations management – and of course, a passion for the motorsports industry. Chris and Rocky grew up together riding and racing anything with tires from the time they were 5 until their last ride together a month before Rocky's passing. This, along with experience from previous work environments gave him the credibility to step into a role that was quite challenging considering the situation.

Chris picked up where Rocky had left off and Rox Speed FX, Inc® continues to be a successful and innovative company. Our team is passionate, creative, and committed to continue what Rocky and his father began. It has been built on strong values, hard work and is backed by a family that rises to meet every challenge with perseverance and enthusiasm.

**Rox has brought many innovative products to the snowmobile industry but snowmobiling is not the only industry Rox is involved with, what other industries is Rox products utilized in?**

The Rox Risers are widely used in the motorcycle and ATV communities. Jet Ski racing and trick riding as well to a lesser degree.

**Many different disciplines of racing utilize Rox Speed FX products, why is racing integral to your company?**

Racing is an integral part of the motorsport's world for several reasons. First and foremost is product development. Improvement happens through failure. There is no better place to test designs and ideas than through extreme usage scenarios. You cannot always see the failure point when you are staring at your computer screen. Racing provides real life feedback which is essential to motorsport's research and development.

**With an innovative company like Rox and you reflect on the past 25 years where does Rox see this adventure heading over the next 25 years?**

That's a great question. The snowmobile community has been through a lot of challenges over the last few years. The covid craziness, supply chain challenges and lack of snow across North America has been tough. Rox Speed FX has survived all of it by having great employees, great relationships and great customers in the motorsport's communities. Our success in the future is and will be based on that. The future is exciting for all of us and I am hopeful and optimistic Rox will be here another 25 years to see it. Who knows maybe we will be riding around Star Wars type land speeders by then!

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# *THE KID: JESSE HALLSTROMS*

## *IMPRESSIVE PRO DEBUT IN 2024*

By: Emily Ilstrup

**C**oming into the 2024 season, eighteen-year-old Jesse Hallstrom was slated to line up in the Semi Pro ranks for his third season. His goals were to sweep the season points championship in Stock and Improved. After having a stellar showing at an independent race in December at Pine Lake and his Pro teammate, Wes Selby, getting injured at the Soo I-500, the team decided to put Jesse in the Pro ranks in Naytahwaush. With the expectations to learn and get a handle for the Pro ranks, Jesses four races in 2024 blew his goals out of the water. In his rookie season, Jesse claimed both Pro Factory Stock wins and one Pro Open third place. After and exciting 2024 season, it will be exciting to see what Hallstorm can do in 2025!





**OSM:** How did you get started in snowmobile racing and how long have you been racing?

**Jesse:** You know I'm not exactly sure when I started but I know snowmobiling as been a huge part of my family life for a long time going back to when my dad was a kid. And his dad brought home snowmobiles when he was a kid. I've been racing for as long back as I can remember. I think I was three or four when my parents stuck me on a kitty cat and I've been obsessed with snowmobiles ever since. I turned 18 last spring so I guess that makes it 14-15 years!

**OSM:** Give us a timeline on your racing career as you have moved up the ranks fairly quickly!

**Jesse:** I've always tried to keep advancing classes as soon as possible

to always be challenging myself. I got off the 120s and onto the big sleds in Jr 10-13 when I was 10 I believe then when I was 13 I tired 14-17 and expert 600 limited for a year then Sport for a year. After that my two years in Semi Pro which leads me where I am today!

**OSM:** What did you learn from your two years in Semi Pro that helped prepare you for the Pro class debut in 2024.

**Jesse:** The heads up starts were the biggest thing for me. I really enjoy that kind of racing and I think it plays in my favor. Another thing was sled setup, you need to have your suspension just right to be able to run the pace comfortably.

**OSM:** When was the decision made that you were going to move up to the Pro class in 2024?

**Jesse:** It wasn't long before the first

Naytahwaush I was planning on running Pro Open because Semi Pros are allowed to run Pro Open on lake races. Then after the SOO 1500 where Wes broke his wrist and when he decided not to race Naytahwaush, Dwight called when we were testing and asked if I wanted to race Pro Stock too and I said of course!

**OSM:** How was the transition from Arctic Cat to Ski-doo?

**Jesse:** The transition was really smooth I felt comfortable on the sled the first day and still am loving it.

**OSM:** You are riding for Christian Brothers Racing along side Wes Selby and have Bryan Dyrdaahl as your mechanic. How has having these two mentors along side you played a role in your success?

**Jesse:** I've learned a lot from these

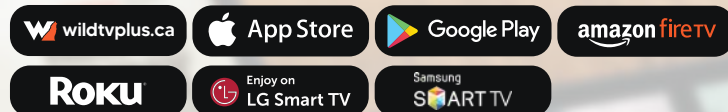


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two as far as setup and racing lines and technique. Bryan has been a huge mentor for me these last two years and I have enjoyed working and learning with him. And I'd like to thank the rest of the CBR team Dwight and Stuart Christian, Betsy Steffl and Chad Shouville, without them none of this would be possible.

**OSM:** Cor Powersports had two events in 2024 due to warm temperatures and lack of snow. They both were hosted in Naytahwaush on North Twin Lake. You made your official Pro debut at the Naytahwaush Nightriders 200. Take us through your race weekend and how you came away with your first Pro class win in your first official Pro race!

**Jesse:** Well it started off Saturday in Pro Open we had just built a new mod

the weekend and didn't know how it would stack up against the rest of the field. Lucky we qualified top five and started on the front row and after a few good battles settled out in third overall in Pro Open. I was very happy about that but was excited to give my stocker a try. Then on Sunday morning had a good run in qualifying and had first pick on the front row of the final. Lucky had a good start but I had long time rival Evan Peppel right behind me who has moved up with me threw the ranks. We had an epic battle that lasted the entire race passing each other multiple times a lap till it came to lap eight where we both pitted. I had a slightly better fuel stop which gave me a couple second gap over Evan to give me enough breathing room to bring home my first Pro Stock win!

**OSM:** The following weekend we went back to Naytahwaush for the annual Snodeo 200. Here you backed up your win to prove it was no fluke. Talk us through this race weekend. Was there more pressure during this race than your first or did you not feel any pressure at all?

**Jesse:** I would say knowing I have the speed to win makes me want it more so as far as added pressure I would say no. If anything the pressure was off after I got the first one out of the way. This weekend again was another close one that came to the final few corners. My best friend Marshall Busse, who was always a class ahead of me in my junior career, and I had an awesome battle together and even with Evan Peppel who I battled with the weekend before. It's a surreal feeling battling with your friends for the top spot of the premier class.

**OSM:** There is a lot of youth at the front of the Pro class right now battling with season vets like Herfindahl, Christensen, and Selby. Do you have anything to say about the next flock of racers joining the Pro class?

**Jesse:** Racing with the vets is a wild feeling after watching them for so many years and one thing to pick up from them is that they don't make many mistakes. As far as the next group of young racers all I can say is learn from them they have it figured out.

**OSM:** What were your goals going into the 2024 season?

**Jesse:** Goals honestly were to get a Semi Pro championship but after Pine Lake, I wanted more and then my goals switched to my first Pro level win.

**OSM:** What are your goals coming into the 2025 season?

**Jesse:** My goals are to just win as many races as I can, take each race one by one and just learn from the vets in the class. Along with winning the I-500 has always been a dream of mine.

Any final thoughts on your 2024 season?

**Jesse:** It was a good learning year and I couldn't be happier. With only a couple Pro races under my belt I got a good understanding on what it takes to win and the pace you need to run along with making no mistakes.



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# LUKE VAN LYSSEL

## SEEKING TO SWEEP SEMI PRO TITLES IN 2025

By: Emily Ilstrup

After the 2024 season was cut short, Fremont, Wisconsin native, Luke Van Lyssel, is looking to carry the winning moment into the 2025 season in the Semi Pro Factory Stock and Semi Pro Improved classes. In 2024, Van Lyssel swept the Semi Pro classes at the Naytahwaush Nightriders 200 and got another win the following weekend at the Naytahwaush Snodeo 200 in the Semi Pro Factory Stock class. The only race he did not win in 2024 was in the Semi Pro Improved class at the Naytahwaush Snodeo 200 where he finished third. Let's dive into this 21-year-old's career and what he attributes his success to.





**OSM:** Tell us your background in snowmobile racing and how you got started?

**Luke:** I started as a kid around three-years-old, riding my Kitty Kat around the yard until it ran out of gas after school. My dad raced until the early 2000s and got me started in smaller, local races.

**OSM:** Give us your racing career timeline?

**Luke:** I did some small snocross and ice racing on 120's and in 2013 I moved up to the Junior classes with COR Powersports in Wisconsin. From there it was the normal progress through the Junior classes to Sport and in 2020 I made the change to the national series. In 2021 I won the Sport class championships and moved to the Semi Pro class.

**OSM:** In 2021 you landed on the podium in both Sport and Sport Improved at all four rounds and also swept the first weekend in Cable, Wisconsin. In 2022

you moved up to Semi Pro you started out the season with a few top fives and one podium and earned one more podium in Naytahwaush. In 2023 you started out your season with a few top fives and then ended strong with a third and fourth in Naytahwaush and a second and first in Ironwood. After these three strong season in Sport and Semi Pro, what were your goals going into 2024 in the Semi Pro class as far as race wins?

**Luke:** There was no set number of wins that I was aiming for, I just focused on putting in 100% when I'm on the track. There's no better feeling than winning, especially after lifting the weight off of getting my first Semi Pro win, and that's what I chase every time.

**OSM:** In 2024, you won three out of four Semi Pro Factory Stock/Semi Pro Improved races.

What do you attribute your success to in 2024?

**Luke:** I would say my success came from working hard, gaining experience,

and all around learning as a racer. In those races I was able to put it all together and get the results we all work for.

**OSM:** As for season championships, in 2021 you swept the Sport class championships. In 2022 you finished seventh in Semi Pro Stock and third in Semi Pro Improved. In 2023 you finished fifth in Semi Pro Stock and again third in Semi Pro Improved. What are your championship goals in 2024? Are you seeking both titles in 2025?

**Luke:** It was looking great for 2024 to go for the title in both Semi-Pro Stock and Improved classes. That's the goal again for me next year, but I'm just going to take it race by race. I want to focus on doing my best and I know that will put me in a good position to do so.

**OSM:** You just went Pro in motocross this past summer. Does anything transfer over from dirtbikes to snowmobiles?

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**Luke:** For sure, physically it keeps you in shape. Mentally being in a racing atmosphere and mindset year-round helps my performance for either discipline. The sense of speed, line selection, and flow really helps with the ditch races.

**OSM:** You seem to be strong in the ditch and on the ice. Do you prefer ice or ditch?

**Luke:** It depends. I like a good ice race, but I prefer when the track is super rough. I can get a good flow jumping and skimming the bumps on those tracks. It really varies by the day what I will have more fun with.

**OSM:** What race are you looking forward to the most in 2025?

**Luke:** I'm excited for the Park Rapids Heartland 200, it's always a great race in the woods. The great fans and community involvement really makes it one of the best races each year.

**OSM:** Who makes up your race team?

**Luke:** My team isn't very big as you can see at my smaller trailer at the races. It includes my family, boss and a couple close friends. Even though my race day team is small, I have a great list of sponsors that support me and make the whole program possible!

**OSM:** Who is your biggest inspiration in the snowmobile racing industry?

**Luke:** That's a hard question, I have a few people I look up to in the industry. Though there are so many great riders, the person I look up to the most is my dad. He got me started in racing, has always supported me, and is there for anything I ever need. He also makes for a great benchmark to try and beat his race resume.

**OSM:** Any final thoughts about your 2024 season?

**Luke:** I had a great season for how short it was with the warm winter. There are a couple races I am not the happiest with looking back, but that shows me what I need to improve on. That's part of racing and knowing that I need to keep building off of what I have accomplished so far.

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# NAYTAHWAUSA

## DOUBLES DOWN IN 2024

By: Emily Ilstrup

The first weekend of March is a date that all cross-country racers can mark as race weekend year after year. Cor Powersports racers and ice racing enthusiasts from across the country have come together for 53 years for the Snodeo 200 in Naytahwaush, Minnesota. This event is one of the longest running snowmobile races in the country. Known for its short straights and sharp corners, racers claim this race is a game of technique every year. Speed is always important at ice races but in Naytahwaush, technique and speed wins races.



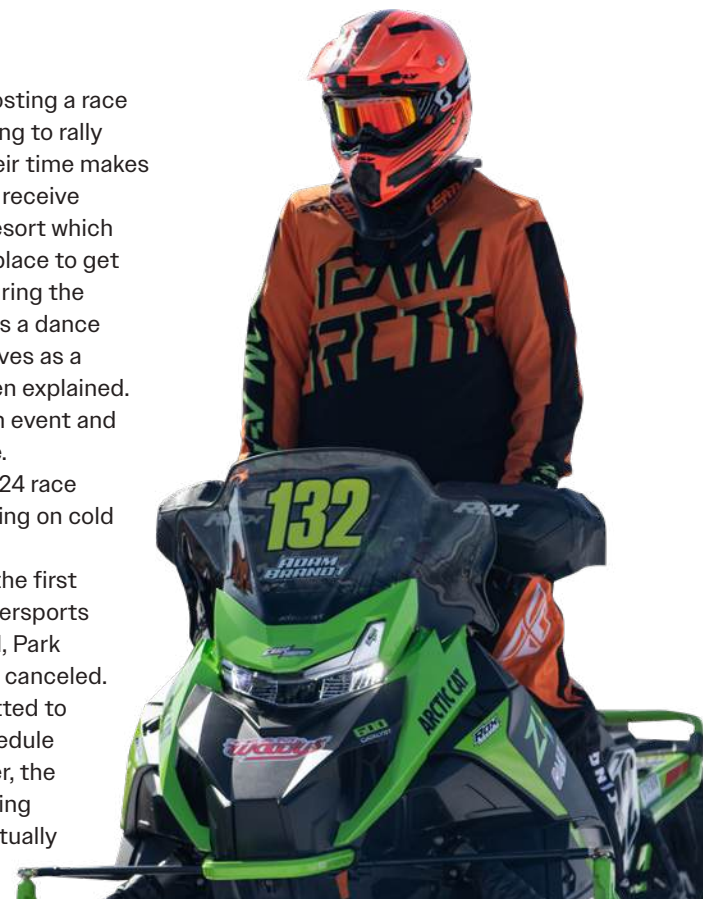
Hosted on North Twin Lakes in the center of Naytahwaush, the community and local clubs and organizations rally together every year to host one of the staple events on the cross-country schedule every year. The Naytahwaush Nightriders Snowmobile Club, the Naytahwaush Fire Department and the Naytahwaush EMS are a few of the organizations that have made this event possible for 53 years running. "There's always a lot of work that goes into hosting the race. Some years it's just more than others. The club always clears about ten acres of the lake for the pits and parking. Lots of volunteer hours go into making this happen." explained Ben Baumann; Snodeo volunteer.

The planning meetings begin in the fall to discuss logistics of the race. "There are lots of moving parts that go into the planning and our volunteer club members do a great job working together to get the race

put on." Ben expressed. Hosting a race in a community who is willing to rally together and volunteer their time makes for a great event. "We also receive support from Pinehurst Resort which hosts the awards and is a place to get a bite to eat and a drink during the races. The resort also hosts a dance on Saturday night that serves as a fundraiser for the club." Ben explained. The Snodeo 200 is truly an event and not just a snowmobile race.

Looking back at the 2024 race season, everyone was waiting on cold weather and snow. When

January rolled around the first few rounds of the Cor Powersports schedule, Nisswa, Ottertail, Park Rapids, and I-500, were all canceled. Walker, Minnesota was slotted to host round five on the schedule and as the date grew closer, the ice they did have was melting quickly. The race was eventually



canceled and the series was in search of a replacement as everyone was more than eager to get racing. "With the lack of snow and ice this past winter we had discussions with Todd that he may be in search of another venue. As the winter progressed with less than ideal conditions we decided as a club that it would be good to host another race. We get a lot of volunteer time from the members of our club for the one race, so they agreed to pull double duty this past year and run two. We had a lot of positive feedback from the racing community that was just happy to be racing." Ben explained.

To pull off even one cross country race in the winter of 2024 was a tall task but to pull off two back to back with conditions causing the ice to melt everyday, would be impossible for some but not the community of Naytahwaush. They were just as eager as the racers to see snowmobiles reach speeds as high as 120 miles per hour in their town.

Everyone in the community and industry rallied around this race to make both weekends happen. Modifications had to be made on the second race weekend to provide safe conditions. Pits were moved to the land rather than on the ice. Vehicles were no longer able to drive onto the ice. However, the fans still showed up! Fans lined the fence in their folding chairs to cheer on the best cross country racers battle it out.

There was plenty of surfacing water to go around but the crew did their best to keep moving corners when possible to make for the best racing. Between the Cor Powersports crew and the local volunteers and organizers, the cross country series was able to host two races in 2024 when at one point, thought would be impossible.

In 2025, we are hoping for a cold winter with lots of snow to get back to the rough technical Naytahwaush course that everyone is used to!

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# PRO WOMEN'S RACING:

## A CLASS VETERAN VS ROOKIE POINT-OF-VIEW

FEATURING KENNA CLOOSE AND REESE NOVACEK

By: Emily Ilstrup

**W**ith the usual buzz taking up much of the spotlight in the Professional and Semi-Pro ranks, it might be easy for XC fans to forget about interesting plot lines developing in more niche categories of this discipline. While XC snowmobile racing has always provided a level-playing ground for female racers (old and young alike) to compete woman-to-woman.... A distinctive pro-class for women is something that has not always been available for all. But Cor Powersports has made it a point to offer this distinction within the women's ranks of this sport and since then it has allowed women to establish themselves and be challenged by newcomers... In this edition of the 2025 program, we take a closer look at two women looking to leave their mark in the snowmobile racing industry.







**K**enna Cloose, a twenty-year-old out of Bemidji, can easily be considered the veteran in the Pro Womens class. Coming off of her fourth season as a Pro, her on-paper stats don't necessarily reflect her success in the series. Having been hampered with injuries in three of the four years in the class, her championship standings have suffered. Last season, an absurdly dry and warm winter forced so many race cancellations that Cor Powersports was left with no options other than to suspend entirely a season points-based championship altogether. But taking a closer look at individual race wins and lap times, Kenna's potential is obvious. After knocking on the podium box with top five finishes during her rookie season (2021), it seems all it took was one year to find her stride and she was off and away racking up wins. In 2022, she won three races and landed on the podium four more times. In 2023, Kenna won four races and earned two more podium finishes but missed one race due to injury. In the short 2024 season, Kenna earned one win and one season place only two seconds behind the leader.

Kenna Cloose started racing at just four-years-old on a kitty cat. She fell in love with racing and the people that come along with the sport. "My favorite part about racing has definitely been all the people I've met along the way and of course the friendly competition side has always been a fun perc." Kenna explains. Returning 100% healthy for the 2025 winter, Kenna is sure to come out swinging and carry forward the momentum she has gained in the recent years.

If Kenna Cloose is the veteran of the class, we could easily look to Reece Novacek as one of the main challengers. A fifteen-year-old from Roseau, Minnesota, Novacek just finished her rookie season in the Pro Women's division in 2024 at just fourteen years old! Reese started racing at six years old in 2016 on her 120. She won her first race she entered so decided to stick with it! At the age of nine, Reese competed in her first cross-country race at USXC Andes Towers Hills event in 2019 and then started the 2020 season in the Junior 10-13 class but her (and everyone else's) racing career was then put on hold due to COVID. She took

**ARCTIC CAT RACERS KNEW THEY HAD A YEAR OF TESTING AND GROWTH AHEAD OF THEM WITH THE NEW CATALYST CHASSIS UNDER THEM.**

the short 2021 season off but then got back into it in 2022 on a Bunke backed sled. Bunke Racing took Reese under their wing and were eager to branch out their team into the junior and womens classes. Not surprisingly, the fine-tuned program well-established Bunke Racing team has only served to accelerate Novacek's development as a young racer. In 2022 and 2023, Reese raced primarily in the Junior 10-13 boys class for more competition. In December of 2023, Reese stepped up to a full throttle sled (opposed to the 50% restricted setup mandated in all Junior classes) in the Pro Womens class at Pine Lake and finished third overall! Reese and her



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family, with the support of Bunke Racing decided to make the jump up full time in 2024!

Arctic Cat racers knew they had a year of testing and growth ahead of them with the new Catalyst chassis under them. "2024 we knew was going to be a learning curve with the new catalyst coming out but we were ready to tackle it with a new sponsor and the whole Cat team behind us for support. My main goal however though was to finish the season without getting a season ending injury, which we definitely did succeed at, along with being able to make the new sled really go." Kenna explained.

Reese's rookie campaign in 2024 was a short one due to no snow. Her first showing in the Cor Powersports season was at the Nightriders 200 in Naytahwaush, she had some struggles and ended with a less-than-desirable fifth place finish. However, it only took her and Bunke Racing one week to turn things around. The following weekend at the Snodeo 200 in Naytahwaush,

she found her groove and improved her sled set up. After day one she was sitting fifth 1 minute and 27 seconds behind the leader Kenna Cloose. She knew she had work ahead of her but was determined. On day two, she not only made up time but she finished in second place only five seconds out of first and with her best lap time being only .660 seconds off of Cloose's best lap. For the race weekend overall she earned a third place and her first Cor Powersports Pro Factory Womens podium!

When Kenna was a kid she looked up to guys like Levi Lavalley and Tucker Hibbert and after hitting the cross country scene she watched Zach Herfindahl's career unfold and was inspired by success in the sport as well. As far as female role models go, "I can't say there's any specific female racer I look up to now as much [as I am now] friends with a lot of them... like Savannah [Landrus] and Leah [Bauer] who are still great racers but even better people as I've gotten to know them more personally." Kenna said.

Reese's list of model racers is made up of athletes (young and old) who have built their success in cross-country racing alone. She looks up to some of the top Pros in the series including fellow competitor Kenna Cloose, Dan Revering, Taylor Bunke, Boe Bunke, and Aaron Christensen.

The Pro Womens class is becoming a fast class before our eyes with many of the women entering the Sport divisions and taking podiums and even wins. "I love seeing the competition getting better as it only means we will all have to up our game and in the end become better racers." says Kenna.

When asking Reese about the transition from Junior to Pro she stated, "The competition is a lot more intense.

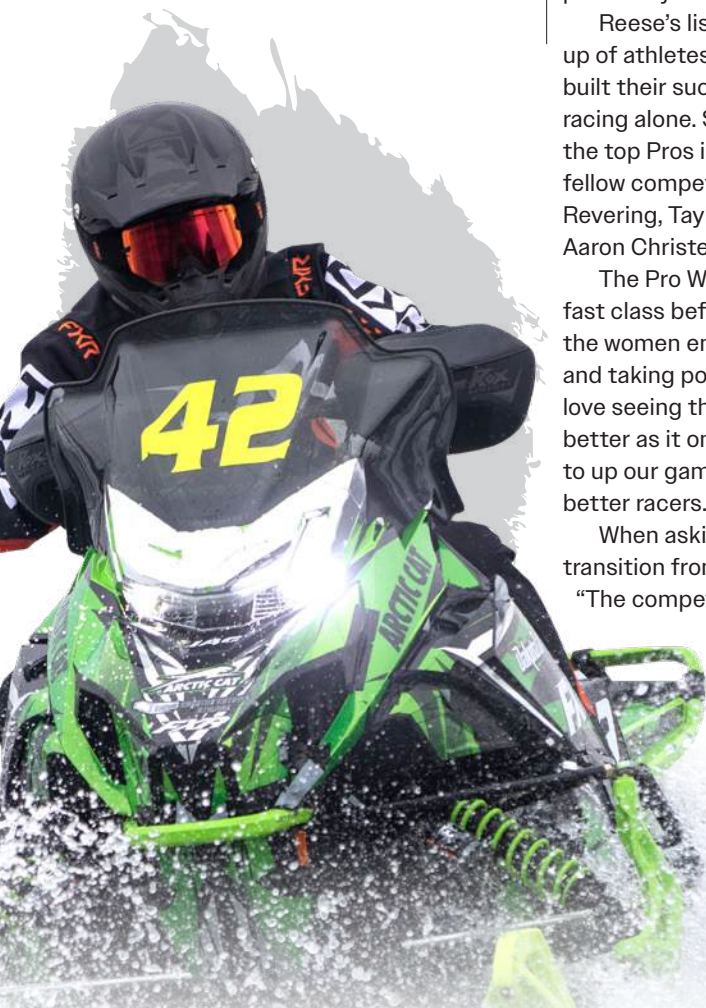
I like it a lot more than Juniors. The switch from half throttle to full throttle makes a pretty big difference." One thing she would tell a younger girl who is tentative to join the Pro class would be, "Take time to find your riding boundaries." Cross country races are long



technical races and if you go all out on the first few corners, you may pay the price.

Inspiring the next generation of female racers is important as we continue to try and grow the sport of Pro Womens racing. "I would tell any young girl aspiring to race, that it is possible to matter what as long as you put your mind to it and put in the work." Cloose expresses. As for 2025, Kenna and Reese have their own goals that they hope to achieve. Reese hopes to earn her first Pro Womens race win and to try and podium in season championship points. Where as Kenna, she is seeking the Pro Womens Championship. She hopes to stay injury free as she did in 2024 and get the championship which she has been so close to achieving. She would also like to improve in the Sport division class.

These ladies are only two of the talented crop of women racers currently competing. Unity Gausen and Gabby Hallstrom are two more top contenders in the class. These girls have grit, determination, and a passion for the sport like no other. They will be racing bar-to-bar all season long in 2025 and the Pro Women will be a class to watch.



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