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2026 TOUR PROGRAM

Evan
Peppel
2025 Pro Factory
Champion



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FXR

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WELCOME Letter



The 2026 race season marks Cor PowerSports' 15th year as a series, celebrating how far we've come since starting as a family race team, united by a passion for racing.

Throughout these years, we have faced unpredictable challenges, from unusual weather to health-related restrictions. In each instance, we relied on our faith and race family for encouragement and kept our focus on the future.

As stewards of cross country snowmobile racing, Cor PowerSports works tirelessly to preserve motorsport rights and honor our heritage. Each season, we collaborate with clubs, communities, agencies, and leaders to sustain and grow our unique sport.

Our Cor PowerSports family—including racers, sponsors, venues, and enthusiastic fans—drives our journey. We are grateful to everyone who has contributed over the past 15 years to help build Cor PowerSports into what it has become.

Thank you to our racers, fans, venue partners, and sponsors whose loyalty makes each season memorable. We invite you to join us for another year of exciting races and unforgettable moments—whether as a participant, supporter, or spectator. Your involvement is what makes Cor PowerSports thrive.

Sincerely,
Todd and Andrea Myers



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Running a top-level racing series like Cor PowerSports Race Series takes a team of passionate, dedicated people who share the same vision. Our sponsors play a crucial role in this group, providing their support to help the sport thrive. Thanks to them, we have a place to race, watch, and work in one of the best snowmobile racing events around. Their commitment keeps Cor PowerSports Racing going strong. Please consider supporting these companies and organizations by choosing their products and services whenever you can.

POLARIS

Snowmobiling with Polaris is pure anticipation. Tweaking gear. Planning rides. Sharing moments. There is no off-season. Once you get out there on a Polaris, it becomes part of who you are—it gets into you. That's why Polaris lives to pioneer breakthroughs and enhance every snowmobile experience, helmets on or off. For Polaris riders, this isn't just what they do—it's who they are.



Arctic Cat is a historic American snowmobile, ATV, and side-by-side brand that recently underwent a significant change in ownership and resumed manufacturing after a period of uncertainty. Founded in Thief River Falls, Minnesota, in 1960, the company built a legacy on innovation and racing.



FXR Racing, a Canadian company, began its history in 1996 by focusing on technical apparel for snowmobile riders and is now a global leader in the snowmobile gear market. Known for high-performance and durable gear, the company designs its products to provide comfort and protection for riders in a wide variety of cold and rugged conditions.



C&A Pro Skis are a brand of aftermarket snowmobile skis known for their durable construction and specialized designs tailored for different types of riding, including racing, mountain, and trail riding. Manufactured in Minnesota, the skis are made from Ultra-High Molecular Weight Polyethylene (UHMW-PE), a material recognized for its impact resistance and performance in extreme cold. The company has a strong presence in snowmobiling sports and uses feedback from professional racers to develop its products.



North Central International (NCI) is a family-owned and operated heavy-duty truck dealer group with multiple locations across Minnesota, Iowa, and South Dakota. Established in 2007, the company has since grown its footprint and invested in modern facilities to expand its sales and service offerings. In 2024, NCI was named International Truck's Dealer of the Year for 2023.



Polaris Extreme Lubricants are a line of high-performance, full-synthetic oils and fluids engineered specifically for Polaris powersports vehicles. The "Extreme" designation indicates that the product is formulated for the most demanding conditions, including extreme cold, high heat, and heavy-load use.

SPONSORS



Ski-Doo, a brand of snowmobiles manufactured by Bombardier Recreational Products (BRP), is a Canadian company known for a history of innovation in the industry. The company pioneered the recreational snowmobile in 1959 with its small, lightweight machines and continues to release new models and technologies each year. Ski-Doo snowmobiles are available in various categories to suit different riding styles, from deep-snow mountain riding to on-trail cruising and utility work.



Jay's Power Center is a powersports dealership with multiple locations in Wisconsin, offering a wide selection of new and used vehicles. The company, which is based out of Reedsburg, has expanded to include a new, larger facility in Mauston. They serve customers seeking a variety of powersports vehicles, marine equipment, and agricultural and turf machinery.



Stud Boy is a Michigan-based company that manufactures traction products for snowmobiles, including carbide studs, backer plates, and carbide wear bars. The company, founded in 1989, is known for its high-performance products that improve snowmobile safety, control, and overall performance by enhancing a snowmobile's grip on various surfaces. Stud Boy works with both trail riders and professional racers to design and test its products in a variety of conditions.



Rox Speed FX is a Minnesota-based company that designs and manufactures aftermarket parts for powersports vehicles, specializing in adjustable handlebar risers. Their main focus is improving rider ergonomics and comfort by allowing for a customized fit for different riding styles and conditions. The company was founded by Rocky Cutsforth in 1999 and is known for its universal and pivoting riser designs, as well as a wide range of other powersports accessories.



The Hunter Houle Memorial Foundation is a Minnesota-based non-profit organization established in memory of Hunter Houle, an 18-year-old snowmobile racer who died in an accident. The foundation raises money through events and donations to provide grants to various charitable organizations that address needs like education, hunger, spinal cord research, and avalanche safety.



Venues



Ottertail 100

January 10-11, 2026

Ottertail, MN

The Ottertail 100 is an annual cross-country snowmobile race held on frozen Otter Tail Lake in Ottertail, Minnesota. Hosted by the Cor PowerSports Race Series, the event marks the start of the cross-country racing season. The course, which is typically a plowed, twisting path on the lake, tests both the speed and technical skill of riders.

Pro Factory winner: Evan Peppel

Semi Pro Factory winner: Brandon Wolter

Heartland 200

January 24-25, 2026

Park Rapids, MN

The Heartland 200 features both wooded terrain and lake races, offering unique challenges. The race has a rich history, echoing the old Eagle's Heartland Snowmobile race from the 1970s and 80s, and is celebrated for its technical cross-country racing. The event is a key stop for competitive snowmobile racing, attracting both top-tier pros and amateur racers.

Pro Factory winner: Dan Revering

Semi Pro Factory winner: Brandon Wolter



Turtle River Rough Riders 100

January 31, 2026

Manvel, ND

The Turtle River Rough Riders 100 is a snowmobile cross-country race held in Manvel, North Dakota, returning after a pause in some years. The race is known for its difficult, true cross-country terrain, which tests the skill and endurance of riders.

Pro Factory winner: Zach Herfindahl (2020)

Semi Pro Factory winner: Cale Anseeuw (2020)

Goodridge / Grygla I-500

February 14-15, 2026

Goodridge, MN

The Goodridge-Grygla I-500 is a long-standing, multi-day cross-country snowmobile race held in northwestern Minnesota. The race traces its history back to the historic I-500 race, which began in 1966. Competitors face a challenging course of varying terrain, including ditches, lakes, trails, and wooded areas, with the goal of covering 500 miles over two or more days.

Pro Factory winner: Zach Herfindahl (2023)

Semi Pro Factory winner: Boe Bunke (2023)



Venues

Leech Lake 200

February 28 - March 1, 2026

Walker, MN

Leech Lake 200 is a two-day event that will take place in the bay area in front of Trapper's Landing Lodge, organized by Lakes Area Powersports. Spectators can enjoy the races while dining at the Merit restaurant, which offers a great view of the action along with food and drinks. This partnership marks the return of top-tier snowmobile racing to Walker, boosting its reputation as a winter motorsports destination. Mark your calendars for this exciting event!

Pro Factory winner: Boe Bunke

Semi Pro Factory winner: Luke Van Lyssel



Snodeo 200

March 7-8, 2026

Naytahwaush, MN

The Naytahwaush Snodeo 200 is a highly anticipated and historic event known for its challenging conditions and competitive field, which often leads to close and exciting finishes, making it a favorite for both racers and fans. Its longevity and ability to adapt to varying conditions showcase the strong dedication of the local snowmobile community.

Pro Factory winner: Evan Peppel

Semi Pro Factory winner: Luke Van Lyssel

Gogebic Community College Ironwood XC Championship

March 21-22, 2026

Ironwood, MI

The Gogebic Community College Ironwood XC Championship is held at Mt. Zion Ski Hill, located on the campus of Gogebic Community College in Ironwood, Michigan. The challenging course, which uses the natural elevation changes of the ski hill and its surrounding trails, makes it a favorite among racers

Pro Factory winner: Aaron Christensen

Semi Pro Factory winner: Luke Van Lyssel



Porcupine Mountains 100

March 28, 2026

Ontonagon, MI

The Porcupine Mountains 100 race is a new stop for the 2026 season. The Ontonagon, MI area receives substantial lake effect snow, and with the terrain, this will prove to be a classic, rough cross country terrain race!

C&A PRO RISE LIKE A PRO



RIDE LIKE A PRO

XPT Trail

- Mid-center keels reduce darting, improve tracking, and minimize pushing in the corners
- A raised tail on the back makes reversing hassle-free
- Superior control without added steering effort

RZ (Razor) Trail

- "V"-shaped outboard keels reduce darting and add grip on tight, twisty trails.
- Excellent straight-line tracking for recreational riders
- More aggressive ride than the XPT, but less aggressive than the XCS

XCS Crossover

- Aggressive keel design delivers precise control and confident handling
- Snow scoops and tapered design enhance grip and make side-hilling easier
- Top performance both on and off the trail



Leah Bauer



Levi LaVallee



Zach Herfindahl

EVAN PEPPPEL

188

2025 Cor PowerSports Pro Factory Champion

After making his Pro debut just a year ago, Evan Peppel took the Pro ranks by storm in 2025, earning not only his first Pro-level win but also the Pro Factory Stock Championship. Peppel added his name to a short list of racers who have achieved this feat, becoming the fourth racer to do so in the past 10 years. Peppel, along with a group of other young racers in the Pro ranks, has shown speed quickly and kept the class veterans on their toes this season. With Peppel's early success, we caught up with him to see how his racing journey began!

Cor: How did you get started in snowmobile racing, and how long have you been racing?

Evan: I initially did a little 120 racing back when I was quite young. I then played hockey until the start of 7th grade. I got into racing big sleds in my 7th grade year of school, which was the 2015-2016 season. I got into it because of one of my best friends, Dawson Diesen. He raced in the Warroad and TRF races the year before, and I went to watch. What really got me to decide to race instead of play hockey was the day before the Warroad race, when you were allowed to ride the course, so Dawson, his dad, Dallas, and I went out and rode the course. I actually ended up tipping over in the parking lot of the gas station trying to reverse out, my carbide hooked a crack in the cement and over I went. But I remember after that weekend, I asked my dad, "Can I race snowmobiles next year instead of playing hockey?" I'm not sure exactly what all transpired from there, but the answer was yes, and shortly thereafter, we had a new toolbox and an enclosed trailer.

Cor: When was the decision made to move up to Pro?

Evan: Well, I honestly thought I should have moved up a year earlier than I did, but around halfway through the 2022-2023 season is when I, at least in my mind, made the decision. By then, I was getting really frustrated in Semi-Pro because I was often running 2nd, 3rd, and 4th, and I was riding at about 80%, so I knew I was capable of winning but lacked the drive for some reason. I figured the best way to regain that drive was by challenging myself at the next level.

Cor: Who did you look up to growing up in the racing world?

Evan: There are a lot of people, to be honest; Gabe Bunke and Alex Hetteen, more than most, especially at the start, because I was able to talk to them, and they both helped me immensely in the beginning of my career. They are also great racers, and I now have good relationships with both of them; they continue to support me in racing. More recently, I guess it has been Zach Herfindahl, simply because of what he has accomplished. What he has done and can do on a snowmobile is incredible, and even though he is on a different team, it's stupid not to look up to him and try to learn as much as I can from someone like that. Looking back a little further, another one is Bob Przekwas. I know Bob through my dad, and the stories and knowledge he has about snowmobiles are amazing.

Cor: If you could explain XC to racers of other disciplines in one sentence, what would it be?

Evan: Fast, exhilarating, relatable, and an absolute blast.





Cor: Is there anyone currently in the racing world you confide in for advice?

Evan: Alex Hetteen has taught me a lot over the past couple of years in many different areas, mostly in tuning and building sleds; he's very skilled in that part of the sport. I also received some advice on setup and riding from Justin Tate off and on over the last three years. Within the past year, I've gained valuable insights from Zach Herfindahl on various aspects I hadn't really considered in racing, especially how to handle things at the top level where everything needs to be pushed to the limit.

Cor: Ice or terrain?

Evan: Both. I am currently better at ice racing, but I prefer a good terrain race more. I really love the 5-30 mile-lap ditch races because they get very rough, and everyone, or at least I am, feels wiped out near the end. Still, you have to keep going fast, so you learn to push through, and all of a sudden, you find another gear and don't even feel exhausted anymore.

Cor: What is your favorite/most memorable race?

Evan: That's a tough one, there's quite a few. I think I have to go with Ottertail 2025, my first pro win, but it was timed and strategized, so it wasn't as intense, I guess. The most memorable race would be Naytawaush 2023 Semi-Pro Factory. Boe Bunke, who's one of my best friends, and I got good holeshots and pulled a big lead early on. We kept trading positions back and forth. It was a tough track with some sketchy moments — I remember this one high-speed corner; there's a line that sends the sled into a crazy wobble, and I hit it right in front of Boe. I almost crashed, and about 2-3 laps later, I saw him heading for that same line. I was yelling inside my helmet, "don't do it, don't do it," and then I saw the sled start dancing, snow dust and plastic flying everywhere. I hit the brakes as hard as I could, stopped, and saw Boe get up and give me the thumbs-up. From there, I just cruised and drove it in for the win, since we had built such a big lead.

Cor: What are your goals for 2026?

Evan: Be better than I was last year



Cor: What do you think about the new young talent in the Pro class? What makes you guys so fast?

Evan: I think it's really good to see a solid group of younger racers able to reach the Pro class and be competitive so quickly. It's definitely promising for the sport. There hasn't been a group that's been able to jump into the pro class and actually compete for a long time. Everyone is so skilled that it's rare to see something like what we currently have happen. As for what makes us fast, I'm not entirely sure—maybe it's a lack of brain cells or something. No, that's not quite it. I think it's just the fact that we've raced together through the ranks, always pushing each other with a goal in mind. We've been able to motivate each other to get better, and that continues to this day.

Cor: If you could tell a junior racer one thing, what would it be?

Evan: Just have fun; having fun is the most important thing. Also, don't rush yourself—you may read this and think, okay, well that's what he did, and look how it worked out for him. I had no timeline for reaching where I am now; I just had fun, raced, and rode as much as possible, moving on to the next challenge when I felt ready. So, HAVE FUN AND RIDE AS MUCH AS YOU CAN.

Cor: Who would you like to thank?

Evan: That's a long list. I would start with my parents because they allowed me to begin this journey and still support me today. I want to thank Dawson Diesen, my now right-hand man at the track; Jimmy Loss; Alex Hetteen; Jill Hetteen; the Bunke family; Vince Vanslyke; Tom Rager Jr.; Ben Hayes; Scott Wilczek; Mike Hedlund; Rick Strobel; Darren Hedlund; Rich Felegy; Erik Hanson; Ron Pattyn; Neal Spilman; and many more. These people have all had, and continue to have, a huge influence on my racing career.

Also, a huge thanks to all my sponsors who make this possible. Polaris, Fox Shocks, Studboy, Schaeffer's Oil, Hayes Brakes, 139 Designs, Klim, Rox Speed FX, and everyone who has ever been involved. Thank you.

Jay's

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Recently, our longtime sponsor Rox Speed FX celebrated its 25th anniversary. Rox has been part of the Cor PowerSports brand since we launched in 2010, and our own personal racing since 2001. Every course marshal sled at the Cor PowerSports series uses multiple Rox Speed FX products, this past Hay Days we built a throwback sled to our last personal race sled from the 2015 season which has Rox Speed FX handguards, handlebar pad, and new custom seat cover.

We wanted to catch up with Chris Olin at Rox Speed FX to hear more about their story.

Cor: As you celebrate the 25th anniversary of Rox Speed FX, could you share some of Rox's history?

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.





Cor: Rox has introduced many innovative products to the snowmobile industry, but snowmobiling is not the only industry Rox is involved in. What other industries are Rox products used in?

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

Cor: Many different racing disciplines use Rox Speed FX products. Why is racing essential to your company?

Rox: 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.

Cor: With an innovative company like Rox, and reflecting on the past 25 years, where does Rox see this adventure heading over the next 25 years?

Rox: 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!



We want to take this time to thank Rox Speed FX for their support of the Cor PowerSports Race Series and congratulate them on the milestone achievement.

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ski-doo

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THE CONSISTENT CANADIAN CHRISTENSEN

#10 AARON



If you have been around the sport of snowmobile racing for any part of the past 30 years, you know the name Aaron Christensen. He's done it all from Snocross to cross-country to enduro. Put the man on a snowmobile and you will see the raw talent. Over the years, consistency has been one of the best ways to describe his career. Always there, on the podium, whether it was 2015 or now in 2025. The Canadian isn't just entering races either, he is still out there winning championships.

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

Aaron: I went to a sx race with my uncle Kenny in 1996 in Valemount BC and he was like, well since you're here you might as well race. I did and won, I was hooked. It's been 28 years now.

Cor: Give us a timeline on your long racing career.

Aaron: From 1996-2000 I raced mostly in western Canada. We had a few really good circuits with some good riders. I went to Deadwood and west yellowstone a few times also closer to 2000.
2000-2004 I was based out of the Race shop in Wausau, WI doing snowcross.
2004-2005 Kolby Campbell, Mike Shultz and I went out to New York to race for a satellite team called tech lab racing.
2005-2006 I did a privateer deal with Skidoo based out of Kolby Campbells house in North Branch, MN and Speedwerx.
2006-2007 St Cloud MN Warnert Racing.
2007-2024 Cross Country, Polaris Racing Based out of Metiskow AB.

Cor: What made you switch from SX to XC?

Aaron: I had a tough season on Skidoo the previous year and would have had to do something on my own again, so after talking with Tom Sr for plans for the 2008 season, he suggested that with his help, I should try out XC. It was an eye opener with all the different courses and the style of riding, but after quite a few weekends, I was starting to get more comfortable with the racing and was competitive.

Cor: What makes you keep racing year after year?

Aaron: It has become a way of life. I enjoy the racing family and the competitiveness. It is what I know, and I am good at it, so it keeps it fun. Being older now also makes me appreciate being able to do something else that I enjoy and helps break up the regular job at home.



Cor: You were the Pro Open champion in 2025. What clicked with you on the mod sled this year?

Aaron: The Nelson crew and I have been working on a lot of small changes last year, and we made some gains in handling, which translated into being more consistent and being able to get some wins. Bunkes have also helped with the open program. There is a lot of knowledge in that trailer.

Cor: How is it battling with all the young bucks out there like Evan, Boe, Jesse, & Marshall?

Aaron: The young bucks have a lot of talent and a lot of drive, you do have to be careful around them. At times they can be all over the place. So you just have to remember to be ready to possibly do an evasive maneuver at any time.

Cor: Ice or ditch?

Aaron: A sunny day in the ditch.

Cor: What are your goals in recent years of racing?

Aaron: I try to keep things simple, just stay healthy and win races.

Cor: How long do you think you will continue to race?

Aaron: I probably have a few more years left, Mandy and Tom are pretty easy to deal with and doing a full season is up to me.

Cor: Why Polaris?

Aaron: Our family has had a dealership since 1996, so that is what we started with and now it has turned into another marriage for me, Great people with a great product.



Cor: What are your plans for 2026?

Aaron: I will be doing as many Cor races as possible along with the Soo I-500.

Cor: What is one word to describe XC racing?

Aaron: Diverse.

Cor: You drive a minimum of 10 hours one way each race weekend. How do you kill time on your drives?

Aaron: Podcasts and parts orders. Sometimes, though, it's just a full day of trying to keep old white on the road if the weather is crap. There are no trees from Provost to Winnipeg, so blowing snow is an issue some days.

Cor: Who would you like to thank?

Aaron: My wife, Mandy, for all her support and putting up with me being gone in the winter over the years. She does an awesome job keeping things rolling at home while I'm not home. All the great families that have helped me along the way also the great sponsors that make it possible Polaris, Walker Evans, Woody's , Powermadd, FXR, Nelson Racing, Hayes Brakes, Speedwerx



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Roseau, Minnesota, is no stranger to producing talent in cross-country snowmobile racing. Oliver Olson is one of those boys who grew up in the birthplace of Polaris who dreamed of racing with the Pros. He started at a young age of four and is now working his way through the ranks with the Pro class in sight. After teaming up with Hetteen Heritage Racing the past few years, Olson has shown speed, talent, and consistency. All traits that will set you up for success in cross-country. Olson is working towards another championship in 2026 and has all the tools to do so.

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

Oliver: I got started in Snowmobile racing with my dad when I was 4 years old. I have been racing snowmobiles for 15 years now. Started racing KC Pro West on a 120cc snowmobile and moved up from there as I got older.

Cor: Why XC?

Oliver: I prefer XC over any other discipline of racing because of the amount of seat time a racer gets per race, and the races are mostly in the same region. I also prefer XC because of the community and support around it.

Cor: Why Polaris?

Oliver: Being from Roseau, Minnesota, Polaris has been in my blood since birth. I keep choosing Polaris because of the team they have and how everyone comes together to make the win happen.

Cor: How did you get connected with Hetteen Heritage Racing and how has the partnership been going?

Oliver: I have known Alex Hetteen since I started XC racing in 2017, he has helped me and my dad with his expertise of a snowmobiles ever since I started racing. Before the start of the 2021-2022 season he asked if I would like to be a part of HHR. Ever since then it has been a blast! Being able to work on my sled at Alex's shop has been a huge help and being on the team has helped me tremendously to find success on the race track.



Cor: What were your goals in 2025?

Oliver: My goals from the 2025 race season were to be on the podium at the end of every race and stay healthy throughout the season.

Cor: Did your goals shift at any point throughout the season?

Oliver: My goals didn't change a whole lot throughout the season. Focused more on 1st place as each race went on, rather than just the podium.



Cor: How did your season go in the Semi pro class? You ended as champion, so you definitely found success.

Oliver: This past season was definitely my favorite out of any past season. Learned a lot and grew immensely as a racer. With a good amount of luck on my side and a dialed in race sled. Almost every race ended on the podium, and the year finished with the Semi Pro Improved championship.

Cor: Was it a big transition going from Sport to Semi Pro?

Oliver: The competition level has definitely gotten stronger. It was a huge transition, learning how to be competitive in a heads up final definitely took a few tries. You can just make one small mistake on a lake race and lose a few positions. Definitely keeps the adrenaline pumping at all times.

Cor: Ice or ditch?

Oliver: Even though the past couple of seasons have been mainly ice, I have found success in ice racing. The ditch is definitely my favorite to race, Nothing beats a long distance ditch race. In one race you can be going through all types of terrain, rivers and lakes. Another factor that makes it my favorite is that one race can last a couple of hours rather than just a 50 minute final on ice.

Cor: Who do you look up to in the racing world?

Oliver: I look up to Polaris Pro XC racers Alex Hetteen, Evan Peppel, and Boe Bunke to observe what they do to be able to win and how they stay consistent in winning.

Cor: What are your goals for 2026?

Oliver: My goals for the 2026 season are to stay consistent on the podium, hopefully on top of the box at each race, and win another championship.

Cor: Anyone you would like to thank?

Oliver: Most importantly, I would like to thank my dad, who has been supporting my racing career since day one. Also would like to thank Alex and Jill with Hetteen Heritage racing for all the knowledge and support they have given me over the past few Seasons. The whole Polaris Race Dept. for supporting me since I started racing XC. The services and teamwork that they put out has helped me tremendously. I would like to thank my whole family for allowing me to keep racing and for the constant support.

COR **POWERSPORTS**

**CELEBRATING 15 YEARS OF THE
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FAITH, FAMILY, FUN!!



VENUE OF THE YEAR

Many fans and racers are unaware of the amount of work that goes into putting together each event. When past racers come to work for the series, the first thing we always hear is “I had no clue.”

Each season, we open voting to racers and fans for certain awards, and Venue of the Year is one of them. Each venue tries to make its event unique, so winning this award is special to them. Past Venue of the Year winners always try to step things up the following season, and those who did not win the award want to steal that recognition the next season.

In 2025, we saw the Leech Lake 200 race win this award. Originally, this was to be a traditional cross-country style event with a lake backup, but due to logistical and access approval issues within the national forest, this event will now be held on Leech Lake going forward.

We caught up with MJ Wolter from Lakes Area Powersports, who is one of the Leech Lake 200 race committee members:

Cor: Last year, Leech Lake 200 was voted Venue of the Year, being only the second year of the event. Were you surprised?

Walker: Most definitely! Each venue really makes it its own, offering unique experiences for both racers and spectators alike. We're truly honored to have been chosen and can't thank everyone enough for voting for us.

Cor: Most racers and fans don't realize all the work that happens behind the scenes to put on a race at this level.

Walker: Indeed, it does take a lot. Securing sponsorship donations remains one of the most challenging aspects of organizing an event of this scale. The success of the event depends heavily on the generosity of local businesses and supporters who believe in the event and the community it brings together. We've talked about this before — while we'd love nothing more than to put on a true cross-country race, there are many more challenges than just designing a course and pulling a permit. Regulations are always changing, and several entities must approve the designated route: the National Forest Service, DNR, tribal council (if it's on reservation land), DOT (if roads are crossed), local sheriff's departments, city and/or county entities, as well as local snowmobile clubs.

On top of that, we must arrange for grooming after the event (if cross country), plowing the course (in the case of our venue), finding volunteers to spot the course, and coordinating those spotters each day. And one of the biggest — and most important — pieces is putting together a seamless EMS plan, in case it ever needs to be executed. As we saw this past year, we did have to rely on that plan, and I want to give a big shoutout to Greg McDonald for putting it together.

It's getting harder every year to work with the state to hold true cross-country racing events, and we're not sure what the future holds. So please join me in a big shoutout to Butch DeLaHunt, who puts in tireless hours to make cross country racing happen in Park Rapids.

LEECH LAKE 200

WALKER, MN

Cor: What significance does this event hold for the Walker, MN community?

Walker: Walker is a destination town, and tourism is our biggest industry. We're a small community with big hearts and open arms. In the summer, visitors come to enjoy our beautiful lakes and off-road riding, while winter brings snowmobiling and ice fishing. We have incredible places to stay — with Trapper's Landing Lodge right at the top of that list. Events like the Leech Lake 200 not only bring visitors to our area, but they also give our community a chance to come together, engage, and show their support.

Cor: Being awarded Venue of the Year shows how much the racers respond to an event. What does winning this recognition mean to the Leech Lake race group?

Walker: With so many awesome and unique race venues, to have been selected is an incredible honor for the Leech Lake 200 team. It's a testament to the hard work, dedication and passion the entire team puts in to make this event special.



One of the Trapper's Landing Lodge on Leech Lake plow trucks clearing a 10 mile course

Cor: We know it takes a team to make these events successful. Who is all involved in helping with this event?

Walker: Events like the Leech Lake 200, and all our race events, rely on a dedicated team to make them a success. Our race weekend usually falls on the last weekend of walleye season, so a special thank you to the Trapper's Landing Lodge team for coordinating with us to host the event during this busy time. We also appreciate Todd, Andrea, and the Cor team for their support in making this race possible. From sponsors and event planners to the crew who plow the course, staff managing tickets and pit operations, and our amazing volunteers who generously give their time and energy — every contribution is vital to the success of the event. We are truly grateful to everyone involved.

Cor: Every year, there are post-race discussions about what can be done to improve the event for next year. Can you share any insights into what we can expect for the 2026 Leech Lake 200?

Walker: We are always looking at ways to make the event even more special for our race teams and spectators. With pre-season meetings coming up, ideas are welcome and if it's something that is feasible, we will do our best to incorporate it into plans.

Cor: In closing, we would like to once again congratulate the Leech Lake 200 group on being recognized as the 2025 Venue of the Year. Who would you like to thank?

Walker: Oh my gosh, the list is big and to list everyone individually — we would be afraid of missing someone. Our amazing sponsors who without their generosity and support, this would not be possible. Drew & Jen Arnold, Josh Bullivant, Mark Jensen, Charles Adams, Jen Nash and the entire crew at Trapper's Landing Lodge know exactly how to put an event together, so a huge thank you to them! Brandon Wolter for designing an awesome track layout. A big shoutout also goes to Butch DeLaHunt for excellent radio coverage during the weekend, all his guidance and copy of "The Race Bible", and to Greg McDonald for putting together our EMS plan. The dynamic duo of Renee McAllister and Mary Nordin who handle tickets and pit entrance, and all the volunteers who choose to spend their weekend with us — we are extremely grateful. And thank all of you for voting for us!!

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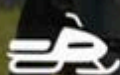


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A FAREWELL YEAR

#28 "BUSTIN" JUSTIN TATE

Justin Tate and snowmobile racing have been synonymous the last 30 years. Not only has he found recent success in cross-country later in his career but he has raced almost all disciplines offered on snow. Throughout his 30 successful years of racing, Tate has earned four ISOC national championships, two European World Championships, one Eagle River Championship, one USXC Pro Open championship, one Soo I-500 win, and a silver medal at Winter X-Games in hillcross. He's done it all. An icon on the snow. Last season may have been Justin Tate's last full race season of his career but he's not done yet. We will still be seeing the 28 out battling for the win at select races in 2026!

Cor: How did you get started in snowmobile racing?

Tate: We always had snowmobiles. Both of my parents had them and raced, so it was part of my childhood. I was also heavily involved in motocross at a young age. Around the time snowmobile racing was starting to grow, I decided to give it a try.

Cor: How long have you been racing?

Tate: I started racing in the MRP series during the 1997–98 season.

Cor: What made you switch from SX to XC?

Tate: Snocross was changing, and I became interested in trying something new. With the support of Polaris and my other sponsors, I transitioned into cross-country along with enduro racing, chasing the Soo 500—which we eventually won

Cor: How has it been with Nelson Racing the past few years?

Tate: It's been a great opportunity. The team owner is so involved—not just as an owner, but as a snowmobiler, a business owner, and now a friend. He lives for the sport, is an ex-racer himself, and loves surrounding himself with the snowmobile community. It's been awesome.



Cor: Give us a rundown on your racing career.

Tate: During the 2000s, I competed in WSA Snowcross in the Pro 440 and Pro Open classes and ended during the ISOC era.

Championships and Titles over the course of my career:

- 4 ISOC National Championships
- 2 European World Championships
- 1 Eagle River World Championship
- 1 USXC Pro Open Championship
- 1 Soo International 500 win
- Silver medal at the Winter X Games in Hillcross

Throughout my career, I rode for Yamaha, Ski-Doo, and Polaris.



Cor: What are some of your most memorable races to date?

Tate: My first national win at Duluth Spirit Mountain in Pro Stock 440. The Pro Open Snow Cross race inside the Minneapolis Metrodome was also memorable. I've had plenty of races I didn't win that still stand out because of the experience. Back then, before social media, people had to come to the track to see it live, which made the crowds and atmosphere incredible. ESPN ended up televising many races, which was a cool experience and also helped explode the sport at that time. The one that tops them all is the Soo I-500—because I was severely injured chasing that one, and years later I came back and won it.

Cor: Are there any big wins that stand out to you?

Tate: National wins were always big. Some races felt easier, but the ones that meant the most were when I had to dig deep and grind it out. I raced against some of the greatest riders ever. Having the chance to not only race against them but also win during that era was huge.

Cor: Are there any races that you still want to win that you haven't yet?

Tate: The I-500 cross country race.

Cor: Ice or ditch? Why?

Tate: Ditch. Why? Skill. That's all.

Cor: What made you decide to hang it up after 2025?

Tate: Father Time is slowing me down but I'm still not necessarily hanging it up. You will see me at select races this year and keeping the kids honest.

Cor: Who has played a part in your snowmobile racing career that you would like to shout out?

Tate: It's impossible to name just one person. I've been honored to work with some of the greatest mechanics, engineers, engine builders, teams, race directors, suspension guys and overall, the snowmobile race community. I feel fortunate to have had these opportunities



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DIESEN DUO



Despite their young age, Bryden and Kynsie Diesen have a deep love for cross-country snowmobile racing that cannot be taught. Bryden, 14, and Kynsie, 13, already have 10 and 8 years of racing under their belts, respectively, after starting at very young ages. Bryden stated, "My dad bought a snowmobile and I wanted to race, so we tried it. I won my race and then was hooked, so we kept racing." Not long after, little sister Kynsie wanted to give racing a shot and liked it, too!

Another passion that has not wavered since the young duo started racing is the brand they stand behind, Arctic Cat. Even with the recent bumps that the brand has faced, the two young athletes stayed loyal to their green machines. We started racing on Arctic Cat snowmobiles, and it runs in the family. My dad raced Arctic Cat, and my great uncle, Roger Skime, worked at Arctic Cat and has always encouraged us to keep racing Arctic Cat," the siblings expressed.

With their love for cross-country and Arctic Cat, it was no surprise that the two looked up to two of the most influential people in Arctic Cat cross-country racing history: Roger Skime and Zach Herfindahl. Bryden stated, "Roger Skime has given me a lot of encouragement after races and is a great role model. Roger teaches me things about racing, gives me a lot of advice, pushes me to stay committed when racing, and increases my confidence." Kynsie said her role model in the racing world is Zach Herfindahl. "I've watched him race since I was really little. Zach has taken the time on race weekends to talk to me, take pictures, and congratulate me after I've finished racing." While both siblings have talent for ice and terrain racing, both stated the I-500 is their favorite race of the year. Both enjoy the long races and the speed the I-500 offers.

Being a full-on family race team, like most cross-country teams are, the Diesens' winter is all about snowmobiles. On Thursday, the kids go to Grandma and Grandpa Diesens' to pack the race trailer. Then the family takes off early Friday morning to get to the track to do testing before racing kicks off Saturday morning.

Not only does Kynsie compete in the Junior 10-13 Girls class, but she also races against her brother and the rest of the boys in the Junior 10-13 class. When asked how she likes racing the boys, she stated, "Fun. It reminds me of racing each other when we were younger on 120s." Bryden added, "I like being competitive with my sister and beating her, but still hoping she does well."

These kids are filled with passion for cross-country, but when asked what their favorite part was, Bryden said, "Passing and battling with my friends and other racers." Kynsie said, "Going fast on the race track and watching the pros race against each other."

As far as goals for 2026, Bryden hopes to win all his classes and practice more to improve. Kynsie hopes to win as well and move up a class when she turns fourteen in February.

As for long-term career goals in snowmobile racing, Bryden hopes to win and learn. He also hopes to be a role model for younger kids and make lifelong friends. As for Kynsie, she hopes to win championships and learn how to constantly improve.

These two young stars have a bright future ahead of them. Bringing the passion, talent, and grit that cross-country snowmobile racing takes, this duo is ready for winter!



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OTTERTAIL 100



HEARTLAND ZOO

Turtle River Roughriders



**TURTLE RIVER
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**GOODRIDGE / GRYGLA
I-500**



LEECH LAKE ZOO



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**GOGEBIC COMMUNITY COLLEGE
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**RIDERS
RULE**

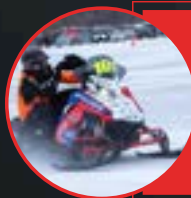


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2020

COR **POWERSPORTS**

RACE SCHEDULE

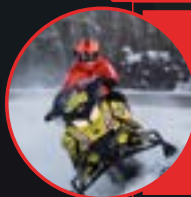
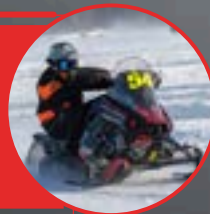


**JAN
10-11**

OTTERTAIL 100
OTTERTAIL, MN

HEARTLAND 200
Park Rapids, MN

**JAN
24-25**

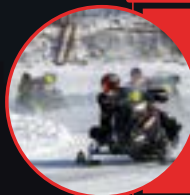
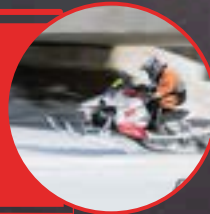


**JAN
31**

**TURTLE RIVER
ROUGH RIDERS 100**
MANVEL, ND

**GOODRIDGE / GRYGLA
I-500**
Goodridge, MN

**FEB
14-15**

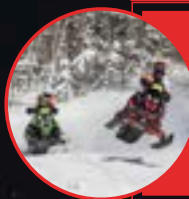
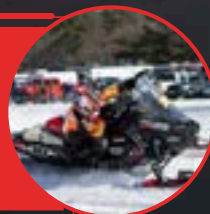


**FEB 28
MAR 1**

LEECH LAKE 200
WALKER, MN

SNODEO 200
NAYTAHWAUSH, M

**MAR
7-8**

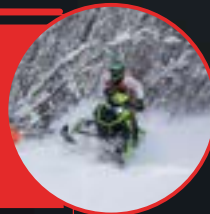


**MAR
21-22**

**GOGEBIC COMMUNITY COLLEGE
IRONWOOD XC CHAMPIONSHIP**
IRONWOOD, MI

**PORCUPINE
MOUNTAINS 100**
ONTONAGON, MI

**MAR
28**



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