



2026 Series Handbook

Cor PowerSports Series handbook

Table of contents

Table of contents	Page 2
Introduction	Page 3
Memberships (yearly and daily)	Page 4
Registration information	Page 4-5
Machine requirements (all classes)	Page 5
Identification Numbers	Page 5-6
Race day information	Page 6
In-race information	Page 7-8
Refueling Rules.....	Page 8
Penalties	Page 9-12
Flag definitions	Page 12-13
Awards	Page 13-14
Points system	Page 14-15
Class advancement.....	Page 15
Glossary of terms	Page 15
Course marking procedures	Page 16-21
Cor PowerSports Facts and Questions	Page 22-23



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Introduction

This Cor PowerSports handbook is to be used as a reference to help you understand the rules and requirements that need to be followed in order for you to compete at Cor PowerSports events.

As an ISR affiliate, the Cor PowerSports series follows ISR guidelines established prior to each race season. All racers should be fully aware of the ISR regulations pertaining to cross-country racing as well as the general competition rules listed in the ISR rulebook. You can now access the ISR rule book online at www.isrracing.org.

Throughout the race year there may be instances where new technical rulings, race schedule changes and other pertinent information may become available. In this event, the changes will be posted on our website at www.corpowersports.com It is **HIGHLY** recommended that racers check the website regularly to stay on top of the latest news or schedule changes.

Cor PowerSports Contact Information:

Cor PowerSports LLC

1690 56th St

Somerset, WI 54025

Website: www.corpowersports.com

Phone: 651-387-5880

E-mail: Todd@corpowersports.com

2026 Cor PowerSports season rule changes are all highlighted in yellow

Visit the ISR website for cross country general rules and class rules: www.isrracing.org

Memberships

Yearly Membership- \$250 (Early Bird \$175 by Oct 1)

A \$250 yearly membership is required in order to accumulate Cor PowerSports season points. Only yearly members will be eligible to receive year-end awards and championships. Yearly members will also “lock-in” their race bib number for the year and have first chance to retain the number in years to come.

Benefits of being a yearly member include:

- \$15 Cor PowerSports store credit
- Season race number assignment
- Point accumulation for year-end championships and awards
- 2 Cor PowerSports decals

DAILY MEMBERSHIP - \$30 per event (I-500 - \$50)

A daily membership is available for racers who just running an event to try racing out, Daily members do not collect year end points.

Daily members are not eligible for any year end points, awards, or titles

RACER REGISTRATION

PRE-ENTRY ONLY!!

All registrations for this season will be on-line at www.corpowersports.com.

ALL entries must be received no later than 6pm the Wednesday prior to the event.

Entry forms received after the Wednesday 6pm deadline ARE subject to a \$50 late fee.

DROPPING OR ADDING CLASSES

After you pre-register if you decide that you want to drop or add a class (es) you **MUST** contact Cor PowerSports via email at Registration@corpowersports.com by **6pm the Thursday prior to the event**. Dropping or adding classes **can not** be done via text or social media, **ALL** changes must be done by email!

DRIVER CHECK-IN

All racers and crew members are required to check-in and sign a liability waiver.

Driver Check-In times and locations vary by event, those details will be posted on each event page on the website as well as on social media.

It is the responsibility of all racers and crew members to sign all liability waivers at each event. Failure to do so may result in disqualification.

PAYMENT METHODS

Credit Card is accepted **ONLY** by pre-registering; on race day credit card, check or cash will be accepted. A fee of \$30 will be added to all NSF/declined items. Any racer with a declined payment item will be required to cash for any future registrations' payments.

REFUNDS

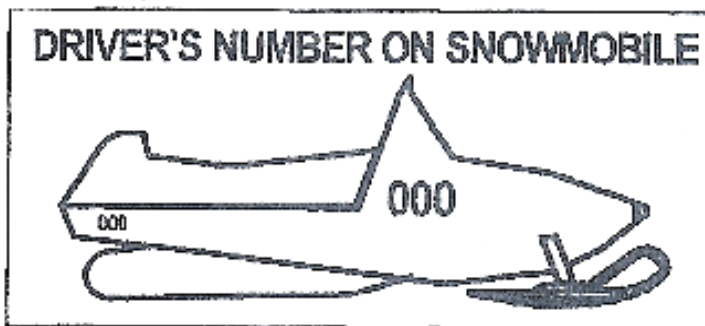
Refunds of entry fees will be issued if Cor PowerSports is notified of the entry cancellation prior to race day.

All race day cancellations and race entry withdraw (dropping a class when entered in multiple classes) will be allowed before the first race starts but after the first race begins there will be **NO** refunds. If race weekend has already started and event has to be canceled due to weather there will be **NO** refunds. The funds will be carried forward to the rescheduled event if applicable.

Machine Requirements-all classes

Race Numbers

Your race number must be located on both sides of your snowmobile hood, tunnel or windshield and be in lettering at least 6" tall and ¾" wide. It is the rider's responsibility to make sure his numbers are legible so scorekeepers can read them at a distance during the race, if not you might not be scored!!



Transponders

We utilize the AMB MX transponder with the MYLaps system for scoring. It is the rider's responsibility to ensure their transponder is charged and functioning properly prior to their race. During the parade lap all riders will pass over the scoring loop to verify their transponders are working, this is the only time you have to make sure they are registering with the scoring system. At select events there will be live timing and scoring available, results shown on this system is not the official results.

Identification Numbers-all classes

Drivers must wear the race number assigned to them by the Cor PowerSports. It is the drivers' responsibility to have their assigned race number on their back as well as on their machine and legible. Numbers that are not legible may not be scored.

All classes will be required to run white background with black numbers or black background with white numbers on both sides of snowmobile, on windshield ALL sleds must run Hi Viz yellow numbers.

Sleds with numbers deemed too hard to read by Cor PowerSports tech officials may be disqualified.

Red number plate backgrounds are reserved for the defending Pro Overall season champion. NO other racers will be allowed to run red number plate backgrounds.

Defending Pro Champion



ALL Classes must be white with black numbers



The drivers assigned number must be displayed on both sides of the snowmobile hood or tunnel.

The number must be a minimum of 6" to a maximum of 8". Numbers must be ¾" wide.

Your race number must ALSO be on the windshield facing forward. The number is to be in "Hi Viz Yellow" color for visibility, to aid officials for ease of identification. Windshield must be in place at start of race.

To be eligible for year end points awards, drivers must display two (2) Cor PowerSports. One of each decal is to be placed on each side of the hood. Decals will be supplied by Cor PowerSports to season members as part of their membership packet.

Driver numbers will be assigned on a yearly basis with season members getting the first opportunity to reserve their number. Race numbers will be held from the previous season until October 1 of the following year.

Race Day Information

TYPICAL RACE DAY SCHEDULE

Racer and Crew

- Check-in site for each race will be posted on Cor PowerSports website

Pit area setup

- Pit locations are on a first come basis

Drivers Meeting

- Mandatory for all drivers
- Time and location will be posted at driver check in
- Roll call may be taken to verify driver attendance

Pre-tech inspection

- Safety inspection for machines and drivers
- Drivers are to bring their helmet, chest protector and other safety equipment
- Tech will "mark" your machine when it passes tech and helmet
- Riders **MUST** come to pre-tech with ALL safety equipment, you will not be pre-teched without all appropriate safety gear

Parade Lap

- Low speed escorted lap around the race course that gives the racer a chance to examine the course prior to the start of the race (At select events)

Machines to staging

- Approved warm up stand with side shields are required at all times in pits and staging when the rear end of the snowmobile is elevated and the engine is running.

Racing begins

- Classes are typically staggered so racers in multiple classes have rest periods

Post-race tech inspection

- Technical inspection of the top finishers in each class

Awards ceremony

- Location will be announced at driver check in

In Race Information

FLAGS

A series of colored flags will be used to convey race information to the drivers. Please familiarize yourself with the Cor PowerSports flag definitions found in this handbook.

COURSE MARKERS

Normal course markings consist of two stakes 10-25 feet apart. You are required to go between course markers in order to avoid penalty. Caution areas will be marked in a special manner that will be covered during the drivers meeting. Signs with arrows may be used to indicate a change in course direction. Course markers with an arrow pointed upward generally mean good running conditions. Course markers with one arrow pointed down indicates an area where reduced speeds and caution are required. Course markers with two arrows pointing down require extreme caution as the area is very dangerous.

STOP SIGNS

A standard stop sign requires the racer to come to a complete stop. Once stopped, the racer may continue through the crossing only when indicated to do so by the race official. Be extremely alert at all road crossings and watch for vehicles on the roadways. Use caution at all times as drivers on the roadway may be unable to control their vehicles or come to complete stops in a timely manner.

VEHICLES ON THE ROAD HAVE THE RIGHT OF WAY AT ALL TIMES.

PASSING

All racers should be aware of their surroundings at all times. This is especially important when being overtaken by a faster rider. If you have been caught by another rider, make an effort at the soonest reasonable location to move over slightly and allow the faster racer to pass. Once the pass has been made, check to make sure more riders aren't coming and then continue on. Failure to move out of the way of a faster rider may result in an aggressive pass that may pose a danger to you and the other racer.

MECHANICAL BREAKDOWN

In the event of a mechanical breakdown, the racer is required to move his machine as far off of the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts carried with him at the start of the race. The driver should also indicate to other racers who may be coming up behind him that he is uninjured and ok. A "thumbs up" gesture is a typical indication used. Other racers coming up on the broken-down racer are asked to relay the drivers race number and approximate location to the next race official they come across on the race course. The information-providing racer will receive a time credit for this service. It is the racers responsibility to have a tow sled or vehicle available to remove the downed sled from the race course following the completion of the race.

INJURED RIDER

In the event you come across an injured racer on the course, it is advised that you assess the situation and get assistance to the injured person as soon as possible. Typically notifying a race official in order to get the proper medical personnel to the scene is the best method; however, with the wide range of conditions encountered in cross-country events other methods may be more applicable depending on the situation.

WITHDRAW/DNF

If for whatever reason you do not finish the race, it is required that you notify a Cor PowerSports race official of your situation. This is especially important when returning to the pit area. It is asked that you report to the Cor PowerSports scoring trailer immediately upon your arrival back in the pits. This will allow us to notify your crew members of your location and to also continue the race program without undue delay.

COMMUNICATION

No radio communication is allowed between driver and pit crew. Pit boards are highly recommended to relay information to the racer.

REFUEL PROCEDURE:

There will be two refueling lanes, prior to the Pro class races there will be a race director meeting to go over the refueling procedures and any rider or crew not present will result in DISQUALIFICATION of the applicable Pro class race, loss of points, and no refund will be given!! Two pit people per machine are allowed in the fuel area to assist the driver with refueling, goggles and fluids can be given to the driver. 2 Gallon minimum required

Fuel stops will be “walk in/walk out” where a “Start Walk” sign near the fuel lane entrance will indicate to the driver to come to a complete stop, then dismount his snowmobile and walk alongside the machine until he reaches his fuel area. The driver must then set his machine’s park brake and then remove the fuel cap himself.

Once fueling is completed, the driver is to replace the fuel cap, release the park brake and then proceed to walk alongside the machine out of the fuel area until the “END WALK” sign is reached. At this point he may remount the machine, check for and yield to any oncoming racers who may be already on track and resume the race.

FUEL STOP MUST BE COMPLETED PRIOR TO START OF THE WHITE FLAG LAP, FAILURE TO DO SO WILL RESULT IN A DISQUALIFICATION; NO EXCEPTIONS!!

“NO SLED REPAIRS, ADJUSTMENTS, OR MAINTENANCE IS ALLOWED IN THE FUEL LANE”

Each team is REQUIRED to have a fire extinguisher with them in refueling area.

Both pit people need to have ISR waivers signed!! If they do not have them signed at racer check in on Friday night or Saturday morning they will not be allowed in the refueling area...

Penalties

ROAD RUNNING

Road running is defined by riding on the actual road surface or riding on the shoulder of the road when the race course markers are located in the ditch bottom.

- **1st offense- 5-minute penalty**
- **2nd offense-disqualification**

COURSE MARKERS

Racers can be penalized by either knocking over a course marker or not obeying a course marker by going outside of the indicated course boundary. Both penalties are correctable for the racer. In the event of a knocked down a marker, the racer can safely pull off the race course and return to the downed marker. Replacing it in its original position will allow the racer to continue without penalty. In the event of a missed marker, the racer can once again safely pull off the race course, loop around and go back through the markers as indicated. Again, this will allow the racer to continue without penalty. In the event these actions aren't taken to remedy the situation, the following penalties apply:

Penalties on timed racing

- **Knocked down 1st offense- 30 second penalty**
- **Knocked down 2nd offense- 2-minute penalty**
- **Knocked down 3rd offense- disqualification**
- **Missed 1st offense- 1 minute penalty**
- **Missed 2nd offense- 5-minute penalty**
- **Missed 3rd offense- disqualification**

Penalties on heads up racing

- **Knocked down 1st offense- 1 spot**
- **Knocked down 2nd offense- 3 spots**
- **Knocked down 3rd offense- disqualification**
- **Missed 1st offense- 2 spots**
- **Missed 2nd offense- 4 spots**
- **Missed 3rd offense- disqualification**

STOP SIGNS

Stop signs are extremely important safety items in the Cor PowerSports. As such, the penalties for stop sign violations are harsh.

Failure to stop

- **1st offense- disqualification**

Failure to stop in a timely fashion (sliding up onto the roadway before stopping)

- **1st offense- disqualification**

This offense is correctable. When indicated to continue by the race official, the driver can safely pull over on the opposite side of the road or trail from the stop sign, pull his tether cord and run around his machine one time. This "Chinese Fire Drill" should be brought to the attention of the race official. If done correctly, no penalty will be assessed.

Fuel Lane Violation

Fuel jug altered / does not meet fuel jug rules, working on sled in refuel lane, fuel lane procedure violation

- Fuel jug altered / does not meet rules- disqualification
- Working on sled in refuel lane- disqualification
- Fuel lane procedure violation- Black Flag for Stop and go penalty, if failure to take stop and go penalty then racer will be penalized 5 spots
- Failure to take minimum fuel – 5 spots
- Violation of Start Walk / End Walk- Black Flag for Stop and go penalty failure to obey the black flag will result in a 5 position penalty

STARTING LINE

Jumping the start (Heads up races)

- Rider will be black flagged for a stop and go penalty, failure to obey the black flag will result in a 5 position penalty

Delaying the start (Timed races)

- If rider does not start within 5 seconds of given the green flag their time will be manually started

TECHNICAL VIOLATIONS

Machine irregularities

Subject to disqualification or time penalty at the discretion of race director **AND** tech director.

SAFETY VIOLATIONS

Subject to disqualification or time penalty at the discretion of the race director **AND** scoring director.

OTHER VIOLATIONS-NON-SPECIFIED

The race director has final authority on all violations regardless of type.

PENALTIES & TIME CREDITS

The race director has final authority on all violations, penalties, & time credits regardless of type. The race director can review all infractions and make a determination for all infractions and assess penalties. All infractions and time credit requests will be handled by the Race Director, DO NOT enter the timing and scoring trailer.

PRE-RUNNING RACE COURSE

Pre-running is not allowed at any Cor PowerSports event, once the course is marked it is closed to riding on the course. **Violators are subject to Disqualification** from the event with no refund of fees, if racers or race crew members are found riding the course the racer will be disqualified from the event.

UNSPORTSMANLIKE CONDUCT

The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director. Any dangerous or foolish driving, crowding, chopping, unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds could subject contestant to disqualification at the discretion of the Race Director.

EJECTION FROM RACE SITE

The Race Director has the right to eject any person(s) from the pit, paddock (staging area) or race track area. CONDUCT OF PARTICIPANT (OFFICIALS, RIDERS, CREWS, ETC.) Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties. Any participant that threatens bodily harm or assaults any official, rider, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties

CODE OF CONDUCT

Every Entrant or other member of Cor PowerSports is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership and/or license suspended or revoked by Cor PowerSports. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties. Cor PowerSports members may be required to take part in certain fan and media activities as directed by the officials. Such activities include, but are not limited to: Autograph sessions, television interviews, fan forums, tech talks, pit or paddock "open houses" etc. Failure or refusal to participate as directed, once scheduled and notified either in person or through the event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of the sled. Teams are encouraged to be fan friendly. Failure to obey the direction of a Cor PowerSports official or Cor PowerSports designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any Cor PowerSports event will be considered a breach of the CODE. Any Entrant or member that publicly criticizes Cor PowerSports or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to Cor PowerSports and the best interests of the sport. Actions or in-action not otherwise specifically prohibited by this CODE, of an Entrant, Rider and/or member, while participating in any Cor PowerSports event, which is deemed by Cor PowerSports to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE. Actions or in-action on the part of a competitor which, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct and is a breach of the CODE. During each event, there may be several mandatory meetings scheduled, including riders' meetings and entrants' or crew chiefs' meetings. Failure to attend, or late arrival is a breach of this CODE.

PETITIONS

1. All formal petitions must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee of fifty (\$50) for a technical / rule / result protest
2. Racers may only petition matters regarding a class in which they were a registered participant.
3. When the official petition is made with the fee, the item to be petitioned must be stated (a general petition will not be accepted).
4. There is no need for formal petition in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
5. Race Director has the authority to determine the validity of a petition.
6. No petition will be accepted that refer to a Race/Technical Director's judgement or decision.
7. It shall not be possible to petition or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
8. Petitions must be filed within sixty (60) minutes following the "time posted" that is written at the top of the posted results for the class in question.
9. Properly filed petitions must be addressed by sanctioning body before finalizing class results

PROTESTS

1. All formal protests must be made in writing, by a driver, in competition at the event, from the class in question, on a formal protest form, accompanied by a cash protest fee two hundred and fifty dollars (\$250.00) machine / equipment protest
2. Racers may only protest matters regarding a class in which they were a registered participant.
3. When the official protest is made with the fee, the item to be protested must be stated (a general protest will not be accepted), teardown will not be complete until protest is found to be valid or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If the protest is invalid, the fee will be given to the protested snowmobile owner for the inconvenience (to be accomplished before the snowmobiles are released from teardown).
4. There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the flagman or assigned official on the course.
5. Race Director has the authority to determine the validity of a protest.
6. No protests will be accepted that refer to a Race/Technical Director's judgement or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, manual /electronic scoring, or manual/electronic timing equipment.
8. Protests must be filed within sixty (60) minutes following the "time posted" that is written at the top of the posted results for the class in question.
9. Properly filed protests must be addressed by sanctioning body before finalizing class results

In the command center trailer officials will have the two (2) forms:

- technical / rule / result petition (\$50 fee)
- machine / equipment (\$250 fee)

Flag Definitions

GREEN FLAG

The green flag is lifted to indicate the start of the race.

YELLOW FLAG

Absolutely **NO** passing is allowed in any yellow flag zone (defined as the area from the yellow flag to the end of the incident). A yellow flag indicates that there is an incident ahead and there may be significant blockage of the track.

RED FLAG

The race will stop immediately when the red flag is displayed. Slow down and stop with caution, making sure that any drivers behind you see where you are and that they too have ample room to slow down and stop.

BLACK FLAG

a. Rolled black flag

A rolled black flag (black flag wrapped around the stick) pointed at you by the flagman means that you are being warned for either a driver conduct issue or equipment failure. If the conduct resulting in the warning does not improve or the equipment is not repaired, a full black flag will result.

b. Full (open) black flag

A full (unrolled) black flag means that you will be required to stop at the start/finish line, or nearest location as indicated by the race official present. A full black flag doesn't necessarily mean you are disqualified. It can be used as a time penalty or as a way for officials to relay important information to you. When allowed to resume the race following a black flag incident, please use caution when re-joining the race as other racers traveling at race speeds may be on your intended line of race course re-entry. If you are notified by race officials that you have been disqualified, exit the racecourse safely and report back to your pit area.

BLUE FLAG

The blue flag indicates that you are being lapped. Please allow extra room for the lead-lap sleds to get by in a safe manner.

CROSSED FLAGS

Two flags held in an "X" formation mean that you have reached the half-way point of the race.

"DRUM STICK" FLAGS

Two rolled flags moving up and down in the fashion of a drummer indicate two laps remaining.

WHITE FLAG

The white flag indicates that you are beginning your last lap.

CHECKERED FLAG

The race is complete. Safely exit the track and proceed to the tech area as directed.

AWARDS

INDIVIDUAL RACE

Awards, based on finish results, are typically given out at a post-race presentation following the completion of the event. The awards are based on the number of entries in the class and the amount of added purse money available at each event. Typical awards available are as follows:

Pro Factory 600, Pro Open, Pro Women's, Pro Vet 35+

Cash payout

85% payback event entries

10% payback goes towards year end purse

Number of positions paid out depends on number of entries.

1-9 Racers Top 3

10+ Racers Top 5

Trophies

Positions 1, 2 and 3

Semi Pro Factory, Semi Pro Improved Stock, Expert 600 Limited

Cash payout

50% payback event entries

5% payback goes towards year end purse

Number of positions paid out depends on number of entries.

1-9 Racers Top 3

10+ Racers Top 5

Trophies

Positions 1, 2 and 3

All other classes

Trophies

Positions 1, 2 and 3

YEAR END AWARDS

- Year-end awards are based on the season-long point standings and are awarded at the season year end banquet.
- To qualify for year end points you **MUST** be a season member, compete in 80% of races (if 8 point races then you need to compete in 7 races), one race will be a throw-out (lowest point earning round, not a skipped race), the I-500 race **cannot** be used as a throw-out.
- Year-end awards may consist of cash, contingency, product and/or trophies.
- Year End Payout is as follows:

- Pro Factory 600, Pro Open, Pro Vet, & Pro Women - 10% of total year entries
- Semi Pro Factory 600, Semi Pro Improved Stock, & Expert 600 Limited - 5% of total year entries

Trophies will be available at the awards presentation following the race. Any trophies not picked up will be held at the Cor PowerSports office. Arrangements can be made to bring the award to the next race or they can be shipped but shipping charges will apply to items sent out.

Point System

Cross Country

The Cor PowerSports point system awards points for finishers in places 1st thru 28th. In the event of a DNF, the racer will be credited with the completion of the last complete lap when determining finish order. In the event of multiple racers not finishing a lap, their total finishing position points will be added together and averaged so that each racer will receive the same point total

Points are awarded as follows:

Event points:

Event points will be assigned to overall (combined time for Saturday and Sunday finish) results for two day events and for Pro / Semi Pro / Sport Heads Up Finals

1 st - 50	8 th - 32	15 th - 18	22 nd - 7
2 nd - 46	9 th - 30	16 th - 16	23 rd - 6
3 rd - 43	10 th - 28	17 th - 14	24 th - 5
4 th - 40	11 th - 26	18 th - 12	25 th - 4
5 th - 38	12 th - 24	19 th - 10	26 th - 3
6 th - 36	13 th - 22	20 th - 9	27 th - 2
7 th - 34	14 th - 20	21 st - 8	28 th - 1

I-500 points:

I-500 points will be assigned to overall (combined time for Saturday and Sunday finish)

1 st - 150	8 th - 132	15 th - 118	22 nd - 107
2 nd - 146	9 th - 130	16 th - 116	23 rd - 106
3 rd - 143	10 th - 128	17 th - 114	24 th - 105
4 th - 140	11 th - 126	18 th - 112	25 th - 104
5 th - 138	12 th - 124	19 th - 110	26 th - 103
6 th - 136	13 th - 122	20 th - 109	27 th - 102
7 th - 134	14 th - 120	21 st - 108	28 th - 101

***A racer who is disqualified due to a safety or technical infraction will receive 0 points; an event you are disqualified from is not allowed to be used as a throw-out.**

Tie breaker for season points

At the end of the season if after all the points are calculated and there is a tie the tie breaker will be determined by the following process: Most event wins, if still tied most second place finish, and so on.

Class Advancement

If a rider wins a class championship in Sport or Semi Pro divisions you have the following season to defend that championship, finish top 3 the second season and then bumped up to next division.

To move down a division a rider must submit in writing a request to Cor PowerSports stating the reasons they feel that they should be allowed to drop down a division. This will be a decision made by the Cor PowerSports race director, if you drop down a division without approval you will be disqualified and forfeit any entry fees, points, or purse money earned in the lower division.

Glossary of terms

Aftermarket

Parts or assemblies that are produced and/or sold by companies other than the OEM snowmobile manufacturer. Also refers to companies that produce and/or sell non-OEM parts and assemblies.

CC or Displacement

The volume (measured in cubic centimeters) displaced by a piston(s) having traveled through one entire stroke in a cylinder(s).

Staging Area

The staging area is a point near the race-track entrance where the race order of events will be posted, as well as the drivers in each event. Drivers will be “called to staging” when the time for their event nears. The driver and pit crew members will be required to wear a helmet and observe reasonable speeds in the staging area. Anytime a machine is running in the staging area with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

OEM (Original Equipment Manufacturer)

Snowmobile Manufacturer

OEM for the model

Parts or components used in the original manufacture of a specific snowmobile.

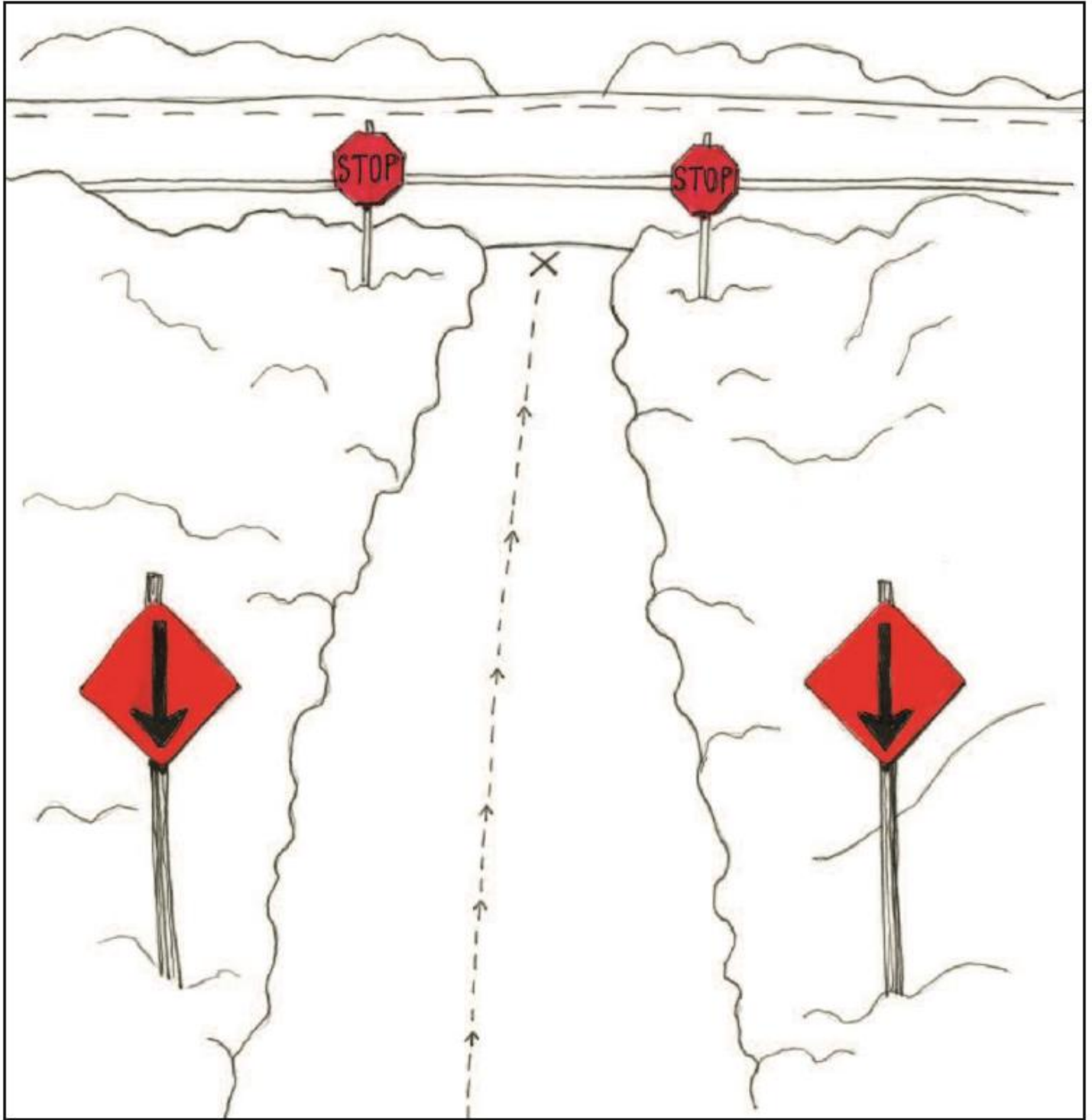
Parade Lap

The parade lap is a slow-speed lap taken prior to the start of the race. A Cor PowerSports official will lead the racers around the race course in order for the racers to get a feel for the race course as well as inspect areas that are, or may become, hazardous.

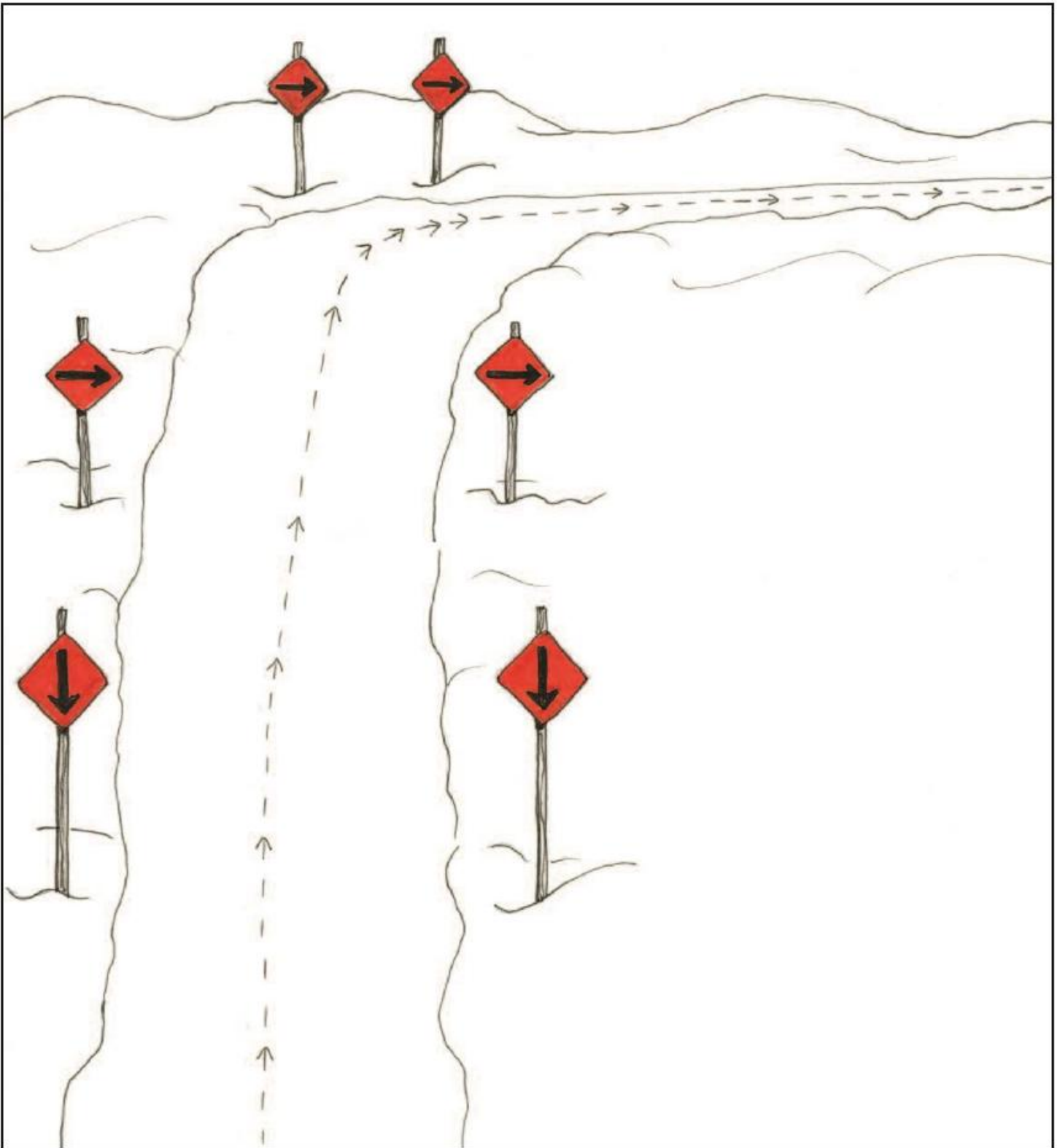
Pit Area

The pit area is a designated area in which race vehicles including trailers and transport vehicles are parked during the race. It is also the area where the majority of tuning and repair work may be completed by the race teams. All drivers and pit crew members are required to wear a helmet and to observe reasonable speeds in the pit area at all times. Anytime a machine is running with the rear of the snowmobile elevated, an approved track warm-up stand must be used.

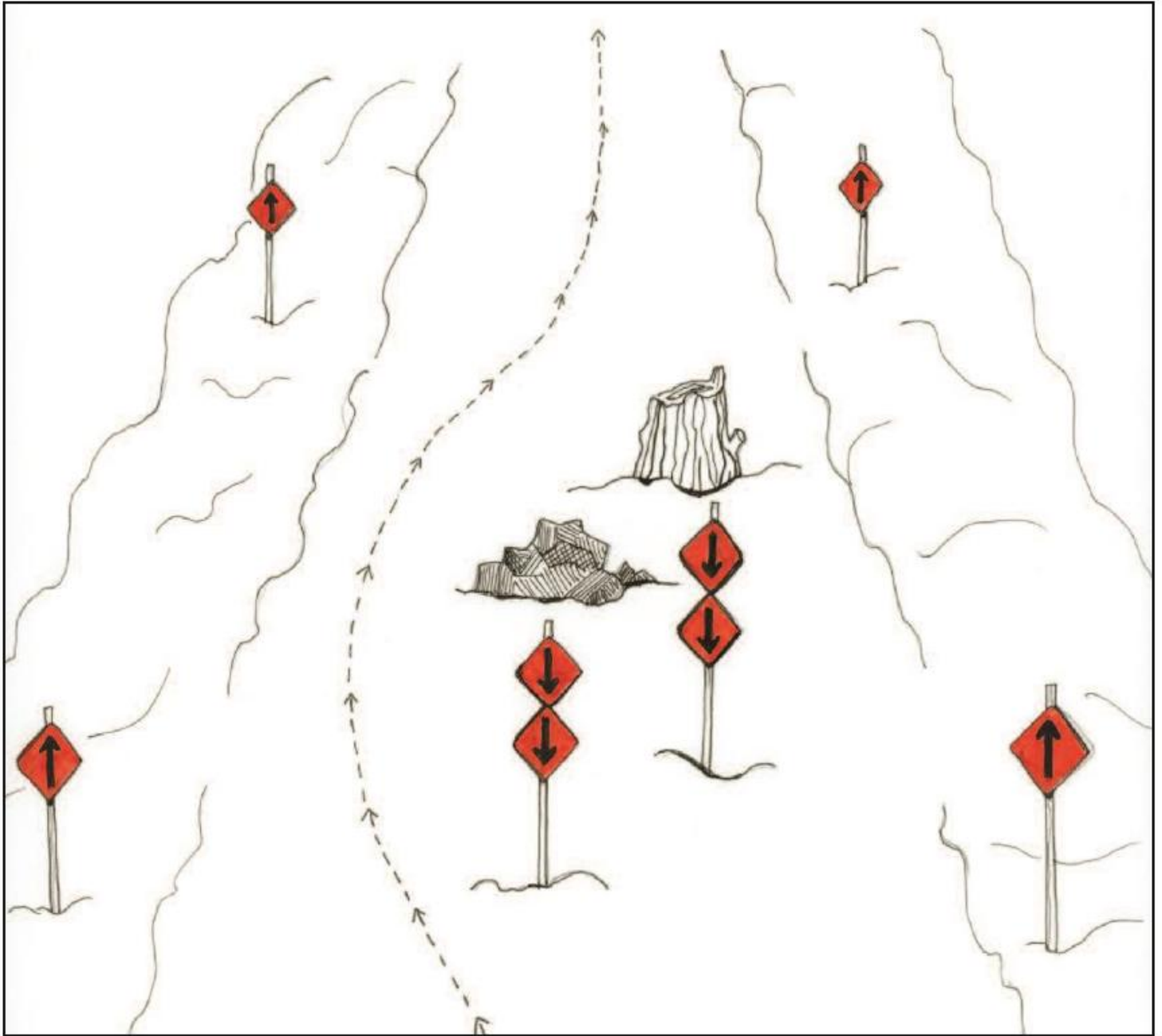
Course Marking Procedures



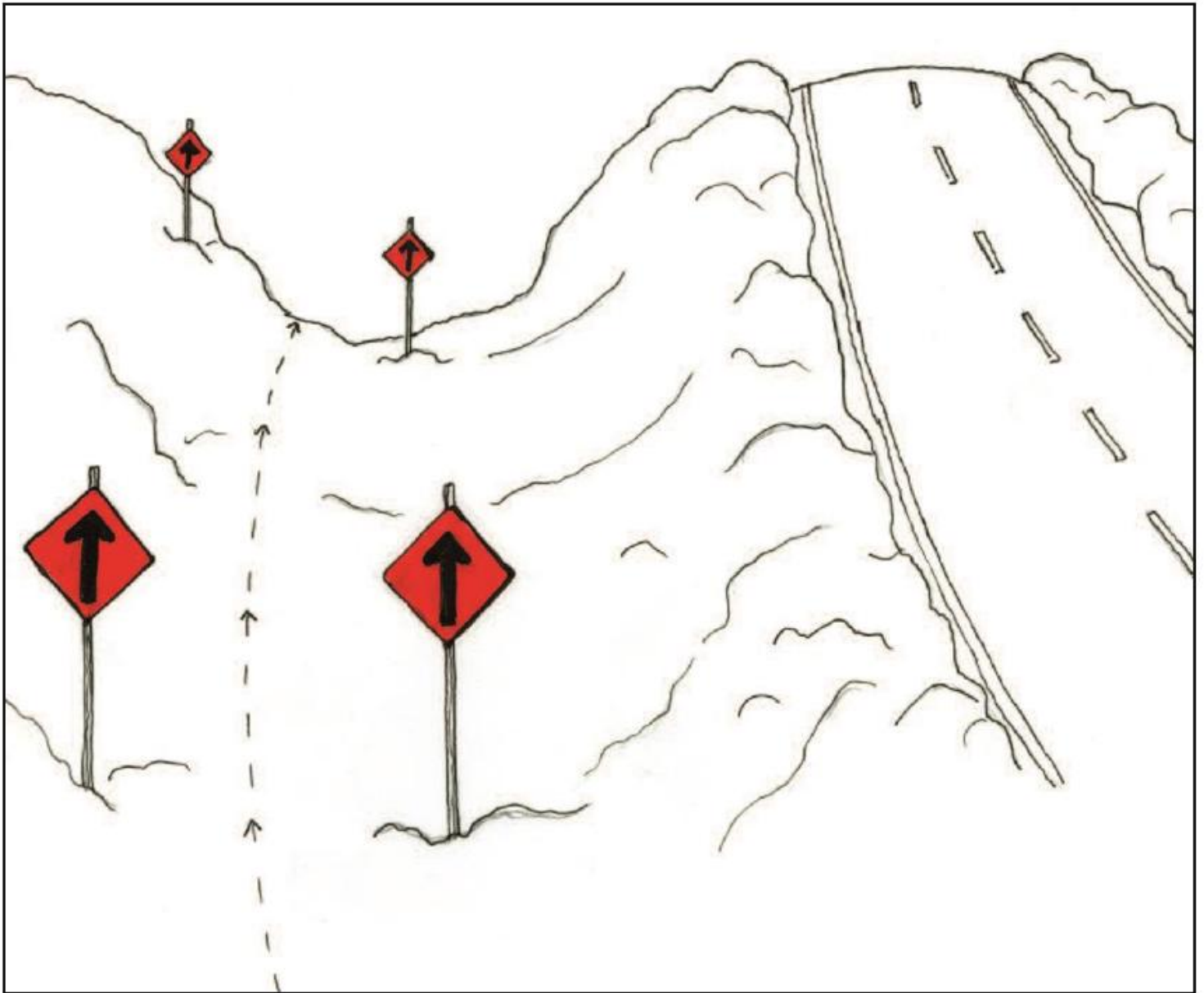
- Typical road crossing, no roll or slide through — must stop. •
- Down arrows will be prior to stop — distance will depend on speed.



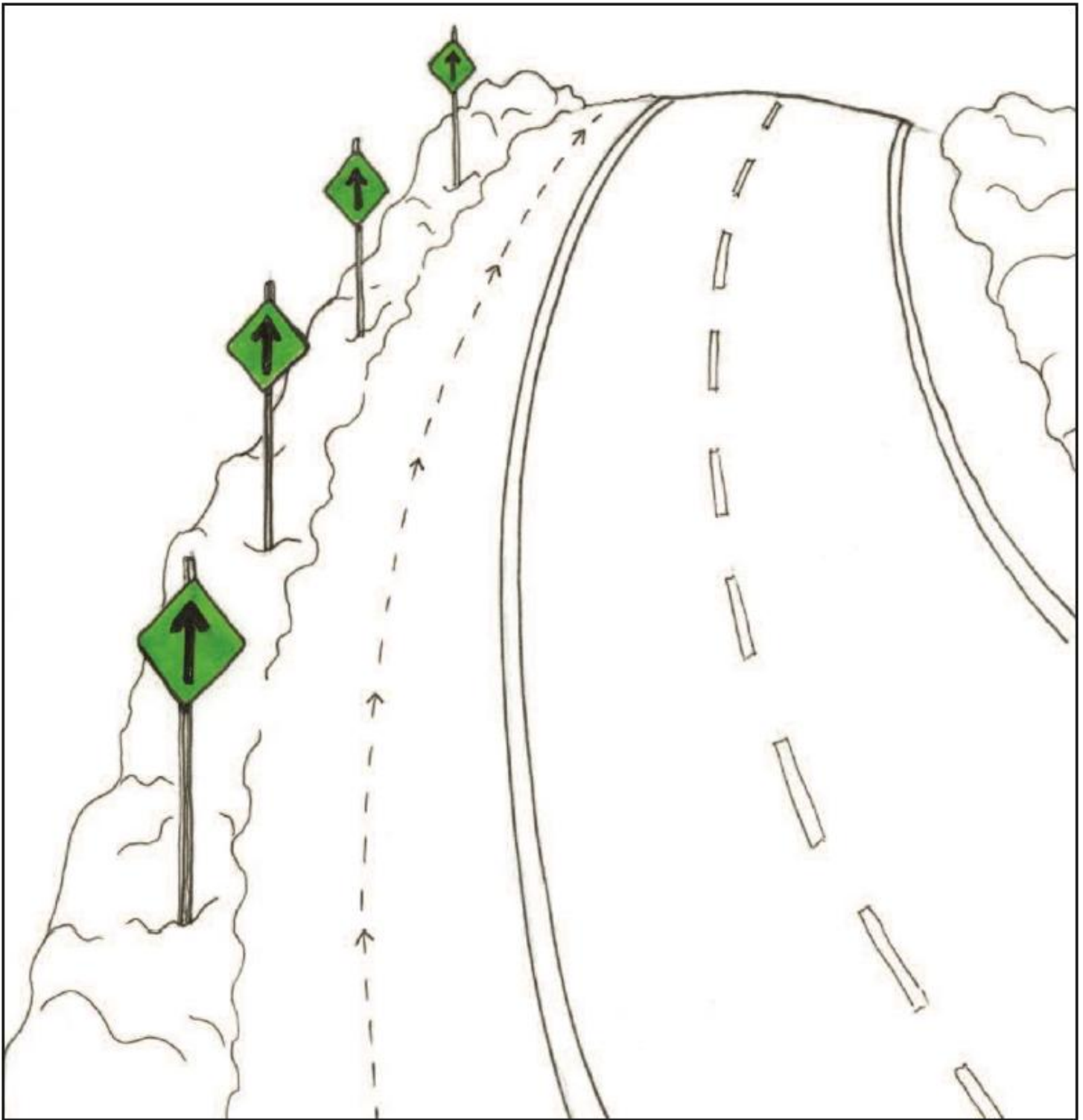
- Typical curve — most curves will be marked prior and on other side of turns — down arrows if it is sharp or has obstruction on outside of turns.



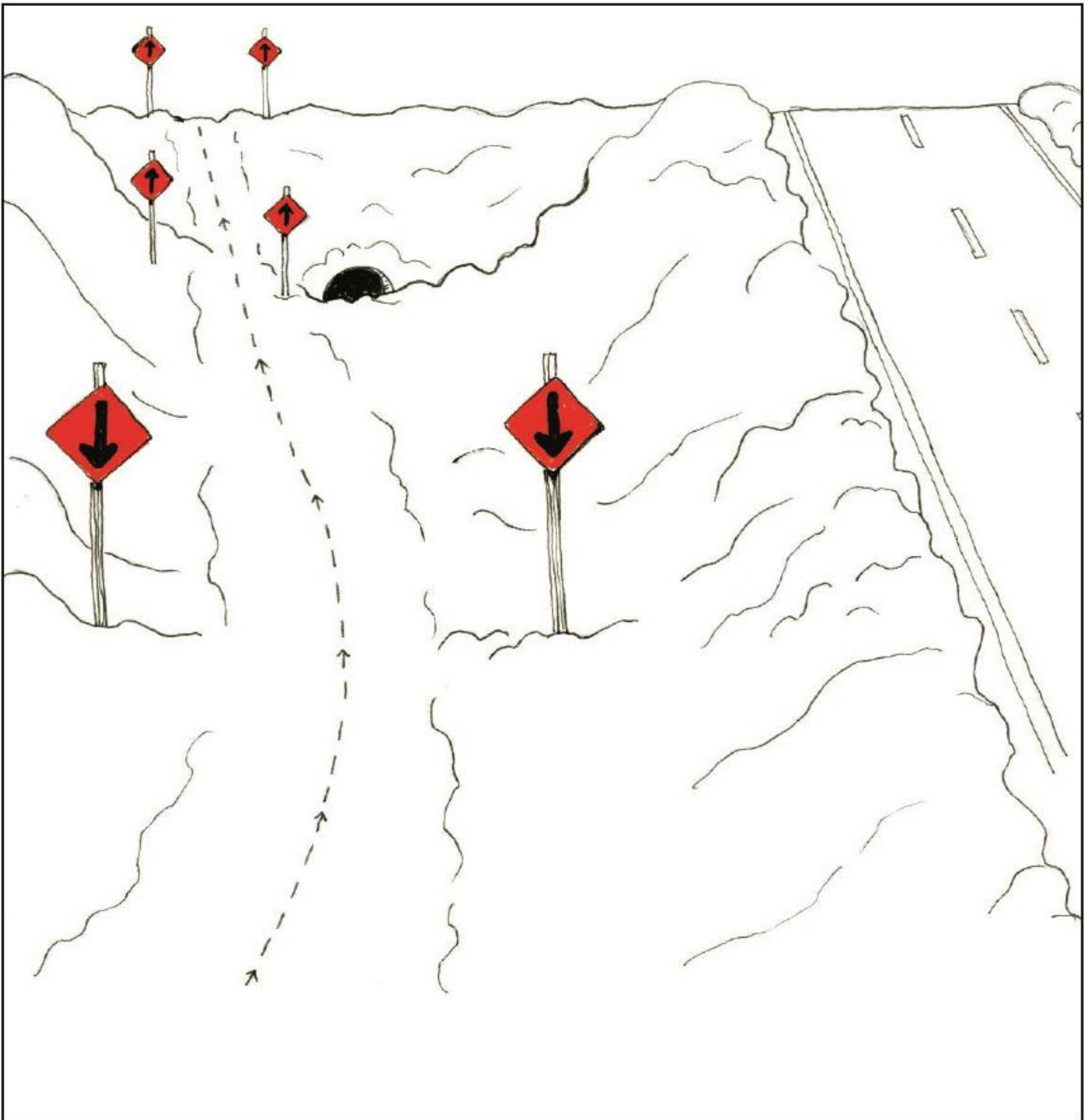
- **Trail hazards will have markers right in front of them. If you hit the marker you will hit the rocks or stumps — leave plenty of room.**



- **Typical Ditch — stay between markers — cannot ride on slope — can ride out to field — small markers straight ahead.**



- **Green Arrows** mean the ditch is not safe, racers may proceed on the shoulder of the road until directed back into the ditch. Must be back in the ditch prior to the orange arrow directing them, penalties will be assessed for going past the orange arrow directing you back into the ditch.



- **Crossing on approach — stay between markers — we are trying to keep you away from the culvert — keep in mind usually there is a large hole on the landing side. We don't always know where a culvert is! Use your judgement on all approaches.**

Frequently asked questions:

Q: Do I have to be a Cor PowerSports member in order to race?

A: No, you don't need to be a season member. We offer daily memberships which are available on a pre-race basis. Daily members are **NOT** eligible for year-end point awards.

Q: Can I enter more than one class?

A: Yes, you can. Typically, our races are setup so riders may enter multiple classes each race day. In the event that both classes you enter are scheduled to run on the course at the same time, you will only race once but your time will count for both classes entered. The only exception is that a rider may not race in the same division in different classes. For example, a racer can't enter both the Sport and Semi Pro classes.

Q: How do I know what class to enter?

A: That depends on a number of factors, including your riding ability and the type of sled you have. As for what class to enter, it depends on your experience, ability and what type of prize you want to race for. All of our Sport classes are basically set up for beginning racers with little or no racing experience and have trophies as payback. We have an age-defined class, Vet 30+, for older riders. Our semi-pro classes are designed for more advanced riders, who will eventually make the jump to the pro ranks. The pro classes are where the best riders race for the biggest money.

Q: What do I need to do to be ready to race?

A: First, know the rules. Get a copy of the Cor PowerSports handbook or ISR rulebook and read it. Know what you are getting yourself into and ask questions ahead of time. Contact the Cor PowerSports or someone you know who has raced if you have questions. Once you know the rules, you should start preparing yourself to take on a highly physical activity. You're going to exert yourself for an extended period of time during the race so be ready for it. Next, get your gear and equipment prepared in advance. Doing things at the last minute will just add to your stress level and keep you from having fun. Start preparing at least several days before the race. Make sure your sled is ready to go. Make sure your tow vehicle and trailer are ready to make the trip. If you need them, make sure you have motel rooms lined up. Know where the driver sign-in is going to be held and what time you need to be there. Send in your pre-registration for the race to the Cor PowerSports. Pack some tools and spare parts in case you need them. Bring some spare gas and oil. Make sure all your riding gear is loaded and ready to go. Double check it to make sure...goggles, helmet, gloves, chest protector, boots, socks, dry clothes to put on after the race, etc. Because the weather conditions can change in a hurry, it's a good idea to have some clothing options available in case conditions change. Remember, you will be exerting yourself during the race much more so than during a trail ride, so dressing in lighter-weight clothing will usually keep you more comfortable while you're on the track. Also, having a couple of different shades of goggle/shield lenses on hand is a good idea in case visibility conditions change. Make sure your race number is on your back, either on your jacket or safety vest. If you plan to warm up your machine before taking it on the track you will need a track jack stand. Having a buddy lift the back of your sled is a big no-no and will get you disqualified! Again, if you plan on paying by credit card don't forget to pre-register by the Wednesday prior to the race.

Q: How long are the races?

A: Distance depends on what class you enter, and at which race. The race distances will be posted on the Cor PowerSports website prior to the event.

Q: What kind of safety equipment do I need to race?

A: You will need a SNELL or ECE certified helmet. You will also need an ISR approved safety vest. Again, the Cor PowerSports has these available for rent if you need one. As for your sled, the main item needed is a safety tether switch. You will also need to have a working headlight, taillight and brake light.

Q: What do I need to do to my snowmobile to get it ready to race?

A: Besides having a tether switch, your track should be studded and you should have a decent set of carbide wearbars on your skis. Make sure your handlebars and controls are in a comfortable position. Double check all your fasteners and make sure they are tight. Apply some Loctite or safety wire to those that might come loose. Check your fluids (coolant, chaincase, oil, gas). Make sure you have a spare belt, spark plugs and some wrenches in case you have to make some quick trackside repairs and throw in some duct tape, which is always useful. Make sure all your lights work and all your stock safety shields are in place. If the weather is expected to be extremely cold, having a tall windshield and handlebar muffs might help keep you comfortable. You will also need to have your race number on both sides of your snowmobile hood or windshield. If you're not a Cor PowerSports member, call the Cor PowerSports prior to the race to get a race number assigned to you.

Q: Can I ride the course before the race?

A: No. Pre-riding the course prior to race day is not allowed at any of our races. In fact, if a rider is found to be out on the course prior to the race, they are subject to disqualification. At all events we will have a parade lap in which a Cor PowerSports official leads all the racers on a slow-speed lap around the race course to give the racers an opportunity to see the course prior to hitting it at race speed. This gives the racer an idea of where areas are that might require extra caution or where good passing areas might be, etc.

Q: I am 14 and would like to race classes other than Junior?

A: In certain situations, younger racers may want to advance into non-Junior classes. A written request from the racer and his/her parents is the first step required in initiating the advancement process. After a request has been submitted Cor PowerSports will evaluate the rider to see if they possess the skills required to step up to a non-junior class

Q: What else do I need to know?

A: The main thing we want you to do is to be safe and to have fun. Being safe comes from being prepared and not riding over your head. We pride ourselves on having safe yet challenging courses. Be ready to get a good workout and to hopefully have a lot of fun. Our racers, including the top pros, are usually very accessible and will normally answer any questions you have. They want everyone to have a good time and come back and race again in the future. Also, don't be afraid to ask a Cor PowerSports official for assistance. They are there for you to insure you have a good, safe racing experience. One more thing is to watch how the top guys prepare themselves. Take a walk around the pit area and look at their sled setups and how they organize. A lot of times, you can improve just by watching what the top guys do and learning why and how they do it. On the track, pay attention to what lines the faster riders take. Watch for little things they do that other riders might not be doing. When you're not racing, much of our courses are accessible by road so you can watch other classes run and also see how the course is holding up and what lines the fast guys are taking.