



2026 Series Handbook

Cor PowerSports Series handbook

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Introduction

This Cor PowerSports handbook serves as a reference to help you understand the rules and requirements you must follow to compete at Cor PowerSports events.

As an ISR affiliate, the Cor PowerSports series follows ISR guidelines established before each race season. All racers must thoroughly understand ISR regulations for cross-country racing and the general rules in the ISR rulebook. The ISR rulebook is now available online at www.isrracing.org.

Throughout the race season, new technical rulings, schedule updates, and other relevant information may become available. In such cases, these updates will be posted on our website at www.corpowersports.com. It is highly recommended that racers check the website regularly to stay informed about the latest news and schedule changes.

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2027 Cor PowerSports season rule changes are all highlighted in yellow

Cross Country Classes

All Improved Stock class rules follow Stock rules with the following

- OEM stock chassis
- OEM bore and stroke for make and model, no internal motor modifications allowed
- Bolt on performance parts (i.e., pipes, exhaust can, ECU tuner, etc.) allowed

Pro:

Must be approved by Cor PowerSports (if under 18) & at least 16 years of age at the time of the event

Pro Factory

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" track lug height)

Pro Open

(Up to 600cc liquid cooled modified machines, 1.25" minimum track lug height)

(Lake races- Open class will allow ISR Soo class sleds to compete; Semi Pro riders will be allowed to compete in Pro Open at the lake races)

Pro Am Factory Women's:

Must be approved by Cor PowerSports (if under 18) & at least 14 years of age at the time of the event

Pro Am Factory Women's

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" track lug height)

Semi-Pro:

Must be approved by Cor PowerSports (if under 18) & at least 16 years of age at the time of the event

Semi Pro Factory

(EFI non snocross STOCK snowmobiles, up to 600cc liquid cooled, 1.25" track lug height)

Semi-Pro Improved Stock

(Up to 600cc liquid cooled improved stock machines, 1.25" minimum track lug)

Sport classes:

Must be approved by Cor PowerSports (if under 18) & at least 14 years of age at the time of the event

Sport Stock

(Any 600cc STOCK snowmobile, 1.25" minimum track lug height or OEM lug height for model)

Sport Improved Stock

(Up to 600cc liquid cooled improved stock machines, 1.25" minimum track lug height or OEM lug height for model)

Specialty classes:

Vet 30+

Racers must be at least 30 years of age at the time of the event

(Up to 600cc liquid cooled improved stock, 1.25" minimum track lug height or OEM lug height for model)

(No Pro riders, Pro Factory Women allowed)

Masters 40+

Racers must be at least 40 years of age at the time of the event

(Up to 600cc liquid cooled improved stock, 1.25" minimum track lug height or OEM lug height for model)

(No Pro riders, Pro Factory Women allowed)

Trail

Must be approved by Cor PowerSports (if under 18) & at least 14 years of age at the time of the event

(Up to 700cc liquid cooled improved stock, no 600cc snocross sleds, No Pro or Semi Pro riders)

Retro

Must be approved by Cor PowerSports (if under 18) & at least 14 years of age at the time of the event

Production snowmobiles 1994 Model year and older

- Production snowmobiles 1994 Model year and older
- Must follow all Improved Stock XC class rules
- Maximum engine displacement is 700cc & under (era specific)

Classic

Must be approved by Cor PowerSports (if under 18) & at least 14 years of age at the time of the event

Production snowmobiles 2004 Model year and older

- Must follow all Improved Stock XC class rules
- Maximum engine displacement is 700cc & under (era specific)

Junior's

Junior 8-12 Transition

Junior 8-12 racers must be at least 8 years old and no older than 12 at the time of the event.

Class will be offered at select events (Ottertail, Walker, Naytahwaush, Ironwood, and Park Rapids if lake race)

(See ISR Cross Country rule book for sled specifics.)

Junior 10-13 & Jr 10-13 Girls

Junior 10-13 racers must be at least 10 years old but no older than 13 at the time of the event.

(Expert class sleds with 50% throttle block 600 cc limited sleds with 50% throttle block, and exhaust valve closed.)

Junior 14-17 & Jr 14-17 Girls

Junior 14-17 racers must be at least 14 years of age but not older than 17 at the time of the event.

(Max 600 cc fan cooled or 85 HP class sleds, 600 Limited class sleds with 50% throttle block.)

Riders 14 & over can request approval to compete in a class of a higher age classification. A formal written request needs to be submitted to Cor PowerSports official for review. Once a rider is approved, they can compete in the higher classes but not prior.

Visit the ISR website for cross country general rules, Safety, and Class rules: www.isrracing.org

Classes are subject to change. Check the website prior to the event for verification.

Memberships

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

A \$250 annual membership fee is required to earn Cor PowerSports season points. Only annual members are eligible to receive year-end awards and championships. Additionally, annual members will "lock-in" their race bib number for the year and will have the first opportunity to retain the number in future years.

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 are 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 available online at www.corpowersports.com.

All entries must be received by 6pm the Wednesday before 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 to drop or add a class(es), you MUST contact Cor PowerSports via email at Registration@corpowersports.com by 6pm the Thursday before the event. Dropping or adding classes cannot be done via text or social media; ALL changes must be made by email!

DRIVER CHECK-IN

All racers and crew members must 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.

All racers and crew members must sign all liability waivers at each event. Failure to do so may lead to disqualification.

PAYMENT METHODS

Credit Card is accepted **ONLY** with pre-registration; 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 will be required to pay in cash for any future registration payments.

REFUNDS

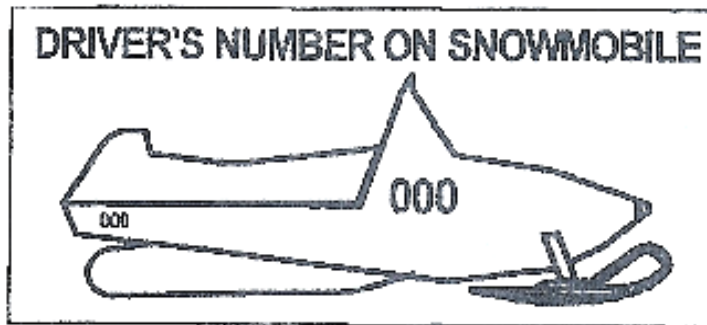
Entry fee refunds will be given if Cor PowerSports is notified of the cancellation before race day.

All race day cancellations and race entry withdrawals (dropping a class when entered in multiple classes) are permitted before the parade lap. However, once the race day begins, there will be **NO** refunds. If the race weekend has already started and the event is canceled due to weather, there will be **NO** refunds. Any funds paid will be transferred to the rescheduled event if applicable.

Machine Requirements-all classes

Race Numbers

Your race number must be displayed on both sides of your snowmobile's hood, tunnel, or windshield, and it must be in lettering at least 6 inches tall and $\frac{3}{4}$ inch wide. It is the rider's responsibility to ensure their numbers are legible so scorekeepers can read them from 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 qualify for year-end points awards, drivers must display two (2) Cor PowerSports Race Series decals. One decal should be placed on each side of the hood. Decals will be provided by Cor PowerSports to season members as part of their membership packet.

Driver numbers will be assigned annually, with season members given priority to reserve their numbers. 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 the driver check in
- Roll call may be taken to verify driver attendance

Pre-tech inspection

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

Parade Lap

- Low-speed escorted lap around the race course that allows the racer to examine the course before the race begins (at select events).

Machines to staging

- An approved warm-up stand with side shields is required at all times in pits and staging when the rear 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 communicate race information to the drivers. Please review the Cor PowerSports flag definitions provided in this handbook.

COURSE MARKERS

Normal course markings consist of two stakes spaced 10-25 feet apart. You must go between the course markers to avoid penalties. Caution areas will be marked in a special way that will be explained during the drivers' meeting. Signs with arrows may be used to show a change in course direction. Course markers with an upward-pointing arrow generally indicate good running conditions. Markers with one arrow pointing down signal an area where reduced speeds and caution are necessary. 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 full stop. Once stopped, the racer may continue through the crossing only when directed 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 stop completely in time.

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

PASSING

All racers should stay aware of their surroundings at all times. This is especially important when being overtaken by a faster rider. If you are caught by another rider, make an effort to move over slightly at the soonest safe spot to let the faster rider pass. After the pass is complete, check to ensure no other riders are coming and then continue. Failing to move out of the way of a faster rider may lead to an aggressive pass that could pose a danger to you and the other racer.

MECHANICAL BREAKDOWN

In the event of a mechanical breakdown, the racer must move his machine as far off the racing line as possible. If repairs are possible, the racer may attempt to fix his machine using tools and parts he brought with him at the start of the race. The driver should also signal to other racers behind him that he is uninjured and okay. A "thumbs up" gesture is commonly used as this indication. Other racers approaching the broken-down racer are asked to relay his race number and approximate location to the next race official they encounter on the course. The racer providing this information will receive a time credit for their assistance. It is the racer's responsibility to have a tow sled or vehicle ready to remove the disabled sled from the course after the race is finished.

INJURED RIDER

If you come across an injured racer on the course, it is recommended that you assess the situation and get help to the injured person as quickly as possible. Usually, notifying a race official to summon the proper medical personnel is the best approach; however, depending on the specific circumstances, other methods may be more appropriate given the variety of conditions encountered in cross-country events.

WITHDRAW/DNF

If, for any reason, you do not finish the race, you must notify a Cor PowerSports race official about your situation. This is especially important when returning to the pit area. Please report to the Cor PowerSports scoring trailer immediately after arriving back in the pits. This will allow us to inform your crew members of your location and help us to continue the race program without unnecessary delay.

COMMUNICATION

No radio communication is permitted between the driver and pit crew. Pit boards are strongly recommended for relaying 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 review the refueling procedures. Any rider or crew not present will result in **DISQUALIFICATION** from 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. A minimum of 2 gallons is required.

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

Once fueling is finished, the driver should replace the fuel cap, release the parking brake, and then walk alongside the machine out of the fuel area until reaching the “END WALK” sign. At that point, he may get back on the machine, check for and yield to any oncoming racers already on track, and then resume the race.

Fuel stop must be completed before the start of the white flag lap. Failure to do so will result in disqualification; no exceptions!

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

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

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

FUEL JUG RULES (ALL Classes):

1. LC style fuel jug is the only approved fuel container for fueling at fuel stops. Open class can utilize a dry break style fuel can. However, if used the sled must be equipped with the proper dry break receiver system. (Captive venting)
2. The only modifications permitted are detailed later on this page.
3. Filler hose size must stay as manufactured. Larger hose diameter is not permitted.
4. The jug cap must be securely tightened at all times during refueling.
5. All cans will be teched in the fuel lane each day. Once a can is teched, it cannot leave the refuel area. After fueling, the can must be post-teched and cleared by officials.

APPROVED FUEL CAN MODIFICATIONS

1. A replacement hose can be used. The hose MUST keep the stock $\frac{3}{4}$ ” ID and can be between 12” and 24” long to fit various filling styles.
2. A $\frac{3}{16}$ ” ID fuel line can be added to the vent tube to help prevent fuel spills when the vent is upside down. To do this, the vent hole can be slightly opened using a $\frac{19}{64}$ ” drill bit.

Penalties

ROAD RUNNING

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

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

COURSE MARKERS

Racers can be penalized for either knocking over a course marker or failing to follow the course boundary by going outside the indicated limits. Both penalties are correctable for the racer. If a marker is knocked down, the racer can safely leave the race course and return to the downed marker. Replacing it in its original position allows the racer to continue without penalty. If a marker is missed, the racer can again safely exit the course, circle around, and go back through the markers as indicated. This also allows the racer to continue without penalty. If these actions are not taken to fix the situation, the following penalties will be applied.

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 crucial safety features at Cor PowerSports. Therefore, penalties for violating stop signs are severe.

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 can be corrected. When directed to proceed by the race official, the driver may 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 once. This process, known as a “Chinese Fire Drill,” should be brought to the attention of the race official. If done correctly, no penalty will be imposed.

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 the final authority on all violations, penalties, and time credits, regardless of type. The race director can review all infractions, make decisions, and assess penalties. All infractions and time credit requests are managed 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 Am Factory Women's

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

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 Am Factory Women - 10% of total year entries
 - Semi Pro Factory 600 & Semi Pro Improved Stock - 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 , awards will not be shipped due to potentially being broken.

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.

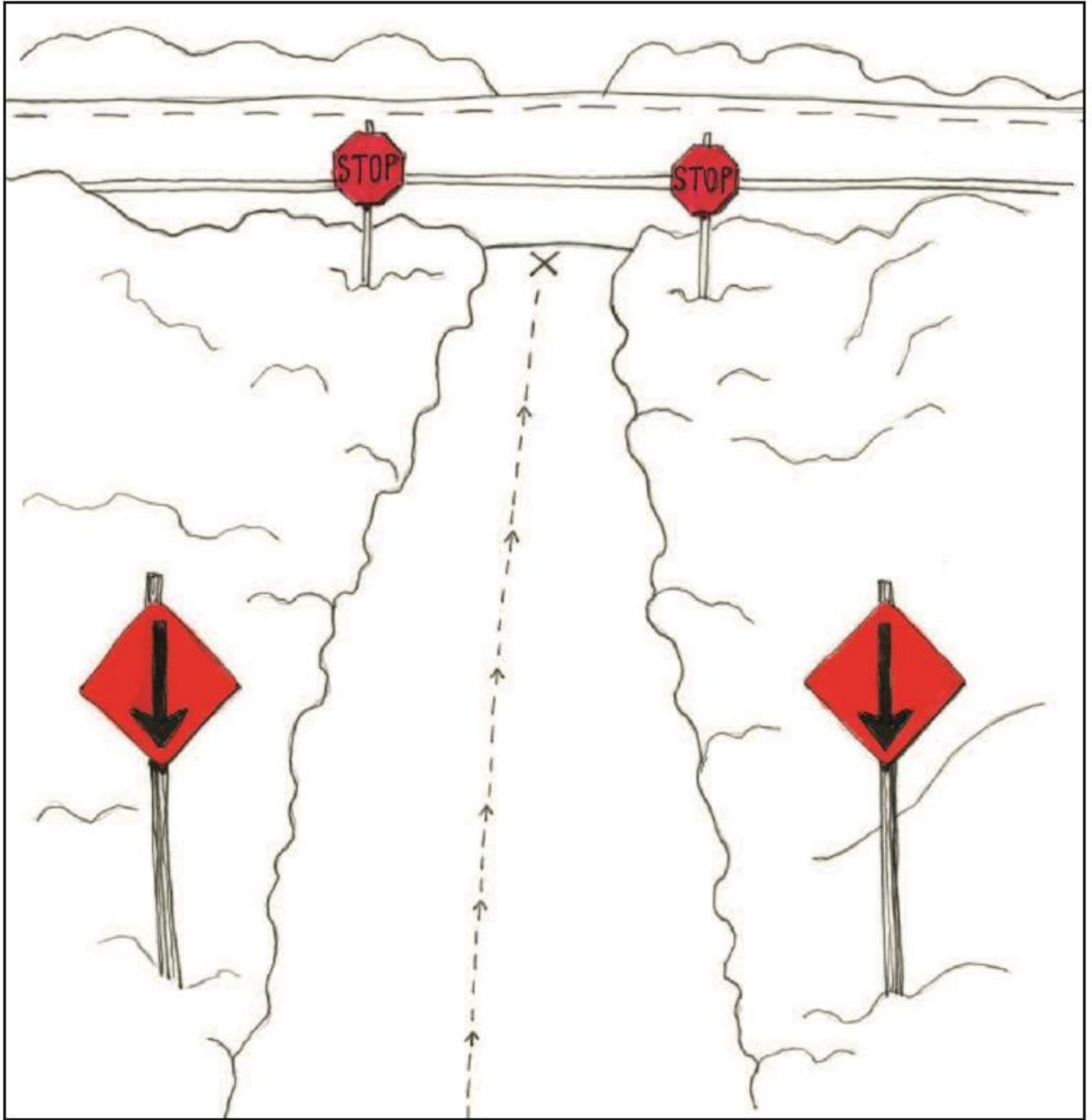
Parade Lap

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.

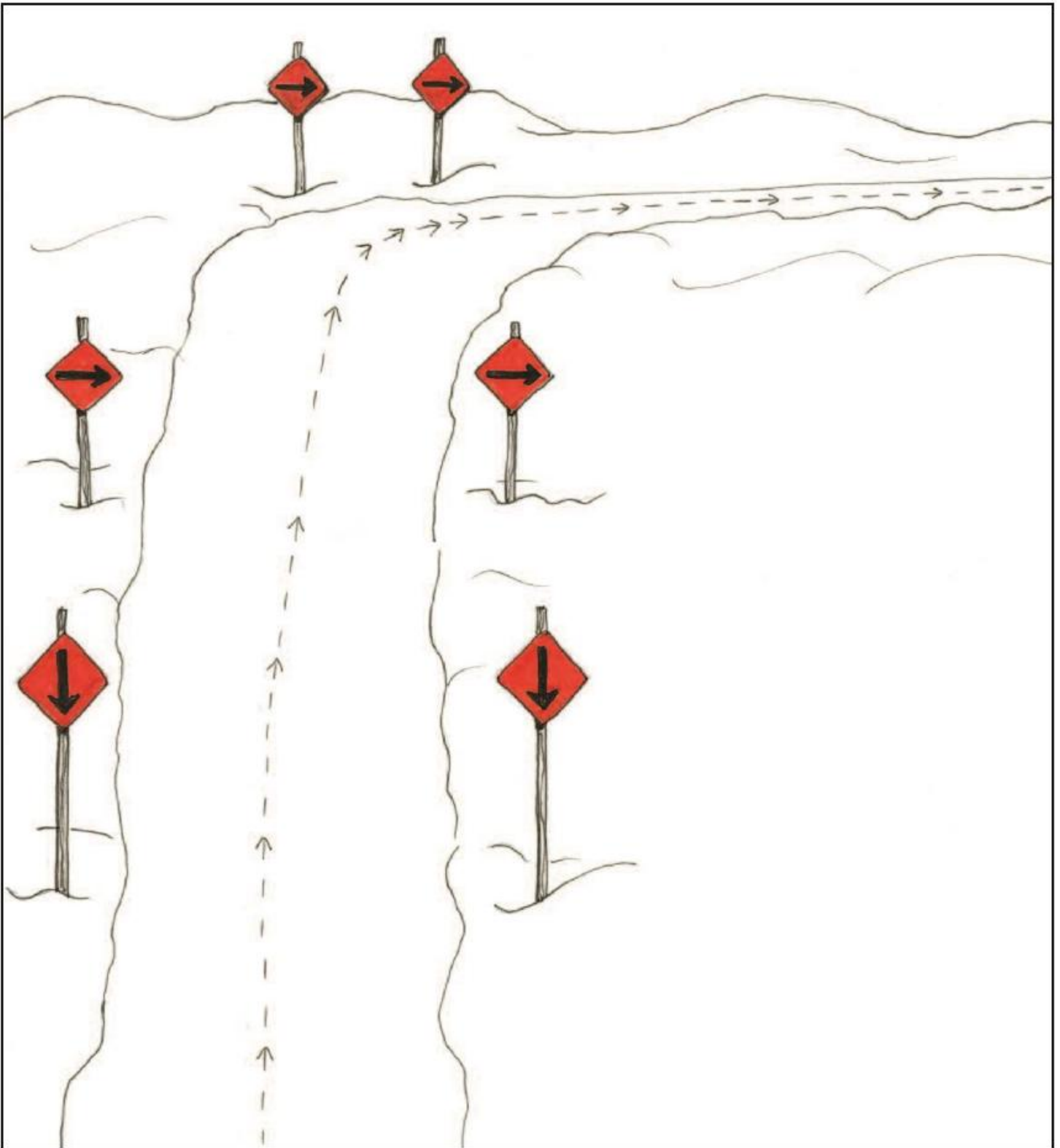
Pit Area

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.

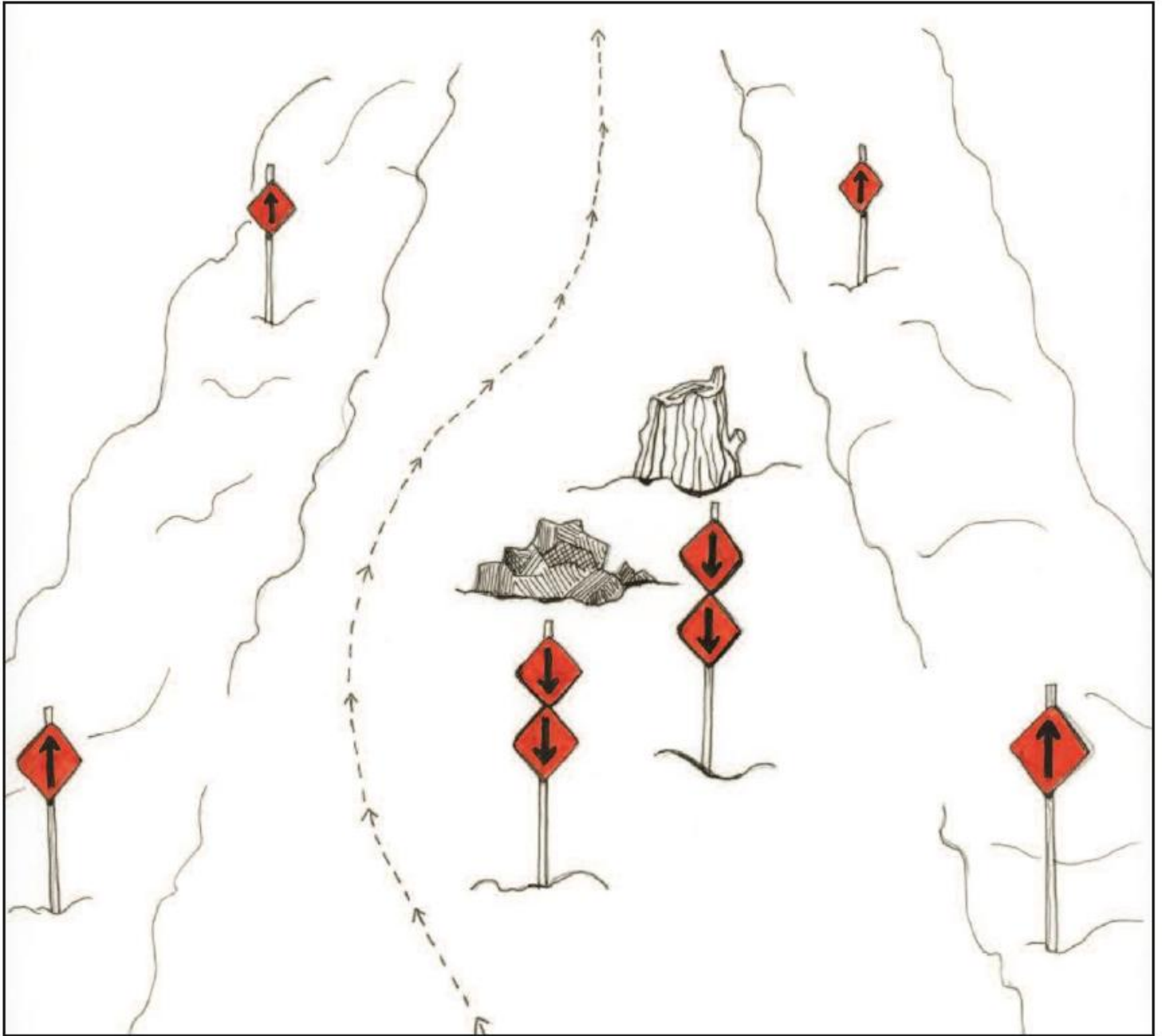
Course Marking Procedures



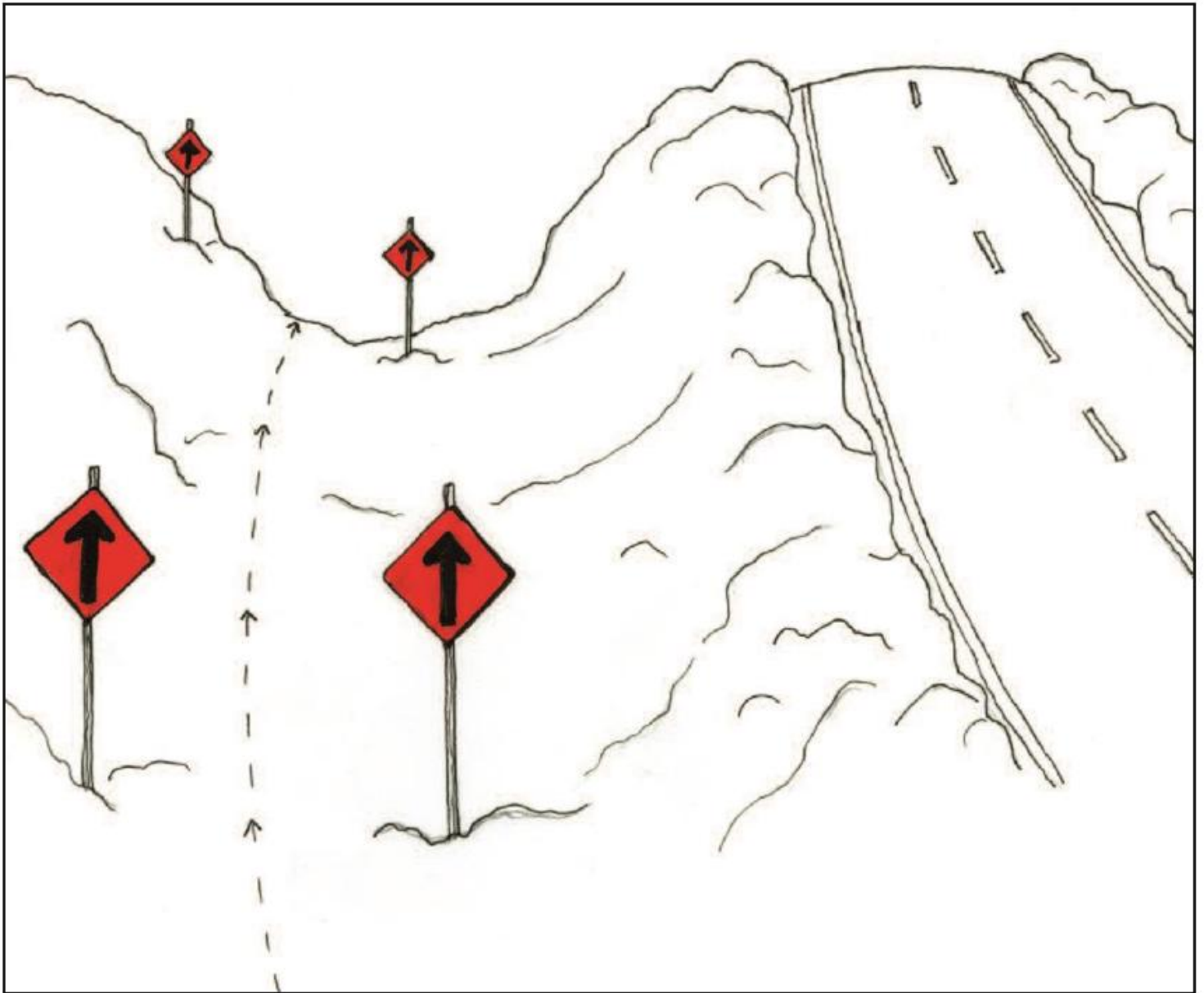
- Typical road crossing, no roll or slide through — must stop. •
- Down arrows will be prior to stop — distance will depend on speed.



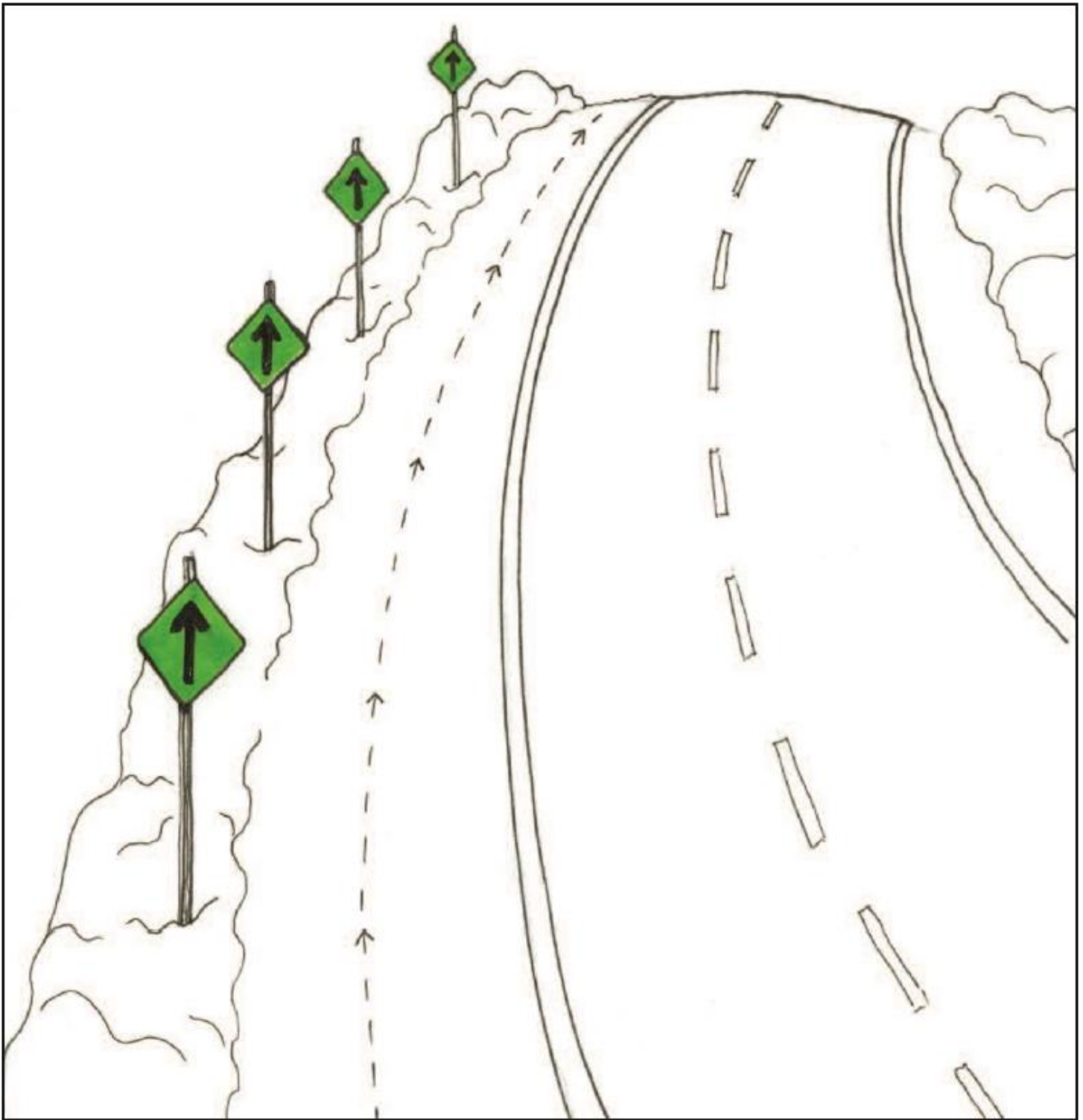
- **Typical curve — most curves will be marked prior and on other side of turns — down arrows if it is sharp or has obstruction on outside of turns.**



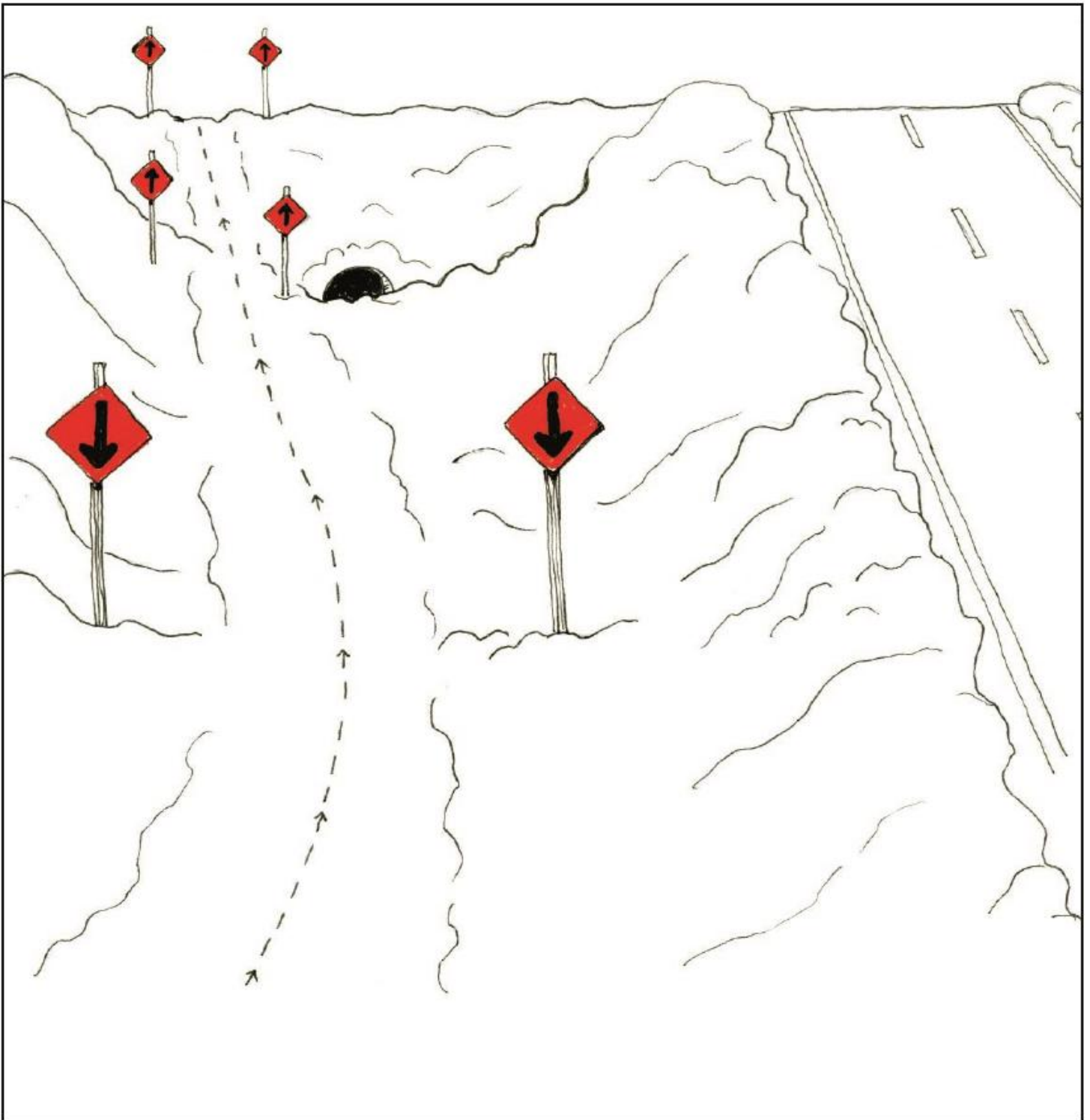
- **Trail hazards will have markers right in front of them. If you hit the marker you will hit the rocks or stumps — leave plenty of room.**



- **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 judgment on all approaches.**