



Turtle River Roughriders 100

January 31, 2026

Manvel, ND

This past weekend, the Cor PowerSports Race Series made its much-anticipated return to the ditches, which had been absent from the series for the past two seasons due to a lack of snow in the Midwest.

The last time racers faced these conditions was during the 2023 race season. The Turtle River Roughriders 100 has not been on the series schedule since USXC ran the event in 2020. Cor PowerSports had the event on the 2021 schedule, but low snow and COVID restrictions forced that year's event to be canceled.

With the return of the Manvel, ND event, this would mark the first time Cor PowerSports hosted an event in ND, and for many of the series racers, it would be their first time racing in the ditches. Leading up to the event, the Turtle River Roughriders club was working on potential race routes, with a 25-mile loop as the goal. However, due to snow conditions, many of the fields were extremely thin, so the Cor PowerSports crew and club members settled on a 21-mile course that used rivers and ditches.

The first race up was the Sport Improved Stock heat, where the #68 Arctic Cat of Rielly Clark was the class of the field, winning by 23.513 seconds over second-place Carter Wark (Polaris) and 27.676 over Trig Anderson (Arctic Cat). Those three finished well ahead of the rest of the field, with fourth place more than a minute off the leaders' time.

The next race up was the Pro Open/Semi Pro Improved Stock race, which many of these racers use as a test session for the Factory class later in the day. Much of the focus and anticipation for this race centered on how the Arctic Cat Catalyst would perform, given the new chassis announcement. The xc series has not been able to run a terrain race since then. Zach Herfindahl (Arctic Cat) aboard the 312 showed why many consider him one of the best xc racers by earning the top step of the podium. He was followed by the Polaris machines of Marshall Busse (second), Boe Bunke (third), Justin Tate (fourth), and Dan Revering (fifth).

What was most impressive in the Pro Open/Semi Pro Improved Stock race was #41 Elliot Clark (Arctic Cat) and #242 Derick Krug (Polaris), who took 1-2 in the Semi Pro class but finished sixth and seventh overall, ahead of many of the Pro racers.

The Pro Factory Women's class had six entries, and as always, the ladies put on a great race. #42 McKenna Cloose (Polaris) was the winner, finishing ahead of #236 Gabby Hallstrom (Arctic Cat) in second, and #144 Unity Gausen (Polaris) finished third overall.

The Pro Factory / Semi Pro Factory race was the big show everyone had been waiting to see this weekend. Given the 21-mile course, the concern was whether Semi Pro could make it 63 miles on a tank of fuel, so the Semi Pro class ran 2 laps, and the Pro class ran 4 laps. Fresh off his Pro Open win, Herfindahl was ready to ride that wave. Starting in the number one position with a clear track would be a huge benefit. Riders started 10 seconds apart, and the 101 of Dan Revering (Polaris) had the number two starting spot and had the carrot of Herfindahl's Arctic Cat to chase. At the end of lap 1, Revering had closed the gap to Herfindahl and crossed the line 2.6 seconds behind the Arctic Cat but was ahead on corrected time. The 28 of Bustin Justin Tate (Polaris) came across in third.

During lap 2, we started to see sleds come in for fuel. Due to his teammate Boe Bunke being at the fuel stop, Taylor Bunke (#14) passed the fuel stop and would stop next lap. This was discussed within the team prior to the race, so no concerns by the crew at that time. The Arctic Cat of Herfindahl came into fuel ahead of the Polaris of Revering, but the pit crew of Revering got him out ahead of the Arctic Cat, and now the chase was on.

Semi Pro Factory ran only two laps, so while Pros were taking fuel, the Semi Pro class took the checkered flag. Derick Krug of Medford, WI, took the win on his Polaris, with the #825 Arctic Cat of Keagen Houser, a local racer from Grand Forks, ND, and the #30 Polaris piloted by Lucas Vaadi of Mannsville, NY, taking the last step on the podium.

Back in Pro Factory, as riders completed the third lap, word came in from spotters that the #14 Polaris of Taylor Bunke had run out of gas about 4 miles short of the fuel stop. On track, the Polaris of Dan Revering was pulling away from the Arctic Cat of Herfindahl, with the Team Rev racer holding an 11-second lead over second place and the Nelson Racing Polaris of Justin Tate in third.

As the Pros came in for the checkered flag, Dan Revering closed out strong with the win on his Polaris, with a 21-second lead over second-place Arctic Cat of Zach Herfindahl. Justin Tate on his Polaris was almost a minute behind the lead and closed out the podium. On track, though, the field was still charging to finish the first ditch race since 2023. Again, the same spotter who called in for the #14 sled running out of fuel reported that #874 of Boe Bunke also coasted to a stop out of fuel, resulting in an unfortunate DNF after a good race.

In post-race conversations this week, teams discussed fuel mileage. The fuel stops at the Goodridge/Grygla I-500 are always 62 miles apart. During these conversations, teams reported seeing 2-3 mpg less during the Pro Factory race and believe the 40-50 mph wind gusts during that race were the primary factor in the higher fuel consumption.

This weekend is an off weekend for the series, and we are now in full swing with last-minute prep for the return of the Goodridge / Grygla I-500 on February 14-15, 2026.

The series has a few surprises for this year's I-500 competitors, as it is the 60th anniversary of the first I-500 in 1966, which Herb Howe won on his Polaris. Do not worry, the surprises are not race-related but are something for racers to commemorate participating in this year's historical event!

Race registration closes Wednesday, February 11, at 6 pm, so get signed up TODAY!!