
NOME
2nd ANNUAL
GOLD RUSH CLASSIC
1985
ANCHORAGE

GOLD RUSH CLASSIC

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The directors of the Gold Rush Classic would like to take this opportunity to say "Thank You" to all the businesses and individuals who supported us throughout the year, enabling us to bring you this race.

Board of Directors

HISTORY OF THE ALASKA GOLD RUSH CLASSIC

In March of 1983, Bob Kowalke and Jim Wilke decided that the time was ripe for a new snowmobile race, one that would focus the attention of Alaska on the sport of snowmobiling. While Alaskan snowmobiling was a popular sport, Kowalke and Wilke felt that what was needed was some sort of showcase event, one that would capture the support and interest of all of Alaska and eventually grow into national and international prominence. Many Alaskan sports enthusiasts and snowmobilers had expressed their backing of such an event; all that was required was someone to get the ball rolling.

After discussing numerous race routes and formats, it was decided that a 2 man team race from Anchorage to Nome via the Iditarod Trail would be the most popular and logical type of race; the Iron Dog Iditarod was born.

Since the Iditarod Trail Sled Dog Race had been held over this route for some years, Kowalke and Wilke met with their Board of Directors in an effort to gain their approval. In April of 1983, Kowalke outlined their plans: the Iron Dog race would begin in mid-February and be completed before the beginning of the Iditarod dog race. Kowalke and Wilke felt that scheduling the Iron Dog before the Iditarod would work to the benefit of both races since the Iron Dog would help to stake and break the trail for the dog mushers and the snowmobile race would be scheduled for a time that would guarantee adequate snow cover. At this meeting, the dog mushers had few objections, except for their strong suggestion that the Iron Dog race be scheduled to run after the dog race had begun. Kowalke and Wilke agreed, hoping to avoid a confrontation with the dog mushers.

Plans then began in earnest, with the race scheduled to depart from Big Lake on March 17, 1984. Checkpoints were laid out, gas and oil were transported and the numerous small details were tackled and solved. A Board of Directors was elected and such longtime snowmobile enthusiasts as Joe Miller, Tom Berkley, Shirley Littleton, Chad Ebert and Fritz Livesay, as well as a many others began to set upon solving the numerous problems associated with such an event. Volunteers and racers alike looked forward eagerly to the running of the longest snowmobile race in history.

In early January, 1984, relations with the dog mushers broke down. Charges flew from both sides as each group sought to protect their interests. Finally, at the urging of the B.L.M., the Iron Dog race was rescheduled to March 27, 1984 and entries were restricted to only 20 teams. The race would go on.

However, after battling one obstacle after another, the Iron Dog committee met one they could not beat: the weather. A freak wave of warm weather had left many portions of the trail completely bare. There was no choice; the start would have to be moved to McGrath, some 300 miles up the trail. Snowmobiles were loaded on airplanes and the race began as scheduled. The first Iron Dog Classic was won by the team of John Faeo and Rod Frank, with Steve Deptula and Scott Davis very close in second. Run under near ideal conditions, the race was a smashing success and received high marks from all concerned. Plans were immediately begun for the next year.

This year's race, now known as the Alaska Gold Rush Classic promises to be an even bigger success, as teams from all over Alaska, Canada and the U.S. have expressed interest. Out of the small seed of a dream, the Alaska Gold Rush Classic has become the crown jewel of snowmobile racing, the longest and toughest snowmobile race in the world. Gentlemen, start your engines!

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1985 - GOLD RUSH CLASSIC ENTRIES

1.	Rod Price & Ellis Smith	July 20, 1984
2.	Homer White & David Morgan	October 16, 1984
3.	Michael James Cordova & Patrick Alan Harrison	October 16, 1984
4.	Bob Kawalke & Dan Zipay	October 16, 1984
5.	Jim Knapp & Billy Norman	October 16, 1984
6.	Gary L. Johnson & Leonard L. Lesehaun	October 16, 1984
7.	Scott Davis & Gary Eoff	October 16, 1984
8.	Bruce Morgan & Michael Fitch	October 16, 1984
9.	Tom Maillelle & Gary Richardson	October 16, 1984
10.	Frank Lane & Wally Carter	October 18, 1984
11.	Mark Hordemonn & Larry Favde	October 18, 1984
12.	Donald Johnson & Stan Morgan	October 26, 1984
13.	Mike Smith & Steve Smith	October 26, 1984
14.	Jene Winn & Michael Eder	October 26, 1984
15.	Kenneth Howard & Darrell Howard	November 20, 1984
16.	John D. Faeo & Rodney Frank	November 29, 1984
17.	Raymond Hoffman & Ron Demintieff	December 5, 1984
18.	Frank Gingas & Jim Davies	December 7, 1984
19.	Mike Lie & Bobby Richards	December 21, 1984
20.	Bish Gallahorn & Chris Lie	January 11, 1985
21.	Mark A. Torkelson & Patrick M. Reilly	January 16, 1985

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To All 1985 Gold Rush Classic Competitors



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1985 GOLD RUSH CLASSIC

This race is known as the worlds longest snowmobile race. Starting in Anchorage, Alaska and finishing in Nome, Alaska approximately 1049 miles down the trail. The race is run over some of the worlds most rugged terrain consisting of mountains, tundra, rivers and streams. This is a land where temperatures can go from fifty below zero to forty above and back to fifty below all within 24 hours. A land where the snow conditions can vary from no snow to 4-5 feet with drifting to 20 feet. From sunshine to blowing snow and howling winds creating conditions that test the mettle and stamina of men and their machines.

The history of the trail begins with the serious interest in prospecting and mining in the region that developed after 1888 when placer gold was found in the Hope area. Strikes in the Sunrise district in 1896 and 1898 initiated a rush of people into the upper Cook Inlet area and established a growing demand for a system of trails to provide communications and supply lines. Crude winter trails for pack horses and dog teams were in existence by 1900 between Resurrection Bay and Sunrise, and from Sunrise on to Knik and Susitna.

In 1904 the Alaska Central Railroad was began at Seward. Following the Seward to Susitna route, this railroad, which had been renamed the Alaska Northern Railroad, reached Kern Creek just short of Gridwood when construction stopped in 1909. After 1906, when gold was found at Ganes Creek, the use of trails was extended into the upper Kuskokwim and Innoko River areas of Western Alaska and in 1908, the Alaska Road Commission called this route the Rainy Pass-Kaltag trail, but due to the popularity of the Iditarod mining district, it became known as the Iditarod trail. Various branch and connecting trails were developed and several segments were upgraded to wagon trails. The trail was heavly used until around 1925, when air travel succeeded in displacing overland travel as a primary means of transportation. Presently, just a fraction of the historic route is maintained as a trail.

Between Knik and Unalakleet the route continues to be a passable winter trail. Several sections of the historic route are maintained as trails and roads. Except for the trail section in mountain passes and those that are publicly maintained, the route is ill suited for summer travel. The historic trail made use of frozen lakes, rivers, muskegs, and marshes making summer trail conditions poor to impassable. As a kind of side note of interest taken from the diaries of Orvelle G. Herning of Knik and Wasilla, 1900-1947:

"On January 10, 1912 - four dog teams (33 dogs) with 26 cwt of gold bullion arrived from the Iditarod on their way to Old Knik."

"On February 4, 1912 - There we a total of 137 travelers from the Iditarod district."

"On December 31, 1916 - there was 3,400 pounds of gold hauled from Iditarod to Old Knik, comprising 46 dogs."

"On December 3, 1918 - There were teams at the Susitna Station with a ton of gold from the Iditarod."

"On November 30, 1919 - four dog teams at Wasilla from the Iditarod. One musher had 100 pounds of gold dust.

"On November 30, 1920 - Gold team and 40 dogs from the Iditarod on their way to Anchorage with $164,000.00 in gold bullion."

In 1967 a committee was formed to promote the biggest and best dog race of all times. The first race was named in honor of Leonard Seppla and was called the Iditarod Trail Seppla Memorial Race. This was the beginning of the worlds longest race. This all came about due to the many devoted and dedicated people and committee members and especially to one man, Joe Redington, Sr. of Flat Horn Lake. His devotion and hard work has been the light that has made the race what it is today.

Of special importance is the annual Iditarod Sled Dog Race, and event began in 1973 which focused regional attention on the trail. This statewide attention contributed to the establishment of the Iditarod as a National Historic Trail in 1977. Some uses of the trail, and not known to a lot of people, was Dolly LaFever (a nurse from Unalakleet) and Mike Salle (a Ketchikan biathlete) cross country skied from Knik to Nome.

Our snowmobile race was inaugurated in 1985 and was called the Iditarod Iron Dog Classic. After our successful 1984 race and out of consideration to the Iditarod Sled Dog Race, it was voted to change our name to the Gold Rush Classic. The Gold Rush Classic and the members would like to extend our deepest thanks to Joe and Vi Redington, Sr., Bob Sepp and other members of the Iditarod Sled Dog Association for their valued help and advice in getting our race off the ground.

We would also like to thank the following village corporations for their help and for allowing us the use of the trails through their lands and villages: Eklutna, Inc.; Knikann, Inc.: Chamiam, Inc.; Gold Creek, Ltd.: Pakathlec-Todin, Inc.; Unalakleet Native Corp.; Elim Native Corp.; Golovin Native Corp.; Solomon Native Corp. and the Sitnasuak Native Corp.

We would also like to especially thank the Bureau of Land Management for bearing with us and making it possible for use to run our race.

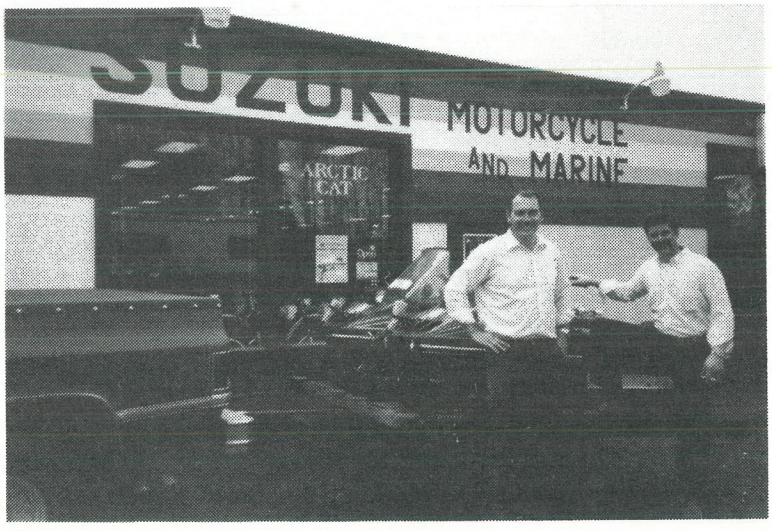
RODNEY L. PRICE
AGE: 39
MARRIED: WIFE -- PAMELA; SON - RACE ALLEN

Rodney arrived in Anchorage in November 1968 for a four year tour of duty at Elmendorf AFB. Originally from North Carolina a snow machine to him (at that time) made snow. Within a couple of weeks after arrival however his supervisor ask if he would like to accompany him to a local snowmobile retailer where both became the proud owners of 1969 Arctic Cat Panther Snowmobiles. Racing has not entered Rod's thoughts at that time but Fur Rendezvous and the Talkeetna-Anchorage World's Championship X-Country were main topics of conversation around Anchorage at that time and it took very little proding from his military buddies to persuade him to cough up a $35.00 entry fee for the Talkeetna and prove he could just complete such a gruelling race, let alone place. Not only did Rod finish but he placed 2nd overall to nearly 500 racers. Unknown to Rod at that time that first snowmobile, that first race, and the many people he met associated with the sport would have a major impact on his future. He would never leave Alaska.

Rod has been racing competitively every since and has numerous class wins in races such as Talkeetna to Anchorage (including two second overall), the Kenai-Homer 200 (one overall), Valdez Mayor's Cup, Anchorage Mayor's Cup, Wasilla Gran-Prix, Calcutta 120, and Petroleum 150 to name a few. Although Rod has competed in oval and gran-prix ice races successfully his interest still revolves around cross country and endurance type racing.

Rod met his teammate, Ellis Smith, in 1970 while competing and they became instant friends. Even at that time they were running as a team in many of the longer cross-country races. They had developed a system of rotating leading one another between gas stops, thereby resting the trailing driver, until the last stop where it became a head to head race between them. Rod and Ellis competed in the first Iron Dog Race last year and finished ninth on Arctic Cat Panthers. They will be competing this year on 1985 Arctic Cat "Cougar Specials" with Arctic Front Suspensions (AFS) which should prove to be much more competitve that the springer type models.

Rod gave up 12 years of Air Force service to remain in Alaska and has never regretted it. He is presently employed as General Manager of Arctic Recreational Distributors, Inc. (Statewide Distributor for Arctic Cat Snowmobiles) and Suzuki Motorcycle and Marine of Anchorage. Arctic Recreational Distributors has been Rod's primary sponsor over his years of racing and without their help and support none of this would have been possible.



ELLIS "SMITTY' SMITH
AGE: 41
MARRIED: WIFE--SHARON CHILDREN: 2 KAREY & ERICK

Ellis began his racing career in 1966 and even though he has "Retired'and hung up the helmet a few times, the sport always seems to draw him back again. He has raced the Talkeetna to Anchorage 200 cross country several times, winning his class or placing each time. Other races he has completed and or placed high in are Wasilla Grand Prix, Mayor's Cup, Midnight Sun 600, Hatcher Pass, Kenai-Homer 200 and the Kotzebue 250. With all of these under his belt there was no way he could not take on the challenge of the Iron Dog/Gold Rush Classic.

Ellis raced last years Iron Dog with partner and long time friend Rod Price on Arctic Cats, placing 9th. Ellis and Rod had quite an experience during last years Iron Dog being caught in a blizzard and being forced to hold up in a shanty somewhere around Moses Point. This experience really added to the relationship of the two and proved Ellis could endure longer in the sleeping bag than Rod until a fire was started. Interesting enough the friendship grew greater and they were the first team to sign up to run again this year!! This year they will be riding Arctic Cat Cougar "Specials" for the Gold Rush Classic. Ellis prefers cross country due to indurance and the strategy needed which this years race definately looks like it is shaping up to be. Ellis is President of Ace Supply, Inc., a local petroleum and industrial equipment distributorship.

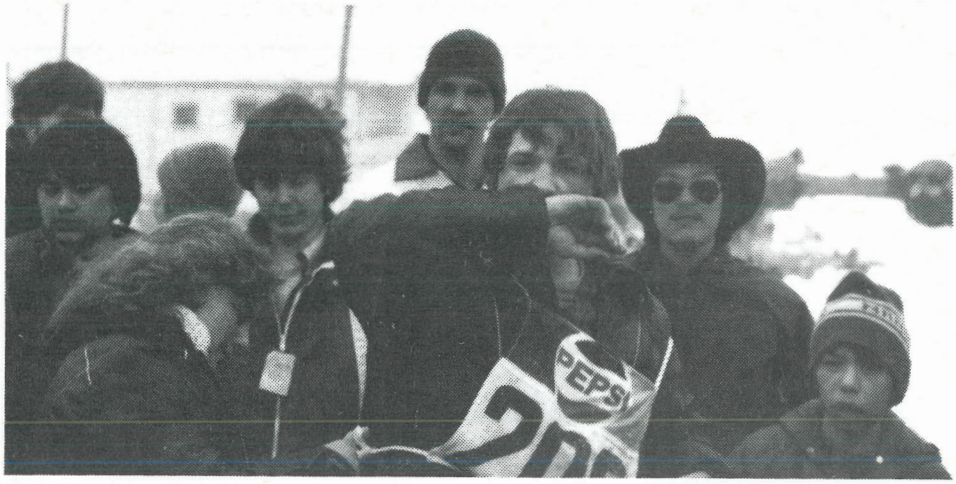
Ellis and Rod are sponsored by Arctic Recreational Distributors and Ace Supply, Inc. this team hopes to place high in this years running of the Gold Rush Classic. Hopefully the weather will be more cooperative and they wont have to look for that shanty again or eat frozen dried fruit, if not at least the memories will be irreplacable and the race will be as exciting and challenging as last years race.

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Racers

DAVID MORGAN
NOME, ALASKA
AGE: 22

In the past six years I have participated in the Nome-Golovin and Kotzebue races.

1979	7th	class A	Kotzebue	TX 250 Polaris
1980	1st	class A	Nome-Golovin	TX 250 Polaris
1982	2nd	over all	Nome-Golovin	Indy 340 Polaris
1982	2nd	over all	Kotzebue	Indy 340 Polaris
1984	2nd	over all	Nome-Golovin	Indy 600 Polaris



HOMER WHITE
NOME, ALASKA
AGE: 22

I started racing in 1979 at age 16. I have raced the Nome-Golowin race and Kotzebue. In the Nome-Golovin I placed 2nd in class A in 1980, on a TX 250 Polaris, hold the current record set in 1981 on a Polaris 340 Indy, 2 hours 36 minutes, and 9th in 1982 on the same 340 Indy. I was supposed to race in last years Iron Dog, but I broke a wrist in the 1984 Golovin lap race. Raced in Kotzebue in 1981.



DAN ZIPAY

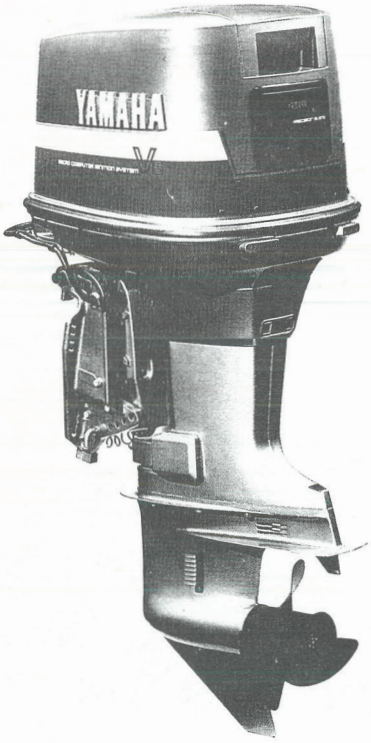
Dan Zipay is well know as one of Alaska's premier snowmobile racers. Dan moved to Alaska with his family when he was very young and began racing snowmobiles in 1974. Since that time he has recorded a long string of victories including the Big Lake 500, the Midnight Sun 600 and the Talkeetna to Anchorage race. A successful businessman, Dan finished 4th in the inaugural Iron Dog Classic with his partner, Jim Blanning of Nome. Dan plans to make an all out effort to capture the Gold Rush Classic with his partner, Bob Kowalke.





BOB KOWALKE

Bob Kowalke has lived in Anchorage virtually all his life. He first became involved in snowmobiling while still in high school when he went to work as a mechanic at Anchorage Cycle Sales. Following his graduation, he became a full-time employee, eventually to move up to his present position of General Manager. During this time he has maintained a heavy interest in snowmobile racing and has been very successful, including a victroy in the Big Lake 500 as well as being state U.S.S.A. champion in 2 classes for 1973 and 1974. While business pressures have forced him to cut his racing schedule, he maintains a reputation as one of the state's top tuners and mechanics and was instrumental in conceiving and organizing last year's Iron Dog Classic. He and his partner must be considered as one of the favorites for this year's event.

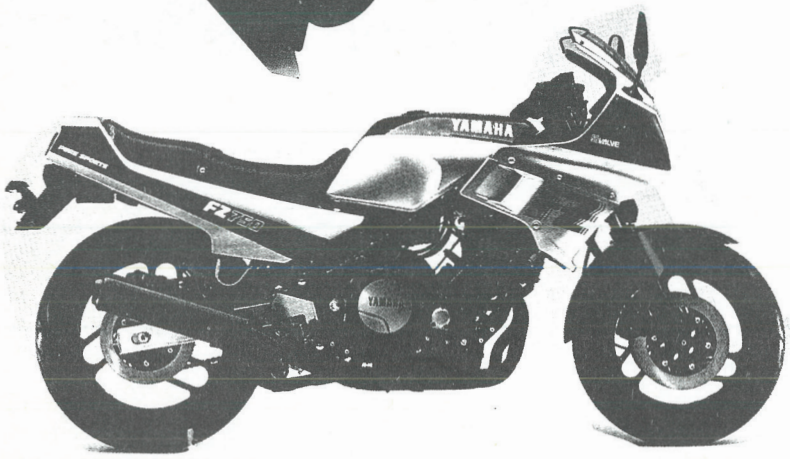


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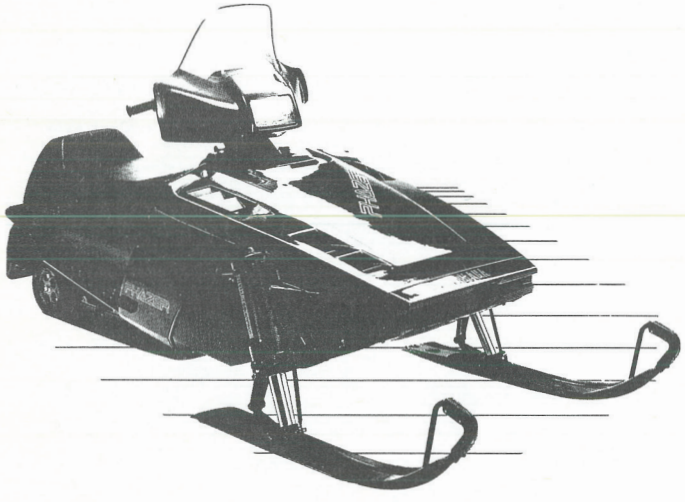
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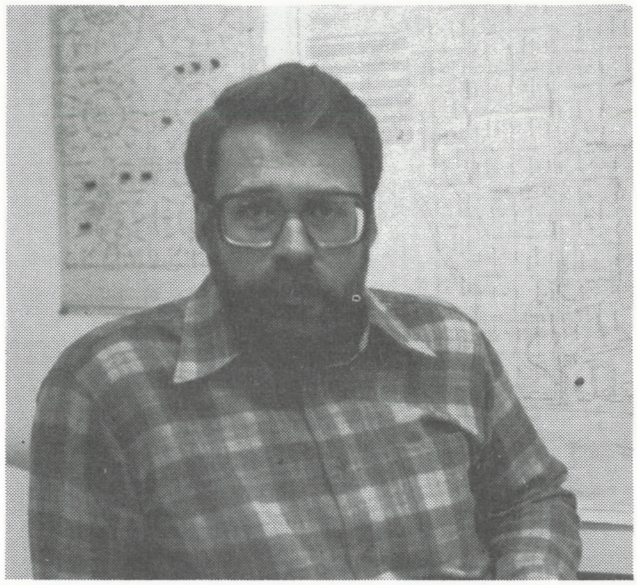
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JIM KNAPP

General Contractor



I have lived in Alaska for 38 years, and reside at Big Lake, Alaska.

My wife Lyndan, teaches Junior High School in Wasilla.

Anjanette - 12 and Lorena - 10

I have been racing snowmobiles for three (3) years. I am anxiously looking forward to racing.



BILLY NORMAN

Billy Norman - 37 years old, wife Sandy, 3 children (Jami, Ruthy and Chip) Real Estate Broker and Builder at Big Lake. Moved to Alaska in 1977 and started snowmobiling at that time. Started racing in 1980, did not win any trophies until 1983 and won 5 trophies. Raced in the Iron Dog in 1984, "The Iron Dog was the greatest experience of my life since leaving Vietnam 15 years ago. My goal of the 1985 race is to finish the race and be in the top five finishers.'

I have never seen such beauty as the trail provides not seen such friendliness as given by the people along the trail.

I want to especially thank the three (3) lady dog mushers between Nikolie and McGrath that pulled off the trail last year to let us by. I want to thank the trooper in Ruby who fixed us breakfast and let us use his jail to sleep in.

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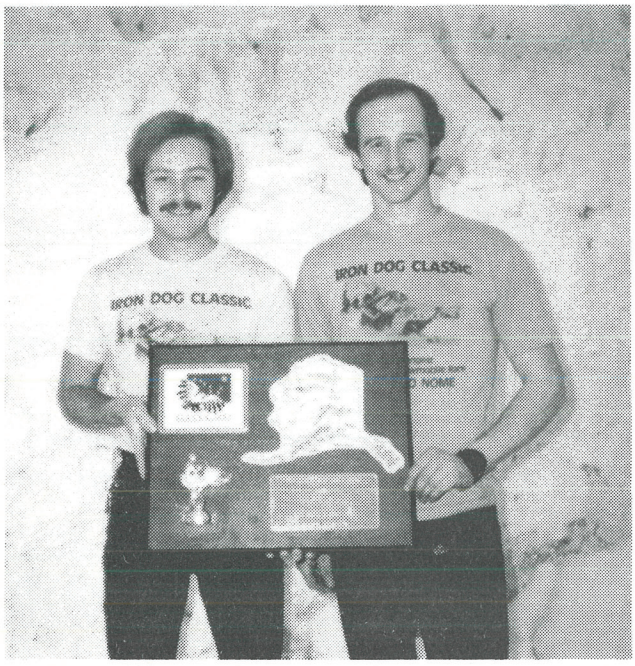
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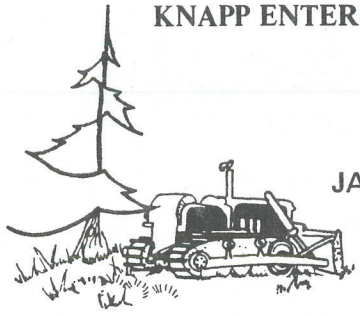
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SCOTT DAVIS

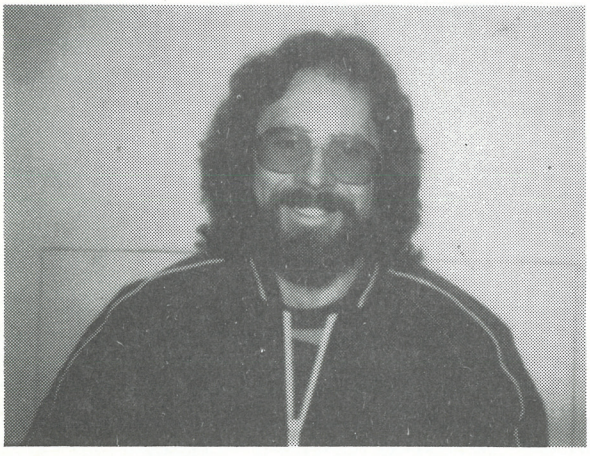


Scott Davis is from Soldotna, Alaska, and he started racing snowmobiles in 1973 as a junior at the age of 14. In 1975 he won overall point champion as a junior for the Kenai Peninsula. In 1976 he raced as a senior and then he was absent because his attention was directed to his dedication to his motor cross racing. In 1984 when the Iron Dog Classic was introduced his interest was drawn back to snowmachine racing and teamed up with Steve Deptula and places 2nd over all.

They will be riding for Anchorage Cycle - Yamaha

Thank You,
Connie Davis

GARY EOFF



I started racing snowmachines in the late 60's and quit in the mid 70's after getting hurt at a race in Eureka. I have won several races overall or in my class, including Mayor's Cup, Wasilla Grand-Prix, Palmer Classic, Petroleum 150 twice, Numerous 100 milers on Big Lake and also some oval track races. My best placing in the Midnight Sun 600 was 2nd in my class. I also was high point man in my class a couple of years in the Motor Mushers there in Anchorage. During this time I also raced Motorcycles and Stock Cars.

Concerning this race I always wanted to get in the Nenana to Nome race is the early 70's but the opportunity never was there, so when this came up it was something I have wanted to do for years and I am looking forward to racing in it.

JOHN FAEO

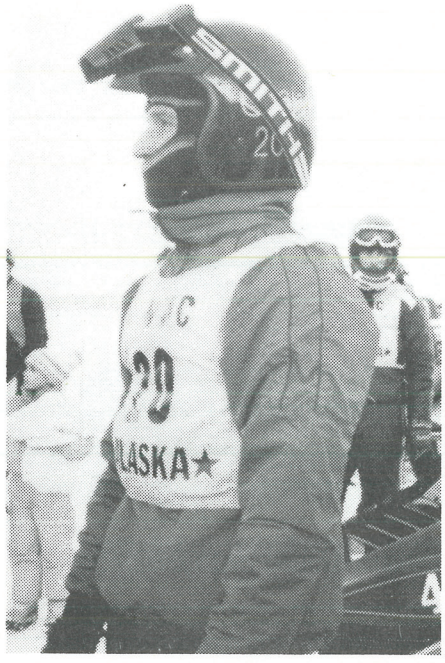
John Faeo is well known throughout the State for his snowmobile riding ability. John and his team partner, Rod Frank won the 1st Annual Iron Dog Iditarod Race, by using common sense and their knowledge of the outdoor skills required for such an endurance race. Luck played an important role also.

John has been racing since he was 16 years old in 1972. In 1973, he won his first major race, the Wasilla Gran Prix. With each year of racing, John has competed in more difficult races and has won top honors in every major sanctioned cross country snowmobile race in Alaska. He has won the Talkeetna to Anchorage World Championship five times, the Calcutta 120 eight times, Nome to Golovin three times, Archie Ferguson-Willie Goodwin Memorial 200 at Kotzebue twice. John has also won the Tulusak-Bethel 230 mile race, Jack Helms Cup 200, Kenai-Homer 200, Petroleum 150, Pikes Landing, Valdez Mayor's Cup, North American Championship and numerous other races including cross country, lake races and speed oval races. He has earned Alaska Motor Mushers High Points Award for Cross Country for the last seven years.

John has been a member of the Alaska Motor Mushers for 12 years, serving serveral terms on the Board of Directors and 1st Vice President during the 1983-84 season. John has demonstrated not only to be a true competitor, but also willing to help racers in their time of need.

John also seriously enjoys sports like flying, hunting, fishing, skiing, and other outdoor activities, which leads one to believe he is truly an outdoorsman. John has worked the Alaska Railroad for 10 years as a Diesel Machinist.

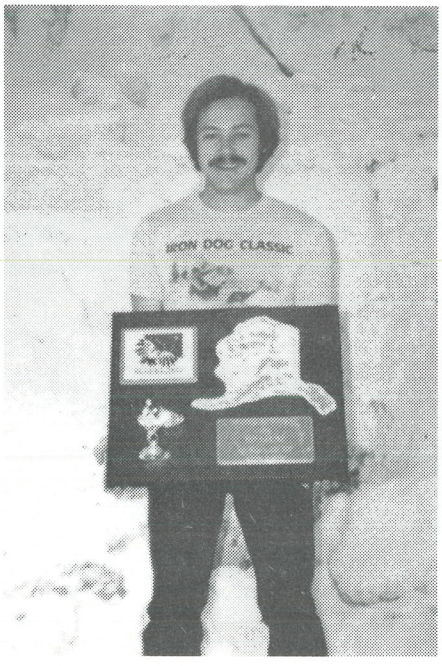




ROD FRANK

Rod Frank started racing in 1969 on a Sno-Jet, racing Juniors for 6-packs of pop. From 1969 to 1974 Rod and his brother and father all raced as a family riding the same machine in different classes. In 1970-1971 he raced a Scorpion in Junior II ending up 8th in class for the year. 1971-1972 season he won High Points for the year in his class. 1972-1974 he rode an Arctic Cat 250 and 340 racing in ovals and Gran Prix, received double victories as High Point Motor Musher for both seasons. Rod went to Kenai to race the Junior Cross-country Championship, he was first overall for Junior II, 2nd overall, setting the fastest day time in the Kenai Scratch Race course at that time. 1974-1975 Rod raced a Arctic Cat 250Z in ovals and Gran Prix. During that season he ran his first major cross-country race placing 7th overall in the Mat-Su Gran Prix. During 1980, Rod placed 8th overall in the Jack Helms Cup 200, he also won 2nd place in the Nenana Pikes Landing Race on a Arctic Cat 6000. He finished the last half of the race on one ski missing a first place victory by 10 feet. 1980-1981 season, Rod won High Points in the 56hp class on a Polaris 340 Indy. He won 2nd overal and his class in the Calcutta 120, and placed 3rd overall in the Talkeetna to Anchorage World Championship Cross Country. In 1984 he raced in the 1st Annual Iron Dog Iditarod with his partner John Faeo and placed 1st overall. 1985 Rod has won 1st place in the trophy class and 7th overall in the Calcutta 120.

Rod was born in Anchorage, Alaska and has always enjoyed the outdoors. Being a private pilot allows him to hunt and fish in his spare time. Rod has been a conductor for the Alaska Railroad Corp. since 1982 and has been with the ARR since 1976 in various different jobs.







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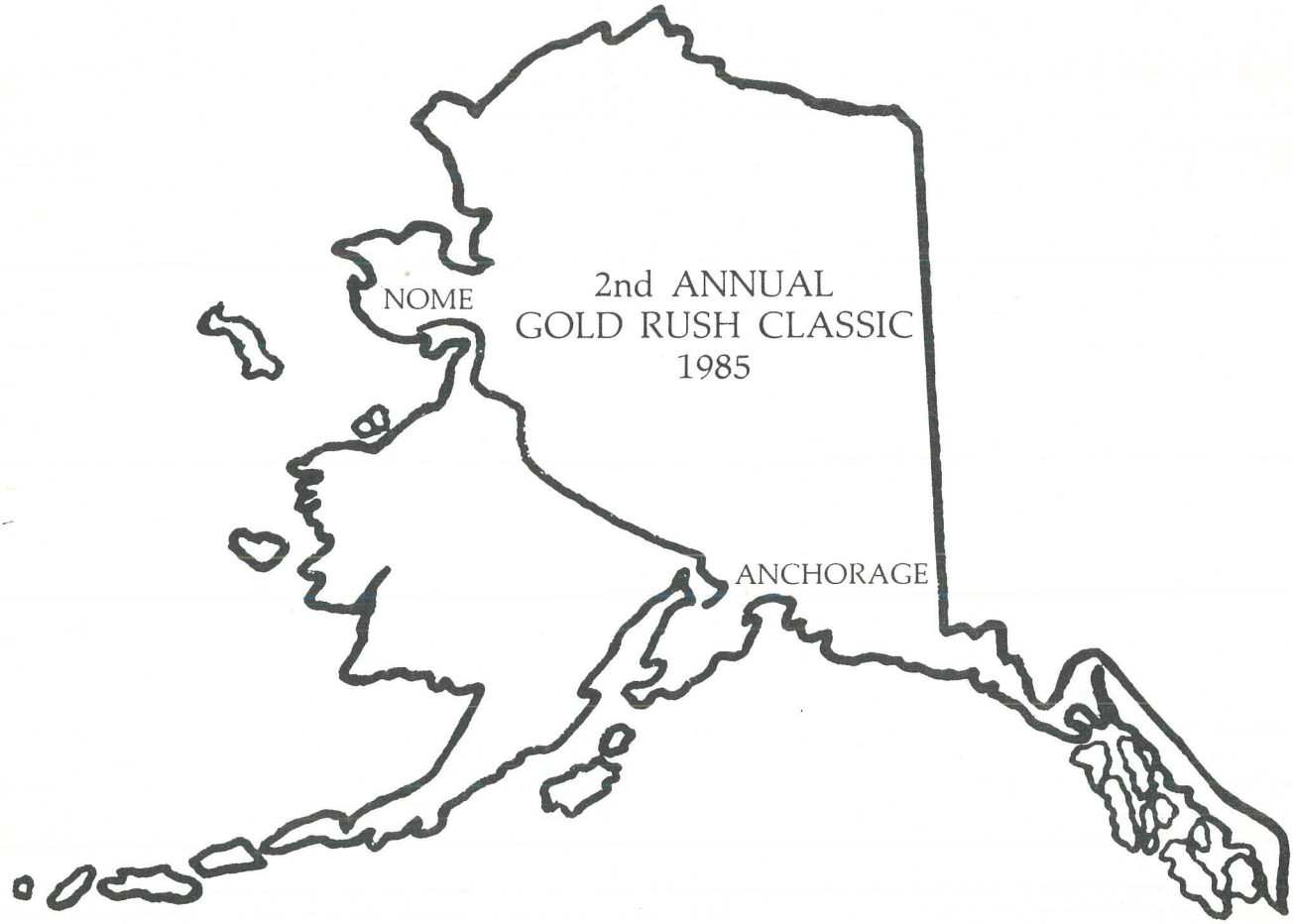
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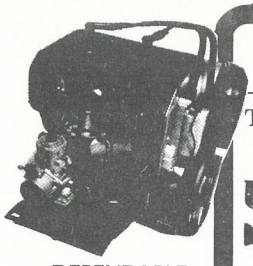


GOLD RUSH CLASSIC
OFFICIAL RACE CHECKPOINTS



1. Big Lake - Playbouy Lodge
2. Skwenta - John Logan
3. Puntilla Lake/Rainy Pass Lodge - Dave Roberts
4. Farwell Lake Lodge - Scotty
5. McGrath - Shirley Littleton
6. Innoko River Roadhouse/Cripple Landing - Ed Girtler
7. Ruby - Pat McCarty
8. Galena - Roger Hunnington
9. Kaltag - Lou Sanders
10. Unalakleet - Joe Miller
11. Koyuk - Johnny Leonard
12. Golovin - Maggie Olson
13. Nome - Jim Wilke, Ham Price, Sharon Smith

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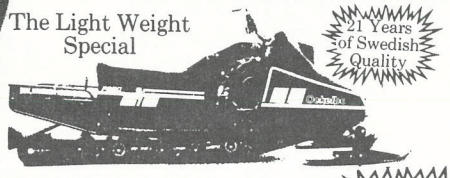
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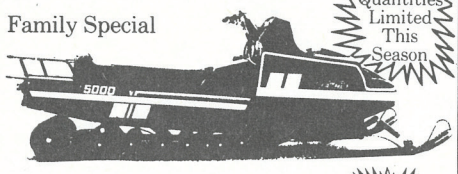
OCKELBO Poro

Engine Type	Rotax 227cc Fan Cooled
No. of Cylinders	1
H.P.	17kw (23 HP)
Length	290cm (114")
Width	78cm (31")
Height w/Windshield	119cm (47")
Weight	185kg (375 lbs.)
Track Width	38cm (15")
Track Length	387cm (152½")
Fuel Cap.	6½ gal.

A few 377cc Poro with reverse 1984's left

Family Special

Quantities Limited This Season



OCKELBO 5000

Engine Type	Rotax 440cc Fan Cooled
No. of Cylinders	2
H.P.	29.4kw (40 HP)
Length	291cm (114.5")
Width	100cm (39.5")
Height w/Windshield	99.5cm (39")
Weight	225kg (495 lbs.)
Track Width	45cm (18")
Track Length	387cm (152½")
Fuel Cap.	8½ gal.
Reverse	Yes

Deep Snow Hauler

OCKELBO

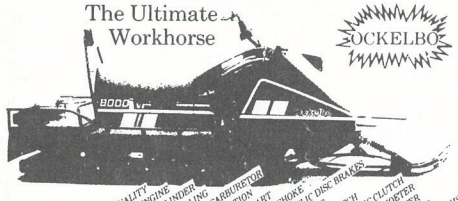


OCKELBO 6000

Engine Type	Rotax 447cc Fan Cooled
No. of Cylinders	2
H.P.	26.5kw (36 HP)
Length	289cm (97")
Width	85cm (33½")
Height w/Windshield	125cm (49")
Weight	250kg (550 lbs.)
Track Width	60cm (24")
Track Length	370cm (145½")
Fuel Cap.	6½ gal.
Reverse	Yes

The Ultimate Workhorse

OCKELBO



OCKELBO 8000

Engine Type	Rotax 503cc Fan Cooled
No. of Cylinders	2
H.P.	25.8kw (35 HP)
Length	306cm (120")
Width	97cm (38")
Height w/Windshield	133cm (52½")
Weight	315kg (693 lbs.)
Track Width	2x38cm (2x15")
Track Length	2x370cm (2x145½")
Fuel Cap.	6½ gal.
Elec. Start	Yes
Reverse	Yes

	GOOD QUALITY	ROTAX ENGINE	TWIN CYLINDER	FAN COOLING	MIKUNI CARBURETOR	CDI IGNITION	ELEC. START	PRIMER CHOKE	HYDRAULIC DISC BRAKES	REVERSE	SLED HITCH	IBO-MATIC CLUTCH	SPEEDOMETER	TRIPMETER	TOOL KIT	STEEL SKIS	SKI SHOCKS	IBO SUSPENSION	BOGIE SYSTEM	SPARE PARTS STORAGE	LOCKING STORAGE	REAR RACK	STURDY STEEL CHASSIS
OCKELBO Poro	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
OCKELBO 5000	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
OCKELBO 6000	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
OCKELBO 8000	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

*Electric starting system standard

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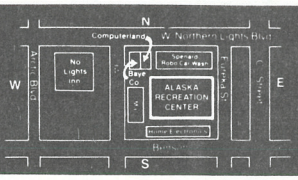
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GOOD LUCK
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CLASSIC
1985

TOM MAILLIE and GARY RICHARDSON

Both Tom and I have never been in any of the big name races, but have a lot of experience in local races. Mostly cross-country 20-40 miles. We've been driving machines ever since they were around. Since we were kids.

Tom started racing in 1975 and has won two (2) races and placed respectively in others. These were all cross-country.

I've been racing since about 1976 mostly in cross-country and oval races. I've always been a tough competitor and placed near the top.

We both lived in the Yukon all our lives and consider it a good setting for training for this race. We're taking this very seriously and we are training hard. Even though we're rookies we've had a lot of experience in this type of racing and survival and we'll ride hard and be tough competitors in the races ahead.

Thank You.



The Sight and Sound of

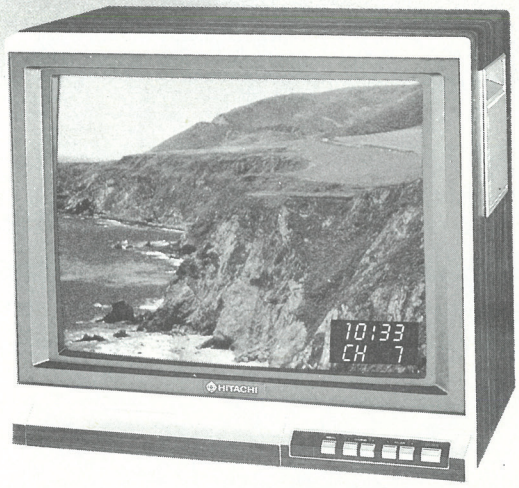
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DONALD "JACK' JOHNSON
Born April 28, 1959
At Nome, Alaska

He has lived all his life in Nome.

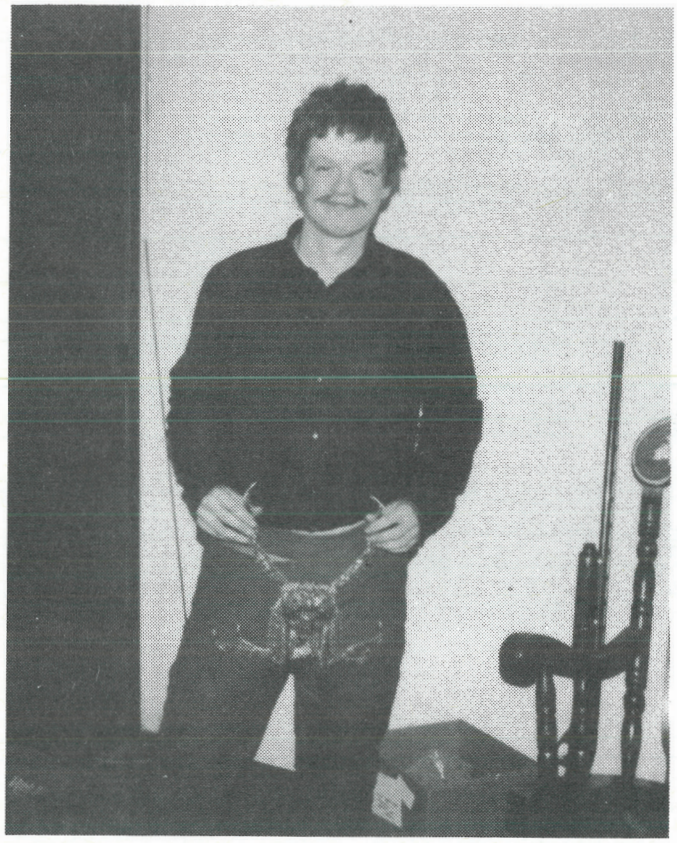
Started racing in High School.

He has participated in the Elim Carnival Race, Nome, Golovin Race, Kotzebue Races.

Last year he flew cover McGrath to Nome for the Iron Dog Race with his airplane.

A picture of him on his snowmachine a Polaris going into the White Mt. Stop on the Nome Golovin Race. 3-17-79.





STAN MORGAN

I was born in Nome. I am 26 years old. I have been racing in the Nome and Kotzebue races since 1975. I won the Nome-Golovin Race in 1976. I was 2nd overall in 1975 and 76 in Kotzebue. Nome 1977 4th, Kotzebue 1977 Scratch. I skipped a few years and started last year with 1983 Nome 5th - Kotzebue 12th. If I'm not racing I usually fly air cover for anyone I know.

I thank the race should be held a week earlier possibly on the 8th or 9th. (1) Closer to a full moon, (2) More time for trail to drift over for mushers.

MIKE EDER and JENE WINN

Although neither one of these gentlemen have ever raced against each other, they have both experienced a certain amount of success in local races.

Mike has been riding since be was a pup. He started racing in 1979. Always a contender, he has several top finishes to his name. He was the first Valdez finisher in the 1983 Valdez Annual Mayor's Cup 100 miler race.

Mike is now 21. He is employed as a draftsman at Valdez Engineering, Inc. He also attends Prince William Sound Community College.

Jene is 27. He works as a construction Teamster and in snow removal in Valdez.

His acquaintenance with snow machines came in his early teens. He started racing them in 1975. Success in Valdez led him to the Fairbanks North American Championship; finishing in the top 5 for three years with no overall victory. Valdez Annual Mayor's Cup 100 miler race, had another strong 4 years in the top 4 with one overall win.

Paired together the two hope their experiences will carry them to Nome for the Checker.





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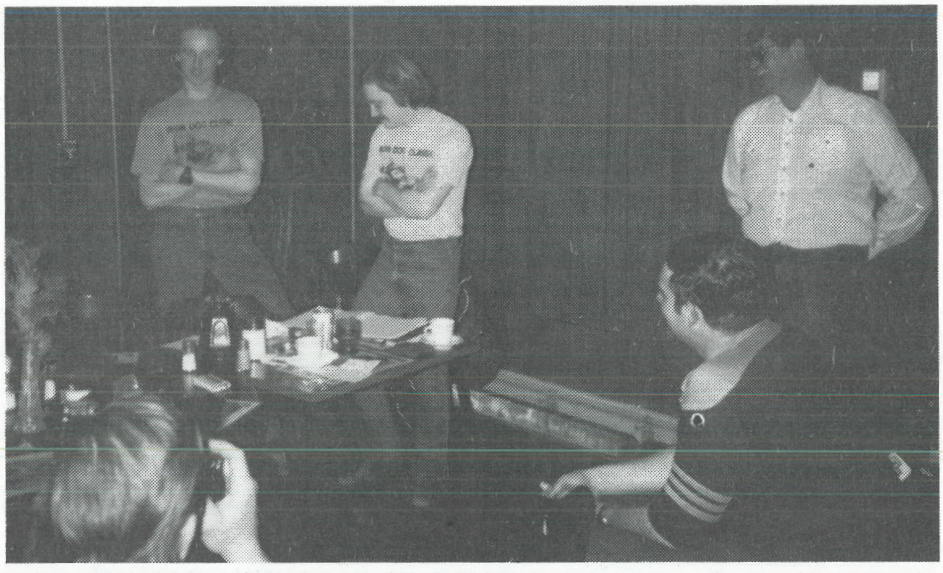
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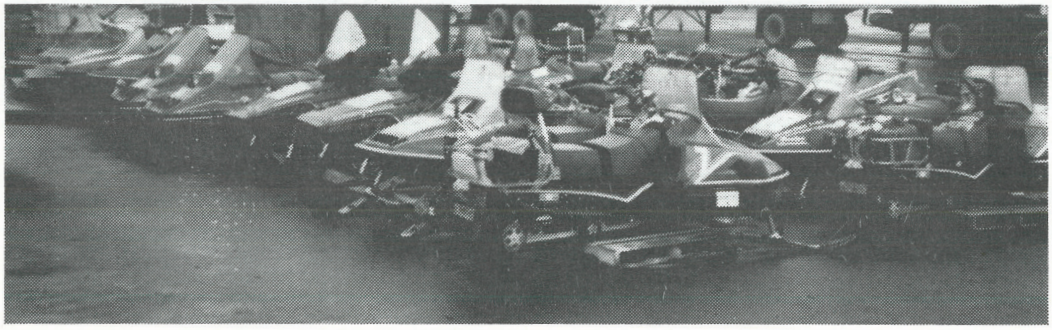
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KENNY HOWARD and DARRELL HOWARD

Kenny and Darrell Howard (father and son), started racing in 1974. In 1978 Kenny placed 2nd high point in the Oval Ice Race. He also placed 2nd for 2 years in the Big Lake 500 Race.

In 1978 Darrell placed 2nd in the Junior Class Oval Ice Race. Advancing into senior racing in 1983 he placed 2nd in the Big Lake 500 Race.

Since then they have entered and placed in several races including team racing and cross country racing. In 1984 they placed 3rd as a team in the Iron Dog Classic Race to Nome.

After miles of throusting and bouncing along the trail we pulled into Galena and offered a kid $20.00 for a glass of water. I saw the kid coming back into site and my son harassed me so bad, I finally had to say "OK Pecker Head lets go!" Bet you didn't know there could be a dry dry desert between McGrath and Nome and especially in March. Sponsored by Masons Associated.



RAYMOND A. HOFFMAN and RONALD DEMIENTIEFF

We represent the Bethel area. I was born and raised here in Bethel and have over ten years of snowmachine racing experience. The last six years I have participated in the local two day race event from Bethel to Tuluksak and back covering two hundred miles known as the Tuluksak 200.

1979 Ski-Doo 9500 Blizzard	Placed Second
1980 Ski-Doo 9500 Blizzard	Placed First
1981 Yamaha SRX	Placed Second
1982 Yamaha SRX	Placed First
1983 Yamaha V-Max	Placed First
1984 Yahama V-Max	Placed First

During 1982 I set the course record at 2:30:13 over two hundred miles. In 1983 I set the day record for one hundred miles at 1:10:17.

Last year Ron Demientieff and I raced the Iron Dog with the smallest powered snowmachines, Ski-Doo Scandics. With a field of sixteen racers we finished in sixth position.

Ron Demientieff also was born and raised in Bethel and has three years of racing experience with ten years of trapping experience under his belt.

This year our team will be racing the new Ski-Doo Formula MX's.

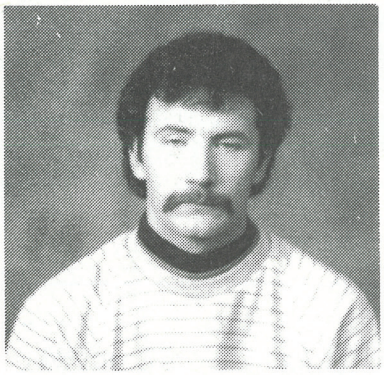




FRANK GINGRAS



I was born in Pincher Creek, Alberta, Canada. I have been riding sleds for 10 years, mainly in the mountains. I have been racing for four (4) years.



JIM DAVIES

I was born in England and moved to Canada in 1969. I have lived in Pincher Creek since 1975.

I have been riding sleds for seven years and racing for three (3) years.

MARK TORKELSON
AGE: 29

I was born and raised in Anchorage, Alaska. I have been riding snowmachines since 1965, and have been racing since 1972. Being competitive for the past 5 years, usually finishing in the top five positions.

1981 overall winner of Valdez Mayor's Cup as well as Sportsmanship Award. 1983-84 overall winner of Valdez Mayor's Cup and the "Hatcher Pass 60"



PAT RILEY

