
NOME
THIRD ANNUAL
GOLD RUSH CLASSIC
1986
ANCHORAGE

JOHNNY RODRIGUEZ

BIOGRAPHY

Born December 10, 1951, Johnny Rodriguez was the second youngest of 10 children living in a four-room house in Sabinal, Texas, a small town (population 1800) about 90 miles north of the Mexican border.

Music has always been a driving force in Johnny's life. "My parents favored Latin music; my brothers preferred country; my friends were into rock and roll. I loved it all."

When Johnny was sixteen years old his father died of cancer. The death of his oldest brother came tragically one year later.

The sadness and hardships that Johnny experienced by the time he was 20 years old are reflected in the no-nonsense strength and sincerity of his vocal style.

Johnny was an easy-going A-B student, captain of his junior high school football team, a high school letterman, and an altar boy at church. At home, he was a street-wise, tough Chicano who saw the wrong side of the jail bars four times before his 18th birthday.

It was one of those jail visits that gave Johnny his first break.

Caught with friends for stealing and barbequing a goat, Rodriguez took the rap. His jailhouse singing enthralled the Texas Ranger, Joaquin Jackson, who told a promoter about Rodriguez. The promoter hired Johnny to perform in cowboy garb to wrangle horses, do gun-fight skits, as well as sing. It was here at the Alamo Village Park that he was heard by Nashville artists Tom T. Hall and Bobby Bare.

Hall was encouraging and Rodriguez soon left for Nashville. Guitar in hand, and $14 in his pocket, a 20 year-old Rodriguez stepped off an airplane in Nashville in 1971. Soon he was fronting Tom T. Hall's band and writing songs. Less than a year later, he went into the studio with Producer Jerry Kennedy and recorded, "Pass Me By," for Mercury Records. The song raced up the country charts and put Johnny in the fast lane of the country music world. His next single, "You Always Come Back To Hurting Me," didn't stop until it hit the top—the first of 11 consecutive #1 records, some of which he wrote or co-wrote.

His debut album, *INTRODUCING JOHNNY RODRIGUEZ*, went to #1 on all three major trade charts and by 1973, he was nominated by the Country Music Association for "Male Vocalist Of The Year," and won the Billboard "Trendsetter Award" for first Chicano to capture a National audience.

The next logical step was television. During 1974, Rodriguez made his debut as a TV actor. Along with the usual personal appearances on the National talk-shows, he also played a part in an "Adam-12" show.

His emphasis, however, was still music—country music. "Country music is in my heart. It's honest." He continued, "Willie Nelson told me a long time ago, 'All you gotta do is be honest and make it rhyme.'"

Rodriguez signed with Epic Records in 1979, and remains there to this day. His debut album, *RODRIGUEZ*, contained with one exception, songs written by Johnny. His subsequent albums, produced significant chart successes including; "What'll I Tell Virginia," "Love Look At Us Now," "North Of The Border," "Foolin'," "How Could I Love Her So Much," and "Rose Of My Heart."

The young Rodriguez crammed more living into those "wonder" years than most artists see in a lifetime. However, things slowly started to turn sour. The young Chicano who made his mark in country decided to record rock and roll. "I've always known in my heart that I was country, but I had to get it out of my system. I did—and darn near went broke doing it." To make matters worse Johnny's mother became ill and nearly died. Then Johnny broke his sternum and collar bone while doing a karate back flip. Troubles increased when he developed problems with his vocal chords, and his marriage failed.

The emotional strain took its toll. "I was dead from the neck down," he said.

In a few hetic years, Juan Raul Davis Rodriguez has risen from the poverty of Sabinal to the top of the country music world—and sunk close to the bottom again. Perhaps the best test of character is the ability to rebound from the not so pleasant things that life sometimes has to offer. And Johnny has proven by his rebound that he not only has a surplus of talent, but also of the stuff strong characters are made of. "I've got a second chance. I made it," he said. "It's all in your head, and your attitude about yourself. If you think you can do it, with God's help you can."

The troubled times supplied the emotional backdrop for Rodriguez' Epic album releases, *For Every Rose . . . , Foolin' With Fire* and *Full Circle*.

Rodriguez has emerged from the trials of life with a keener edge, with more drive and more ambition and yet has softened by more faith and more hope. "I've got my health back and with the help of my management team, I've got my sights set for the top—but this time it's for keeps."

AIM

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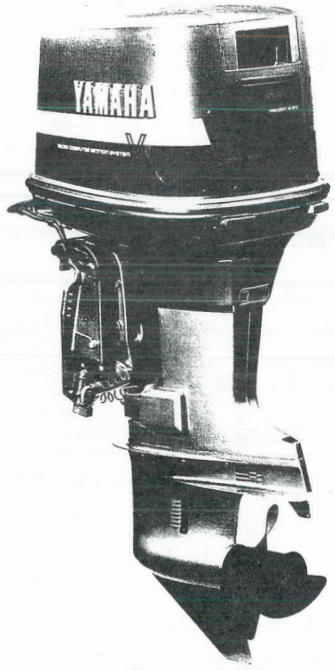
HISTORY OF THE ALASKA GOLD RUSH CLASSIC

The Gold Rush Classic rose from the ashes of the old Winnipeg-St. Paul race. When it became apparent that the Winnipeg race could no longer be held, high officials of Yamaha Motor Corp. asked Bob Kowalke of Anchorage Cycle Sales if he could organize a long-distance race in Alaska. Bob returned to Alaska and met with many interested snowmobile racers and organizers. It was decided that the Iditarod Trail could provide the ultimate challenge for snowmobilers: In the spring of 1983, the decision was made to go ahead with the first Iron Dog Classic.

That first race was originally scheduled for mid-February of 1984, however, objections by various dog mushing groups led the Iron Dog Board of Directors to reschedule the race to late March. As the date grew closer, though, it became apparent that there just wasn't enough snow left in the Anchorage area. The starting line was moved to McGrath as 30 snowmobiles made the first 380 miles in an airplane. A loop from McGrath to Nikolai and back was added to ensure that the Iron Dog Classic would be the longest snowmobile race ever held. With a total mileage of 820 miles, it was and the race was a huge success, with John Faeo and Rod Frank beating Scott Davis and Steve Deptula to Nome by just fourteen minutes. Kenny and Darrell Howard were close behind in third place.

Race organizers learned several valuable lessons from that first event and the second race, renamed the Gold Rush Classic, left Big Lake for Nome on February 14, 1985. That race was to be the first "real" Gold Rush Classic as the trail would travel the entire 1,100 miles to Nome. It was, indeed, a classic as 15 teams struggled to overcome terrible trail conditions and brutal storms to reach Nome. Some 72 hours after the start, the finish was one of the closest in snowmobile racing history as Scott Davis and Gary Eoff beat John Faeo and Rod Frank to the finish line on Front Street, Nome, by just 3 1/2 seconds. Three hours later, David Morgan and Homer White grabbed third.

Now in its third year, the 1986 event sees a team from Colorado and 19 from all over Alaska ready to face the challenge. The race that once was the subject of bitter dispute is now widely accepted as the crown jewel of snowmobiling.

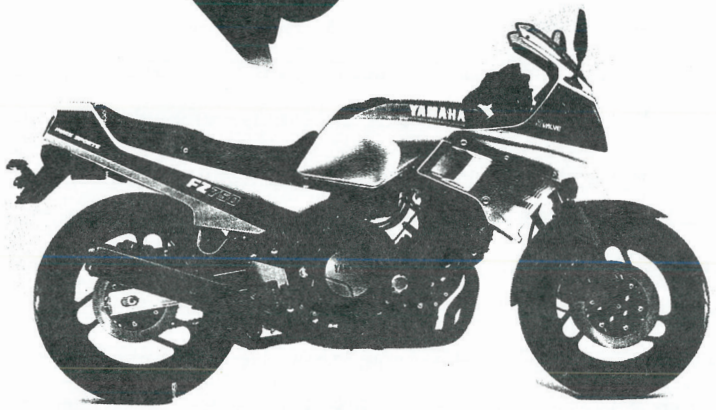


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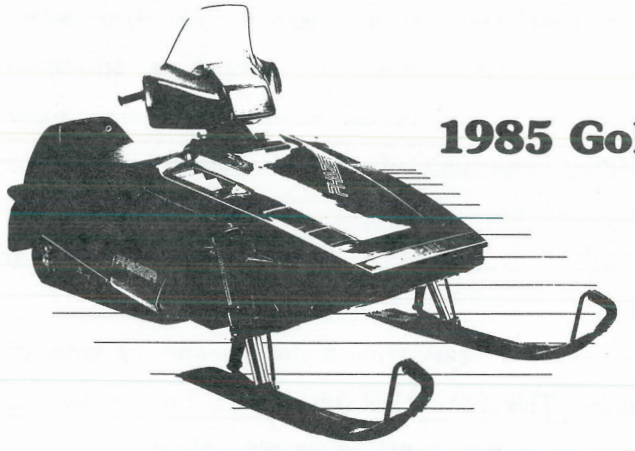
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MESSAGE FROM THE EXECUTIVE DIRECTOR

Martin Luther King once said, 'Injustice anywhere is a threat to justice everywhere. Missing children are one of the fastest growing minorities in our country today. The silent cries of these children echo across our nation. And the truly sad thing is they have no spokesman---only small organizations like ours and...YOU.

A missing child is a hostage child, stripped of their civil rights and deprived of those they love. It matters not whether they have been parentally abducted or taken by a stranger, they are still missing. Often neglected, frequently abused, many are scarred forever. How can a society such as ours ignore their plight?

The face of the child depicted on our back cover is symbolic of missing children everywhere. Only recovery can erase their tears. Please help us find them. Volunteer today or mail in your contribution. A child is waiting to be found.

Sincerely,

Dolly Whaley

Dolly Whaley
Executive Director

We the membership of MISSING CHILDREN OF AMERICA salute, you the people that purchased tickets to the 1986 Gold Rush Classic 'SNOWBALL' starring Johnny Rodriquez, also the business and professional people that purchased advertising in this program. You have made this an outstanding success and are truly Friends of MISSING CHILDREN ! ! !

Thousands of children every year become victims of abductions, both criminal and parental, and/or become runaways. Fortunately, there is something you can do!!!

1. Teach your child how not to be a victim. Contact MC of A for precautionary tips.
2. Have your child fingerprinted and photographed.
3. Be a volunteer in one of MC of A's various programs. Be aware of the abduction problems.
4. Support MC of A by contributing your dollars to help MISSING CHILDREN everywhere.
5. Support child protection legislation.

MISSING CHILDREN OF AMERICA is a non-profit organization dedicated to helping ALL MISSING CHILDREN everywhere by:

1. Providing information, referrals and emotional support to parents and friends of MISSING Children.
2. Providing volunteers for the fingerprinting/ID programs..FREE OF CHARGE.
3. Providing information packets and educational seminars upon request.
4. Correlating efforts with parents and various agencies on behalf of MISSING CHILDREN.

If you know of a Child or Family that needs help, Please Call:MISSING CHILDREN HOTLINE: 248-7300 so that immediate attention can be offered:

WHAT IS MISSING CHILDREN OF AMERICA?

Missing Children of America is a national non-profit organization dedicated to the recovery of ALL missing children.

Founded in 1981, Missing Children of America has three primary goals:

LOCATE

In cooperation with law enforcement agencies, we locate and recover missing children. We counsel and assist searching parents, networking with others to provide contacts and leads they may not otherwise find. Through T.V. and other media, we place photos of children across the nation.

IDENTIFY

Our volunteer staff fingerprints and photographs thousands of children each year for identification purposes. Helpful in the event of an abduction, these records are retained only by the parents. We urge continuous updating of these records.

EDUCATE

Socially, and through the media, we give numerous presentations each year to promote awareness. Specific programs are designed to teach children how to avoid abduction.

'A world with missing children is like a rainbow without colors.' Jennifer Demoski, Age 9
Galena, Alaska

IN 1985

41 - Children were directly located by us and returned to their families

27 - Of these 41 children resided in Alaska and 14 "Outside" Alaska,

3 - Of these 41 children were recovered from a foreign country,

37 - Parents were able to locate their children on their own through our direct assistance and counselling,

960 - People were counselled on What to do, What not to do, and How to proceed when a child is abducted,

6,570 - Telephone calls were received

2,900 - Pieces of mail requesting assistance and information were responded to.

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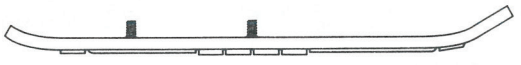


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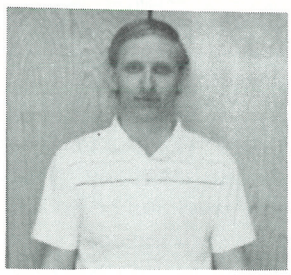
"Bish" Gallahorn and Chris Lie

Bish and Chris will be making their second trip to Nome, having finished in 7th place last year after suffering mechanical problems. Bish is a lifelong Alaskan and he has been riding and racing snowmobiles for many years. Bish, 29, is single and is a successful Kotzebue businessman.

Chris is also a lifelong Alaskan. His father has been a Yamaha dealer for many years, and Chris has been riding Yamahas and racing them for a long time. Chris, 28, is single and is employed as a carpenter.

Bish and Chris were the first team to enter this year. Since Chris' father sells Yamahas and Bish's brother is the Arctic Cat dealer, every year they flip a coin to decide which brand they will ride; for the second year in a row, Chris won the toss and they will ride Yamaha SR-V's. They are sponsored by Gorsuch and Associates and R.S. Construction.





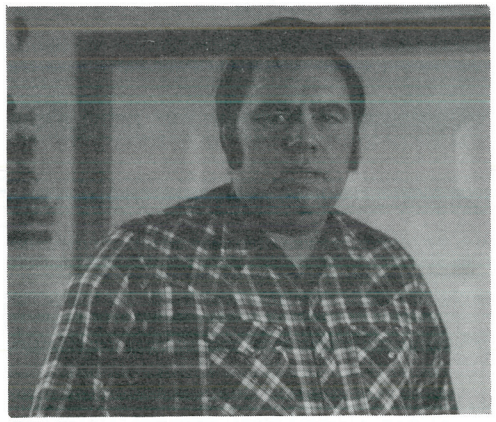
Steve Deptula and Bob Kowalke

Steve Deptula and Bob Kowalke are well known in Alaska motorsports. Steve moved to Alaska in 1960 and has been an active auto racer since 1964. He began racing snowmobiles in 1969, racking up many high finishes until his semi-retirement for racing in 1976. He teamed with Scott Davis in the first Iron Dog Classic as they finished a close second, losing the lead just 100 miles out. Steve is also well known as the owner of High Performance Auto Supply. Steve, 42, is married and has 2 children.

Bob Kowalke can rightly claim the title of "Father of the Gold Rush" as it was his energy that saw the idea transformed into the crown jewel of snowmobiling. Bob began racing in 1969 and was an active racer until the middle 70's. He then began to concentrate on his business duties as general manager of Anchorage Cycle Sales, but the Gold Rush lured him back. Last year he rode with Dan Zipay, holding an early lead until a broken frame sidelined them in McGrath. This year, he and Steve will be a team to be reckoned with. Bob, 33, is married and has 1 child.

Steve Deptula and Bob Kowalke are riding Yamaha SR-V's and were the second team to enter. They are sponsored by Anchorage Cycle Sales and High Performance Auto.

G.W. Bailey and Terry Knapp



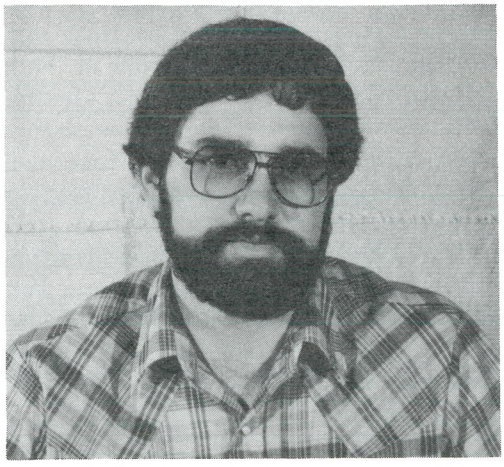


This will be the first Gold Rush race for this team. Terry Knapp moved to Alaska 2 years ago and became involved in snowmobiling soon after that. Last fall he and his cousin, Jim, opened North Country Recreation, the Big Lake area Polaris dealer. Terry also served as cover pilot during the 1985 Gold Rush race for Jim Knapp and Billy Norman. It was this experience that led him to enter this year's event. Terry, 31, is single.

G.W. Bailey has lived in the Wasilla area for many years and has been racing snowmobiles for the last five. A self-employed excavation contractor, he is a familiar sight at all the races in the Anchorage bowl. Bailey, 45, is married and he and his wife, Della Mae, have two sons.

G.W. and Terry were the third team to enter and they riding Polaris Trail Indys. They are sponsored by Bailey's Backhoe Service, Car Care, Inc., Knapp Enterprises and North Country Recreation.





Bill Byers, Jr. and Don Tanner

Bill and Don will be making their first trip to Nome; however, their machines have already been there as they are the same machines that Byer's father and Dr. Rob Robinson rode to Nome in the first Iron Dog Classic. Bill has lived in Alaska for 25 years and is an active outdoorsman. He began snowmobile racing when he was very young and he was Alaska Junior Champion twice. Recently, he has not been an active racer, but is still a very experienced recreational snowmobiler. Bill, 26, is married and has two children. He is employed by H & R Company of Wasilla.

Don has lived in Alaska for 26 years. He has no racing excperience but has many miles aboard snowmobiles. Don, 35, is married and he and his wife, Kristan, have 2 sons. Don is a self-employed electrical contractor and is president of Tanner and Sons Electric, Inc.

Bill and Don were the fourth team to enter and they are riding Yamaha Phazers. They are sponsored by Remax Insurance Group, the Wasilla Rotary Club, A & B Tool Rental and Bill Byers, Dr. Rob Robinson, Debenham Electric and Ron Manning, and Tanner and Sons Electric.

Raymond Hoffman and Kenneth Laraux

Raymond Hoffman makes his third trip to Nome while Kenneth Laraux makes his first run to Nome. Raymond teamed with Ron Demientieff in the first Iron Dog Classic, finishing fifth. Last year they were in a contending position but were forced to scratch because of an injury. Raymond is a lifelong Alaskan, having lived all his life in Bethel. He has been a racer for 12 years and has won the Tuluksak 200 four times. Raymond, 34, is single and is self-employed as the owner of Hoffman-Langlie Home Builders.

Kenneth Laraux has lived in the Bethel area for 15 years. He has raced extensively there in addition to racking up 6,000 miles a year while trapping and hunting. Kenneth, 29, is married and has 2 sons. In addition to trapping, he is a commercial fisherman.

Raymond and Kenneth were the fifth team to enter and they are riding Ski-Doo Formula MX's. Their main sponsor is North Star Gas and they were supported by them when they marked the trail for the Kusko 300 Sled Dog Race. Huffman and Laraux also received additional support from VFW Ladies Auxiliary Post #10041, the Bethel Lions, Bethel Drilling and Welding, VFW Post #10041, Ryan Air, Nicholson Chevrolet, and Bethel Cablevision.







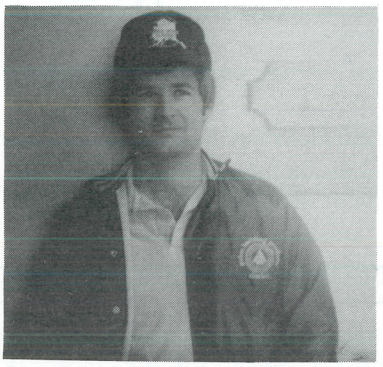
Rodney Price and Mark Torkelson

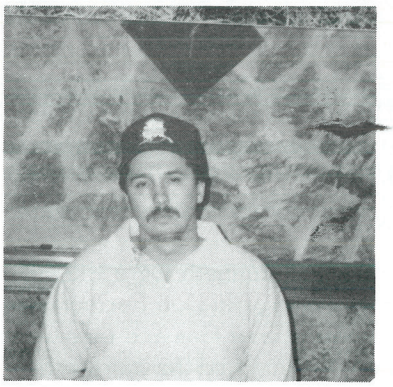
Rod Price and Mark Torkelson are both familiar names to Alaskan snowmobilers and they should prove to be a strong team. Rod has been racing snowmobiles since he arrived in Alaska in 1968 while in the Air Force. He has numerous class wins and high finishes on his record and is making his third trip to Nome in the Gold Rush, having ridden with Ellis Smith to a ninth place finish in 1984 and being forced out by mechanical problems, again with Smith, last year. Rod has also been active in the business end of snowmobiling for some years and is presently general manager of All Seasons Equipment, the Anchorage Ski-Doo dealer. Rod, 40, is married to Pam, the Vice-President of the Gold Rush, and they have one child.

Mark Torkelson is recognized as one of the toughest snowmobile racers in Alaska, particularly in cross country events. He began racing in 1972 and has a long string of top placings, including winning both the Valdez Mayor's Cup and the Hatcher Pass 60 twice. Last year Mark teamed with Pat Reilly in the Gold Rush, earning 8th place after many problems. He and Rod hope to do much better this year.

Rod and Mark were the sixth team to enter and they are riding Ski-Doo Formula MXLT's. They are sponsored by Miller's Equipment, Bombardier Inc., Alcan Electric, Bob's Services, Fineline Upholstery and Western Sheet Metal.

Pat Reilly and Rick Thornton



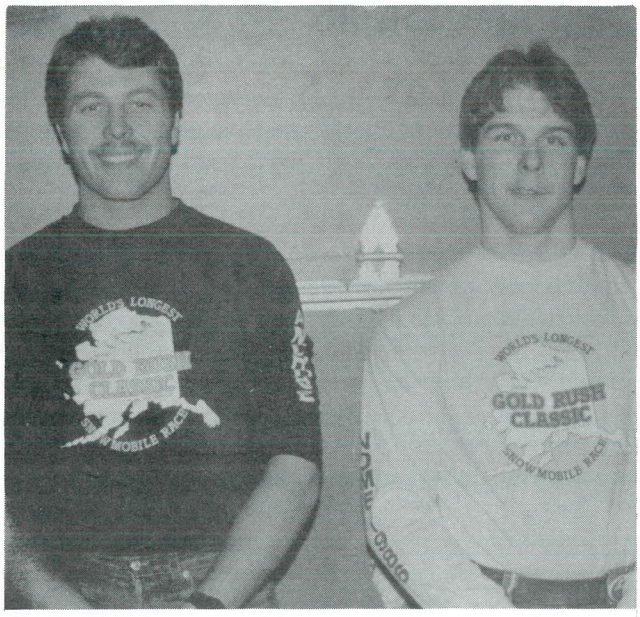


Pat Reilly and Rick Thornton are both active snowmobile racers from Anchorage. Pat was raised in Anchorage and has been a snowmobiler since 1966. For many of those years he has been a tough competitor on the racing circuit and he has entered races all over Alaska. In 1984 he was high point champion for the Alaska Motor Mushers Class V and had the second highest point total in 1985. Pat, 30, and his wife, April, own Rain Proof Roofing and have 2 children.

Rich Thornton moved to Alaska from Arkansas in 1975. He began snowmobile racing soon after that and has been heavily involved in it since. He has won his class at many races, including the Big Lake 500 and was Motor Mushers' high point champ for the 1985 season in class VI. Rick, 30, is assistant manager of Washington Hardware and he and his wife Penny have 1 child.

This is the second Gold Ruch for Pat and the first for Rick. Last year, Pat and his partner Mark Torkelson finished in 8th place after overcoming numerous mechanical and "navigation" problems. Riding Ski-Doo Formula MX's, Pat and Rick hope to improve on that position.

Pat and Rick were the 7th team to enter and are sponsored by Miller's Equipment, Spenard Builder's Supply, Olympic Stains, Western Sheet Metal, Malarkey Roofing, Carlile Trucking, Motorola Radio and Rain Proof Roofing.



Scott Davis and Steve Tachick

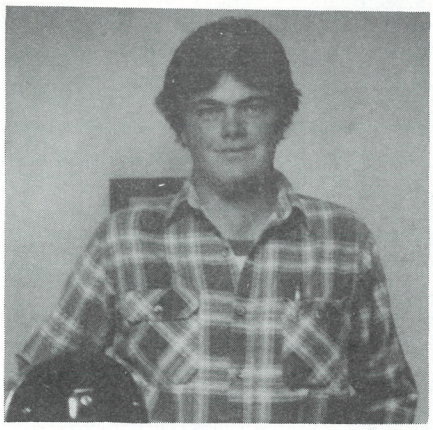
Scott Davis will be making his third trip to Nome while Steve Tachick makes his first try. Scott has lived in Soldotna for 22 years and has been riding and racing snowmobiles for 8 years. Scott and his partner Steve Deptula finished a close second in the first Iron Dog Classic and then Scott returned with partner Gary Eoff to win last year's Gold Rush Classic. In addition, Scott is well-known as a motorcycle racer, having won 16 state championships. Scott, 26, is married and he is a partner in Davis Block Co.

Steve Tachick is also a longtime Alaskan, having lived here for some 15 years. He has been a snowmobile racer since the early 70's. He had, however, greatly cut back his racing activities until Scott persuaded him to make the run to Nome. Steve, 27, is married and has 1 child. He is employed by Homer Electric as an electrician.

Scott and Steve were the eighth team to enter and they are riding Yamaha SR-V's. Some of their sponsors are Davis Block, Anchorage Cycle Sales and G.E. Mobile Radios.

Robert Adkins and Todd Corzine





Robert Adkins and Todd Corzine are the only team in this year's race from outside Alaska. Hailing from Center, Colorado, Adkins and Corzine are both farmers who like to snowmobile during the off-season.

Adkins was born and raised in Texas and moved to Colorado in 1978 and began snowmobiling. While he has never seen or entered a snowmobile race, he has taken many long-distance trips. Adkins states that he has entered the Gold Rush because he would like to see Alaska and he "likes to snowmobile where most people don't go." He has certainly picked the right race. Adkins, 44, is married and has 3 children.

Like Adkins, Corzine is not a racer, but is an avid snowmobiler. He has been riding for many years and has entered the Gold Rush because of the challenge and he thinks it will be "an experience he will never forget." He is undoubtedly right. Corzine, 22, is single.

Adkins and Corzine were the ninth team to enter and they will be riding Arctic Cat El Tigre 6000's. They will be making the long trip from Colorado with the assistance of Mountain Valley Sports of Monte Vista, Colorado as well as the local snowmobile club.

Frank Johnson and Merlin Johnson

Frank and Merlin are cousins and they have both lived in Unalakleet all their lives. Frank has been a longtime racer and has raced all over northern and western Alaska. Frank makes his living as a fisherman and in the construction field. Frank, 33, is single.

Merlin has also raced extensively in western Alaska and has many high placings in the Nome-Golovin race. Merlin, 31, is a commercial fisherman and construction worker.

Frank and Merlin were the tenth team to enter and they are riding Polaris Indy 400's. They are sponsored by the A.C. Co., the City of Unalakleet and Ryan Air.

GOOD LUCK
To All 1986 Gold Rush Classic Competitors

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Every snowmobiler knows that name. And every snowmobiler has a Cat somewhere in his past. Either a Cat he owned or a Cat he wanted to own.

Owning a Cat was like joining an exclusive club. And if you weren't a member, you wished you were.

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Arctic Cat compiled one of the winningest records ever. And the Team Arctic race program became a testing ground for innovations like liquid-cooling and long-travel suspensions.

We're still pushing the sport forward by leaps and bounds. And this year is no exception, as the following pages will prove. So, if you're looking for innovative engineering, quality manufacturing and fun, there's a name for it. Arctic Cat.

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1	Yamaha SR.V	'Bish' Gallahorn, Kotz	Chris Lie, Kotz.
2	Yamaha SR-V	Bob Kowalke, Anchorage	Steve Deptula, Anchorage
3	Polaris Trail Indy	Terry Knapp, Big Lake	G.W. Bailey, Wasilla
4	Yamaha Phazer	Bill Byers, Jr., Wasilla	Don Tanner, Wasilla
5	Ski-Doo Formula MX	Raymond Hoffman, Bethel	Kenneth Laraux Bethel
6	Ski-Doo Formula MXLT	Rod Price, Anchorage	Mark Torkelson, Anchorage
7	Ski-Doo Formula MXLT	Pat Reilly, Anchorage	Rick Thornton, Anchorage
8	Yamaha SR-V	Scott Davis, Soldotna	Steve Tachick. Soldotna
9	Arctic Cat 6000	Robert Adkins, Colorado	Todd Corzine, Colorado
10	Polaris Indy 400	Frank Johnson, Unk.	Merlin Johnson, Unk.
11	Arctic Cat Cougar	Ellis Smith, Anchorage	Billy Norman, Big Lake
12	Yamaha Phazer	Doug Godfrey, Juneau	Del Shull, Juneau
13	Yamaha SR-V	Mike Lie, Kotzebue	Tony Richardson, Kivalina
14	Yamaha SR-V	David Morgan, Nome	Homer White, Nome
15	Yahama SR-V	Darrell Howard, Anc.	Kenny Howard, Anchorage
16	Polaris Indy 400	Tim Brett, Wasilla	Steve Hoff, Wasilla
17	Polaris Indy 400	John Faeo, Anchorage	Dan Zipay, Anchorage
18	Yamaha SR-V	Mike Tope, Anchorage	Kevin Shanley, Anchorage
19	Yamaha SR-V	Lynn Lythgoe, Anchorage	Bob Dickerson, Anchorage
20	Yamaha SR-V	Lyndon Thomas, Fairbanks	Jeff Risch, Fairbanks

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Ellis Smith and Billy Norman

Ellis "Smitty" Smith and Billy Norman have both been racing for years and are each entering their 3rd Gold Rush Classic. Smitty has lived in the Anchorage area a long time and he teamed with Rod Price the first 2 races, finishing in 1984 and being forced to scratch in McGrath last year due to engine failure. Smitty has been a snowmobile racer for many years and was very successful during the 70's, including winning the Kenai to Homer race. Now retired from racing, he only takes his racing helmet off the shelf once a year for the Gold Rush. Smith, who will turn 42 on the trail, is married to Sherry and has 2 children.

Like Smith, this is the 3rd Gold Rush for Billy Norman. Billy, who lives at Big Lake, began racing in 1980. He was forced to scratch from the inaugural Iron Dog Classic in 1984 while riding a Manta but he did finish last year with partner Jim Knapp. Mechanical problems pushed them back into ninth place and Billy hopes to greatly improve on that. Norman, 38, is married and has 3 children.

Smith and Norman were the eleventh team to enter. They are riding Arctic Cat Cougars and are sponsored by Arctic Recreational Distributors, Ace Supply, and Billy Norman Realty.



Doug Godfrey and Del Shull

Doug Godfrey and Del Shull of Juneau will be making their first trip to Nome. Doug and Del are not snowmobile racers but have entered the Gold Rush so that they can see the Iditarod Trail. Although they have no snowmobile racing experience, each have been "hard-core" recreational snowmobilers for 15 years, making numerous trips throughout Alaska and the lower 48 to pursue their sport. Doug, 30, is an owner/operator in the trucking business and he is married.

Del Shull moved to Alaska in 1979. He is an avid outdoorsman and recreational snowmobiler and he has been riding since 1970. Del, 31, is also an owner/operator and he is single.

Doug and Del will be riding Yamaha Phazers and they were the twelfth team to enter. They are sponsored by Gastineau Sand and Gravel and Del Shull Trucking.

Mike Lie and Tony Richardson

Mike Lie is entering his second Gold Rush, having scratched last year in McGrath. Mike was born in Alaska and has lived in Kotzebue all his life. Mike has been riding for years and began racing when he was 14. One of the most successful racers in northern Alaska, Mike has won the big Kotzebue race the last three years in a row. Mike, 26, is single and he works on the North Slope as a derrickman.

Mike's partner this year is Tony Richardson of Kivalina. Tony moved to Alaska in 1979 and has been riding and racing snowmobiles since then. Prior to that, he was an active motorcycle racer in Oklahoma. Tony, 28, is single and he works as a plumber in the construction field.

Mike and Tong were the thirteenth team to enter and they are riding Yamaha SR-V's. The are sponsored by H and L Yamaha.





David Morgan and Homer White

The "Nome boys", Morgan and White are making their second ride home to Nome after their near miss of a year ago. David Morgan was born in Nome into a famous snowmobiling family. His grandfather and father have been Polaris dealers since 1957 and his grandfather also built one of the first "snowmobiles" in Alaska in the late 1920's, a coverted Model T Ford. David's brothers and cousin have all been successful racers and he has followed in their footsteps with many high finishes in the Nome and Kotzebue races. Morgan, 23, is single.

Homer White has also enjoyed his share of successes in snowmobile racing. He began in 1979 and has many good finishes to his name in the Nome and Kotzebue races, including winning the Nome-Golovin race in 1981 and setting the course record that still stands. White, 23, is single.

Morgan and White teamed up last year in the Gold Rush Classic and were solid contenders. They led the race but ran out of fuel just short of the halfway mark and broke a driveshaft bearing and fell further behind. Despite these problems, they finished with a rush in third place, just three hours out of first. They have strong hopes of winning it all this year.

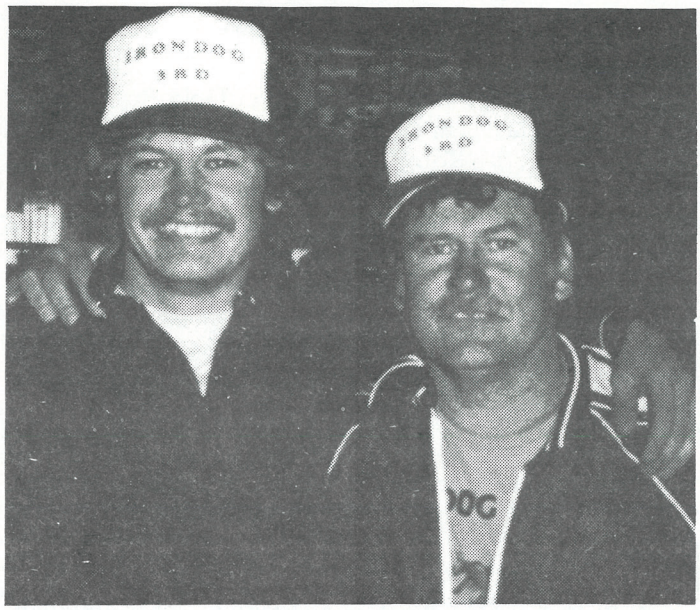
Morgan and White were the fourteenth team to sign up and will be aboard Yamaha SR-V's again. They are sponsored by Mr. and Mrs. Larry Heiner, Alaska Airlines, Nome Machine Works and Morgan Enterprises.

Kenny and Darrell Howard

The father-son team of Kenny and Darrell Howard are making their third run to Nome. Both of them have been active in snowmobile racing for years and have established reputations as tough competitors. Kenny Howard moved to Alaska from Flordia in 1972. Kenny had been a stock car racer there so it was a natural step for him to become involved in snowmobile racing. He began racing in 1974 and has since gathered numerous high placings in races all over Alaska. Kenny, 40, and his wife, Caroline, have 2 children besides Darrell and one grandchild, Darrell's son.

Darrell followed his father into snowmobile racing in the late 70's and quickly became known as one of the fastest riders around. He has placed well up in countless races, including both races to Nome. Darrell and Kenny placed third in the first Iron Dog Classic and finished sixth in last year's Gold Rush Classic after overcoming numerous problems. In addition, Kenny has performed valuable service by flying cover for the trail staking expeditions for the Gold Rush. Darrell, 23, is the proud father of a new baby boy, Kenneth Darrell Howard.

Kenny and Darrell are riding Yamaha SR-V's and were the fifteenth team to sign up. They are sponsored by the Timeout Lounge and Mason's Associates.







Tim Brett and Steve Hoff

Tim Brett and Steve Hoff both live in the Wasilla area and work on the North Slope. Tim has lived in Alaska for 22 years and has been a snowmobiler for 18 years, his first machine being a 1967 Panther. He has also been a racer since '73, and has numerous high finishes, including winning his class in the 1983 Big Lake 500, however, his "three on, three off" work schedule does not allow him to race as often as he would like. Tim is employed by Veco as a heavy equipment operator and also runs his own business, Brett Small Engine Repair. Tim, 29, is married and has 2 sons.

Steve Hoff has lived in Alaska for 15 years and has been snowmobiler since he got here. Although he has never entered a snowmobile race, he is an enthusiastic rider, racking up thousands of miles every year. He also works on the Slope, though, which sometimes interferes with his riding. Steve, 30, is also employed by Veco as an operator and he is single.

Tim and Steve will riding Polaris Indys 400's and they were the sixteenth team to sign up. They are sponsored by Veco, Inc.

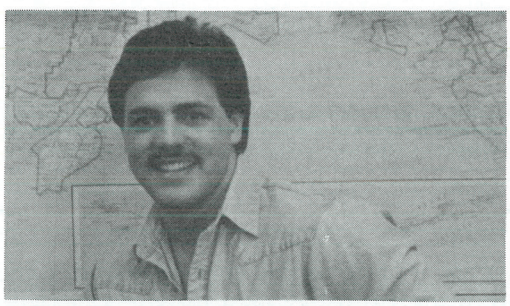
John Faeo and Dan Zipay

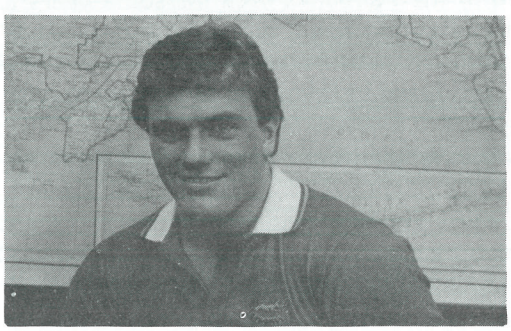
John Faeo and Dan Zipay need no introduction to any Alaskan snowmobiling fan. Both have raced for many years and have established enviable records. John Faeo began racing in 1972. Since that time he has won every major race in the state, including multiple wins in the Talkeetna to Anchorage, Big Lake 500, and the Valdez, Nome and Kotzebue races. He and his partner, Rod Frank, won the first Iron Dog Classic, the forerunner of the Gold Rush Classic and last year, Faeo and Frank finished a very close second in the Gold Rush. John, 30, is a longtime employee of the Alaska Railroad and he and his wife, Vicky, have 2 boys.

Dan Zipay began racing in 1974 and he, too, has an impressive list of victories to his credit. He has won the Talkeetna to Anchorage, the Big Lake 500, Nome-Golovin and Midnight Sun 600, as well as many others. Dan finished in 4th place in the Iron Dog Classic with his partner, Jim Blanning, and was running strong in last year's Gold Rush Classic when he and his partner, Bob Kowalke, were forced to scratch in McGrath. A partner in Zipay Trucking, Dan, 30 and his wife, Lisa, have 1 child and are expecting another.

Faeo and Zipay were the seventeeth team to sign up and they are riding Polaris 400 Indy's. They are sponsored by Polar Equipment, Nuggett Construction, E.J. Bartell's, Nelson Kogane Bookkeeping, M.V. Construction, Starting Line Products, and Zipay Trucking.







Kevin Shanley and Mike Tope

Kevin and Mike are both making their first run to Nome. Mike moved to Alaska in 1969 and has been riding and racing snowmobiles since he was sixteen. He is well-known as an Anchorage racer, having won the Big Lake 500 in 1984, in addition to many other high placings. A salesman for Tope Equipment, Mike, 22, is single.

Kevin has been in Alaska for seven years and he met Mike at West High where they were classmates. Mike introduced Kevin to snowmobile racing by allowing him the "privelege" of serving as a pit crewman. Kevin successfully served this apprenticeship and began racing on his own. In addition to riding and mechanical skills and the long hours of work, Kevin notes that Mike also taught him that "in order to be a successful racer, you have to be $5,000.00 in debt at all times." Kevin, 22, works as a salesman for Tope Equipment and is single.

Mike and Kevin were the eighteenth team to enter and they are riding Yamaha SR-V's. They are sponsored by Alaska Excavating and Equipment and Tope Equipment.

Bob Dickerson and Lynn Lythgoe

Bob and Lynn are both entering their first Gold Rush Classic. Bob has lived in Anchorage for 21 years and is an active outdoorsman. Although he has no racing experience, he has been riding snowmobiles and motorcycles since 1966. Bob, 36, is married and has 2 children. He is employed as field manager for The Excavation Company, specializing land development.

Lynn has lived in Anchorage for 25 years and has been riding snowmobiles and motorcycles almost that long. Although he has no racing background, he has ridden extensively. Lynn, 35, is married and has 2 boys and 2 girls. He is president and owner of L—H Construction and The Excavation Company.

Bob and Lynn were the nineteenth team to enter and they are riding Yamaha SR-V's. They are sponsored by L—H Construction, The Excavation Company, Circle C Mechanical, Motorola Communications and Cash's Welding.



Jeff Risch and Lyndon Thomas

Jeff Risch and Lyndon Thomas both live and work in the Fairbanks area. Jeff moved to Alaska 10 years ago and has been a snowmobiler since then. He has entered some races, primarily in the Fairbanks area and has also been a dedicated recreational snowmobiler. Jeff, 24, is single and he works for the Alaska Rail Road as an engineer.

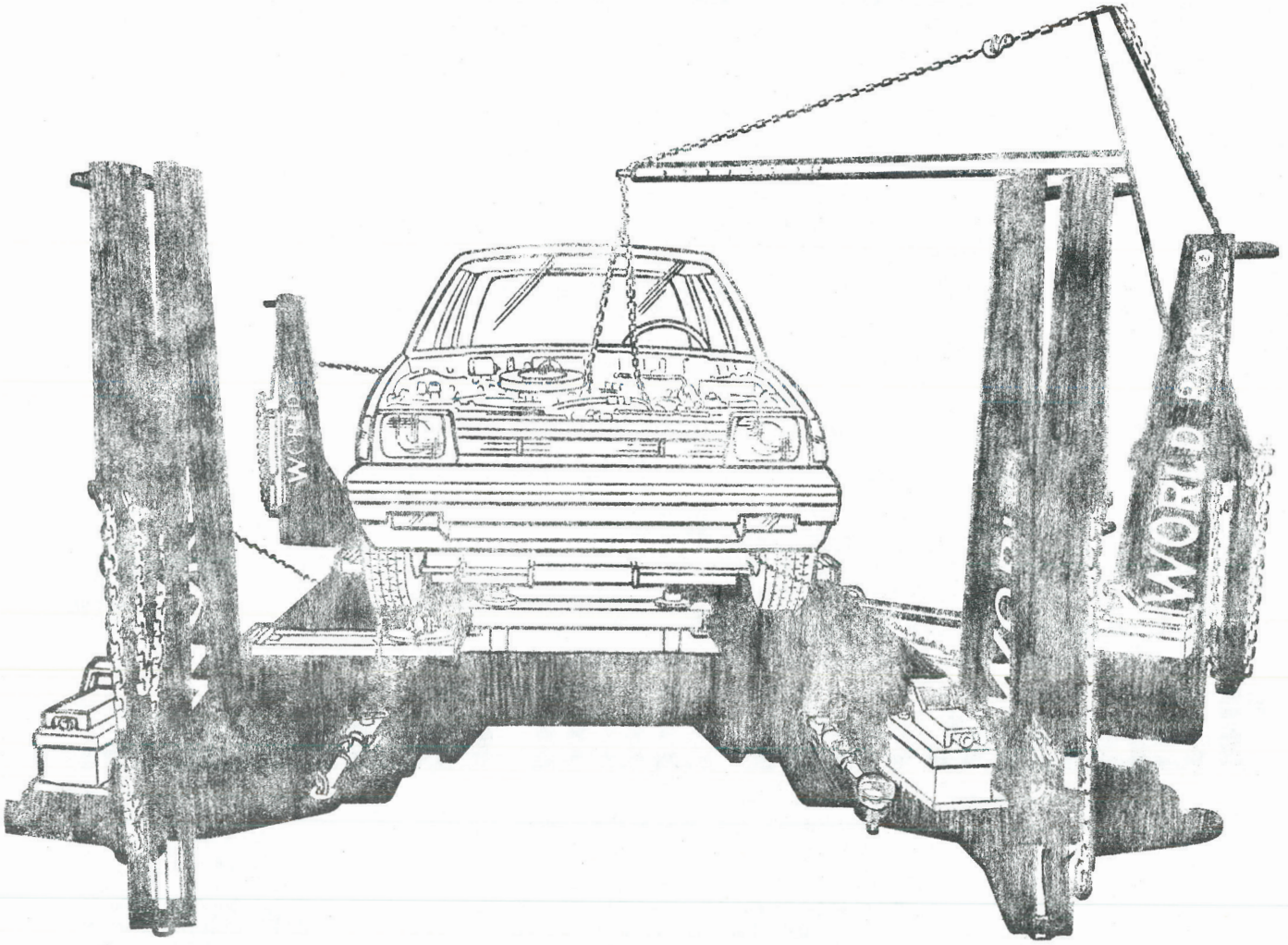
Lyndon Thomas has lived in Alaska for 13 years, and has been a snowmobiler for 10 of them, including one winter spent on a trapline near Talkeetna. Lyndon has raced in the Fairbanks area for some years and also works as a snowmobile mechanic and salesman as well as working as a building contractor. Lyndon, 23, is single.

Jeff and Lyndon will be riding Yamaha SR-V's and they were the twentieth team to enter. They are sponsored by Alaska Fun Center, Golden North Home Center, Sunset Inn, Pike's Landing, Carlile Trucking, Northern Lights Garden Center, Dan and Beth Davis, Pamela Woodward, Pfieffer's Flying Things, National Video, Jackovich Tractor, and Chemsearch.

GOOD LUCK!

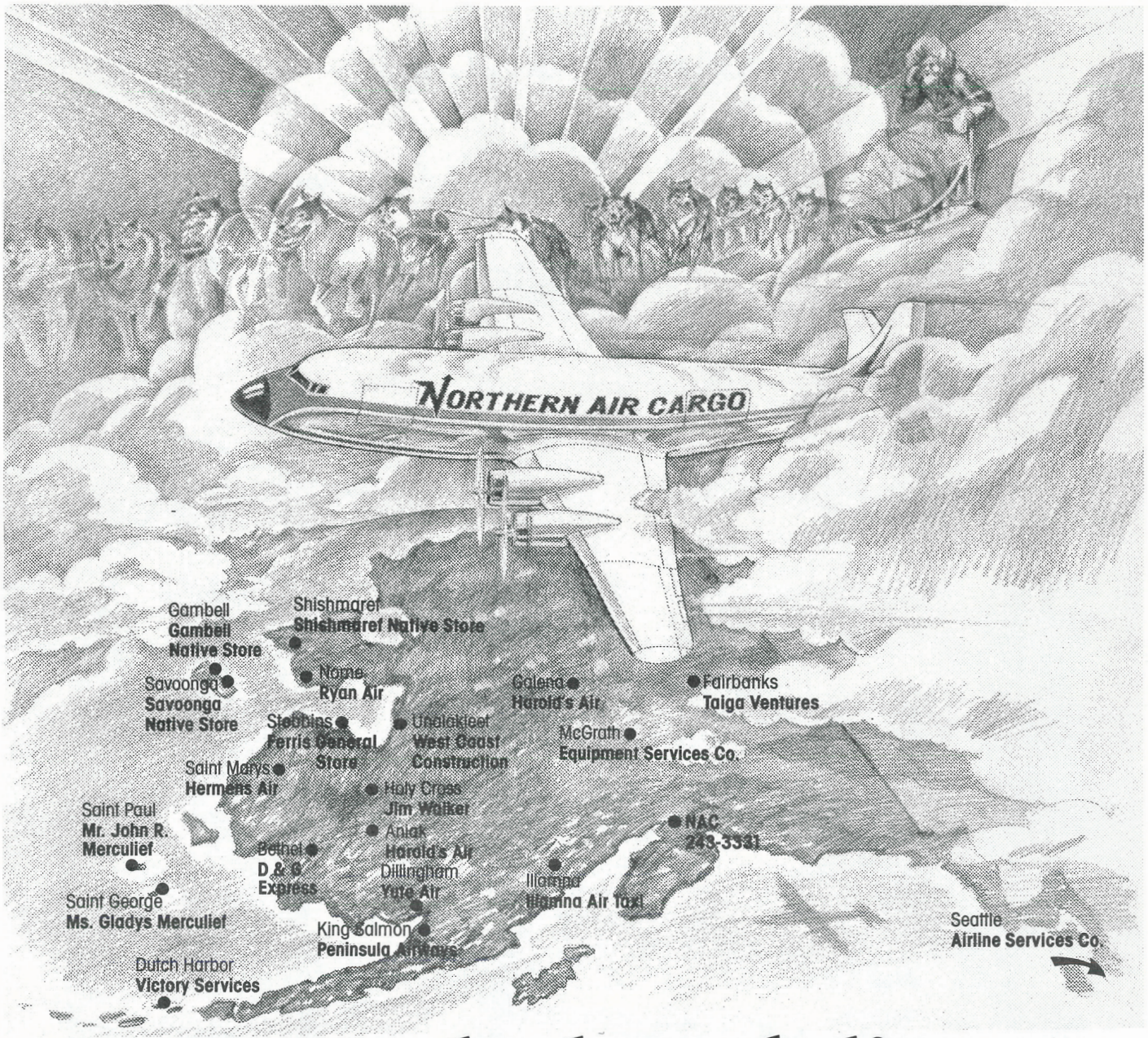
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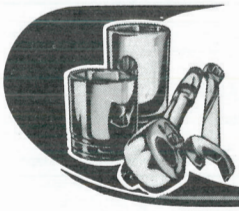
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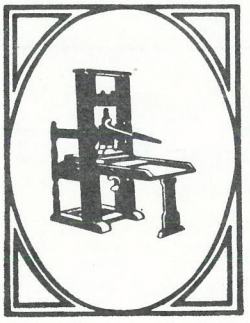
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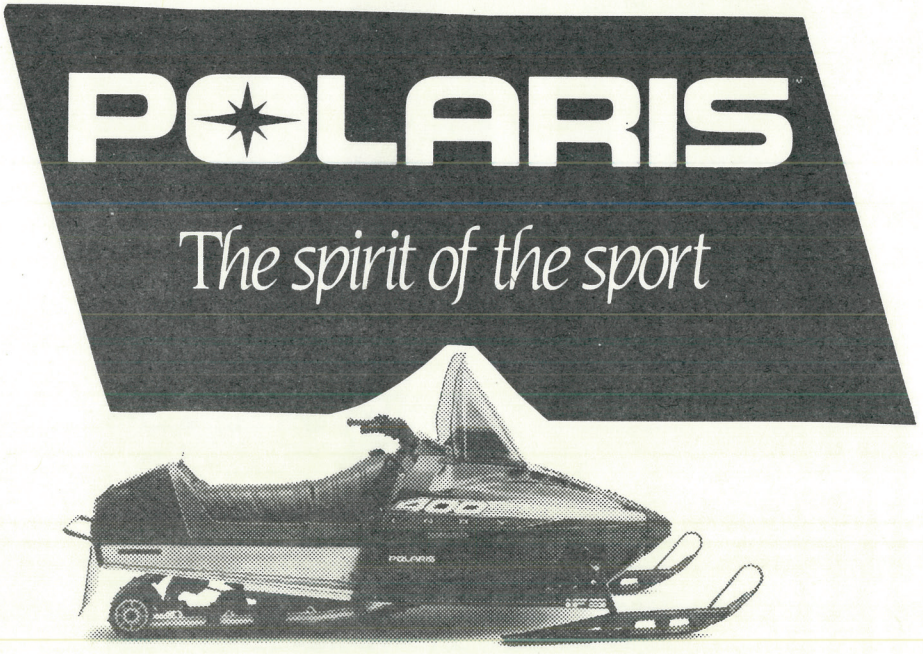
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