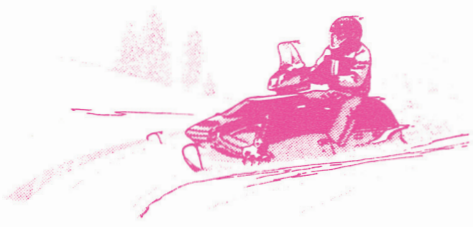
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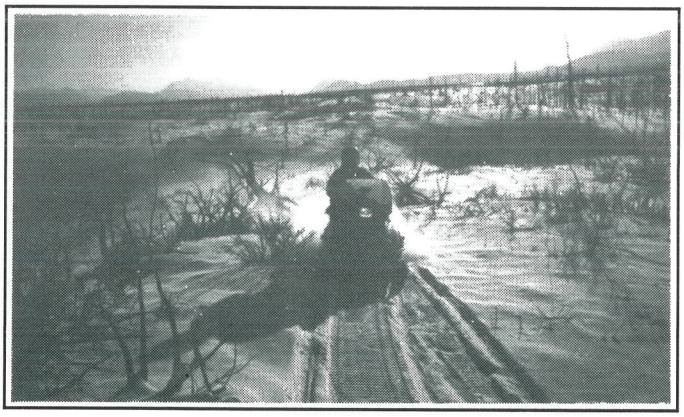


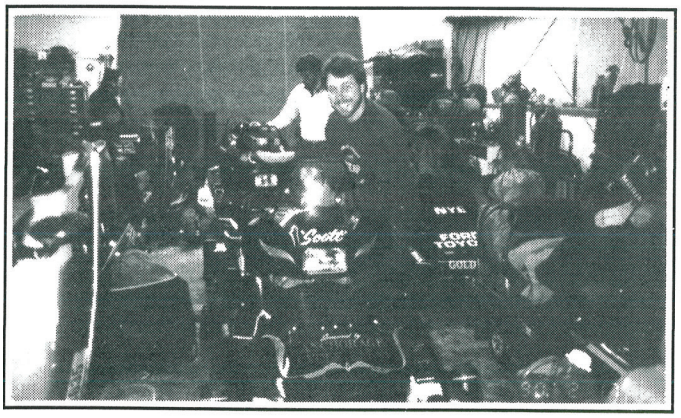
1991
Snowmachine Race Program



Breaking The Trail For The Gold Rush Classic









Breaking trail for the Gold Rush Classic pits man and machine against mother nature. It crosses some of the most desolate country in the world and puts man and machine through the most extreme weather and snow conditions to be found. Marking and breaking a trial is back wrecking work. Machines get stuck every few feet or so, the riders are constantly jumping off to wrestle their heavy machines out of a snow hole. All of which is taking place at 30 to 40 degrees below zero, which means the sweat and steam of all this labor freezes around a man's face and soaks his clothes. Then imagine what happens when an ornery moose decides it does not want to move! Do we hear any readers out there volunteering to help with this awesome task? Nope, thought not, me either!

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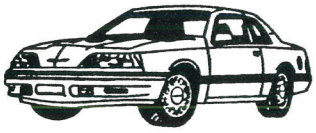
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Thanks to Nye Frontier Ford for the official "Gold Rush Classic" Truck

IRON DOG GOLD RUSH CLASSIC BALLAD

Snow machines are comin'
Racing round the bend
They ain't seen the black top
Since they don't know when
They're racing Nome to Big Lake
Just to prove they can
They long to hear that siren
As they cross the finish line

Those Iron Dogs are howling
Howling cross the miles
Only in Alaska
Now some folks wonder why
They get stuck in ten foot snow drifts
And into trees they crash
They race each other, moose & frostbite
Just to get the cash

Now when the tundra calls them
They can't ignore the call
Those Iron Dogs are running hard
The winner takes it all
Now the first to Galena
The silver they will hold
But the first team to the Klondike
Gets the pot of gold

Family, friends await them
To come in off the trail
They wait to see those headlights
Came racing cross the lake
When the siren starts to crying
Teams are starting to arrive
Thank GOD for Safety and Alaska
And the strength to make the ride

Now next year when the snow flies
They'll team up again
They'll race the Gold Rush Classic
See whose machines will win
They'll get their arctic gear out
The trail they will break
They'll all meet up in Nome again
Then they'll be on their way

By: Jeanene Walker, Feburary, 1990

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Ruby Roadhouse
Bob and Tommie Calkins
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468-4463
Rates: $100 per day per person
Showers/3 Meals

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B J's Fuel
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524-3923

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Big Lake: Finish Line
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* The Board of Directors would like to extend our sincere appreciation to everyone that has helped make this race possible.

1991 Iron Dog Gold Rush Route



Checkpoints, gas stops, and approximate distances are as follows:

CHECKPOINT	TYPE	DISTANCE TO NEXT
Nome	Starting Line Only	95
Golovin	Check and Gas	95
Koyuk	Check and Gas	100
Unalakleet	Check and Gas	95
Kaltag	Check and Gas	100
Galena	Check and Gas	50
Ruby	Check and Gas	101
Checkpoint #1 & #2	Check and Gas	100
McGrath	Check and Gas	55
Nikolai	Check and Gas	75
Rohn River	Check and Gas	75
Puntilla Lake Lodge	Check and Gas	80
Skwentna	Check and Gas	76
Big Lake	Finish Line	
	Total (Approximately)	1097

FORMER IRON DOG GOLD RUSH CLASSIC WINNERS

1984	John Faeo and Rod Frank	Polaris
1985	Scott Davis and Gary Eoff	Yamaha
1986	John Faeo and Dan Zipay	Polaris
1987	John Faeo and Dan Zipay	Polaris
1988	John Faeo and Dan Zipay	Polaris
1989	Scott Davis and Mark Torkelson	Yamaha
1990	John Faeo and Bob Gilman	Yamaha

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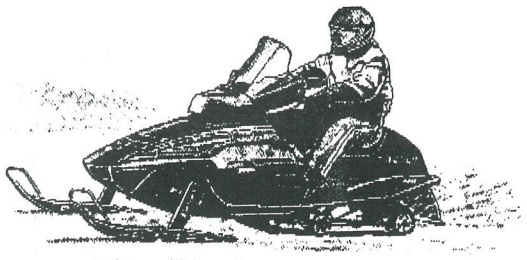
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1991 Iron Dog Gold Rush Classic Teams*

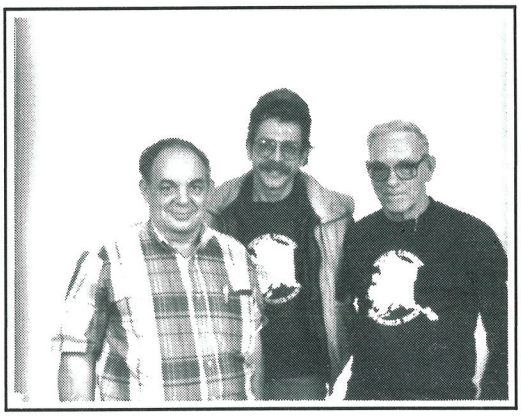
1	Elmer Soule Shorty Soule Dennis Swantner	Yamaha
2	Dorvell Barnes Richard Kirk	Arctic Cat
3	G.W. Bailey Pat Delia	Polaris
4	Dale Hirsch Jack Jaunbrad	Yamaha
5	James Dick Dan Zipay	Polaris
6	Evan Booth Homer White (PeeWee)	Polaris
7	James Bagley Walt Smith	Arctic Cat
8	Vego Anderson David Barber	Polaris
9	Paul Cass Adron Lewis	Polaris
10	Bill Heariet Mark Torkelson	Yamaha
11	Gary Lee Clark Cort Phelp	Yamaha
12	John Faeo Bob Gilman	Polaris
13	Sam Hill Wilson Hughes	Polaris
14	Carl Nevada Steve Trammell	Polaris
15	Leon Braswell Gerald Braswell	Arctic Cat

*As positions were drawn.

Team 1

Elmer Soule, Shorty Soule and Dennis Swantner

Polaris

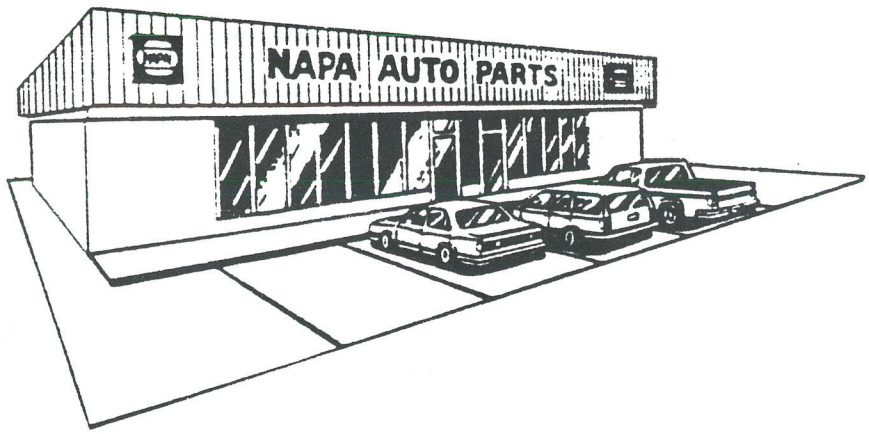


Elmer Soule - Elmer was born in Toledo, Ohio on November 14, 1924. On February 11, 1945 Elmer married Florence and together they raised four children. They have nine grandchildren and one great-grand-daughter. Snowmachining is his favorite hobby and Elmer has competed in the Talkeetna to Anchorage and Hatcher Pass races. Elmer would like to thank the Hertz Corporation for their help as sponsors.

Harold (Shorty) Soule - Harold was born September, 1926 and has been a resident of Anchorage for 39 years. He has been married to Betty for 44 years. His first race was the Talkeetna to Anchorage in 1969 and he has been racing ever since. He likes ice racing best. He snowmobiles in the Peter and Dutch Hills area. He is manager of G & J Flooring Contractors, Inc. Hertz Rent A Car is his sponsor.

Dennis James Swantner - Dennis James was born July, 1953, in Detroit, Michigan. He is the son of Jim and Irma Swantner, nephew of Harold & Elmer Soule. This is his first time in the Gold Rush Classic. He is single, a ten year resident of Anchorage and an avid snowmachiner. He'd like to thank all his friends for making this experience possible!

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Team 2

Donald Barnes and Richard Kirk

Arctic Cat

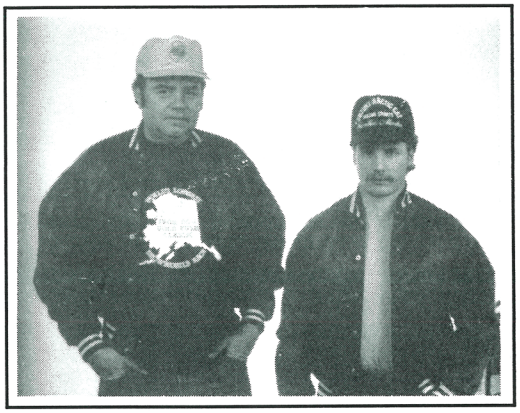
Donald Barnes -

Rich Kirk - I enjoy snowmachining all winter long with some time off for spring skiing. Summertime brings out drag racing and jet skiing. The rest of my time goes to our family business of Alaska Gear & Transmission. I have been in Alaska for five years and play to stay. Winter is a time I enjoy very much.

Team 3

G.W. Bailey
and Pat Delia

Polaris



G.W. Bailey -

Pat Delia -

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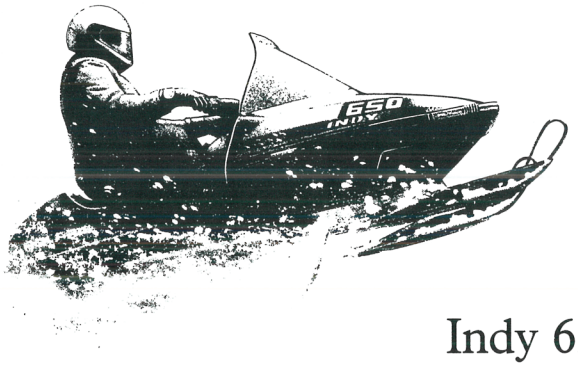
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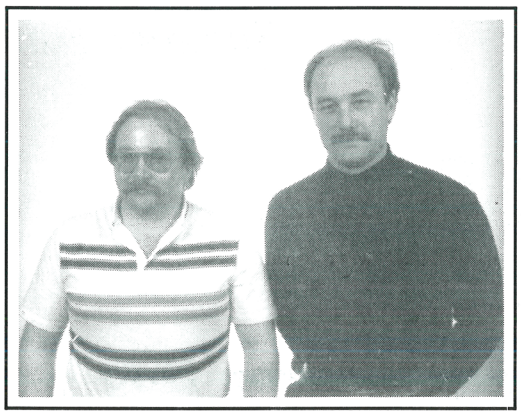
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Team 4

Dale Hirsch
and Jack Jaunbral

Yamaha

Dale Hirsch & Jack Jaunbral - These two racers are sponsored by: Bill Erica - Yamaha out of Bill Erica Massachusetts, Hirsch Porsche Audi, Anchorage Cycle Sales, Barney's Sports Chalet and Arctic Pool and Spa.

Dale has had five years of intensive trail riding in the Wasilla and Willow areas. He has raced in the Rondy Grand Prix with a Porsche powered super beetle (Power 102 Super Beetle). In 1987, 1988 and 1990, Dale was the winner of first place. Dale would like to say a special thanks to his wife and kids for their patience an understanding.

Jack has twenty years of snowmachining experience. His wife and kids are rooting for him to make it to Big Lake with some excellent time.

Team 5

James Dick
and Dan Zipay

Polaris



James D. Dick - Age 27, born & raised in Seward, Alaska. I am a commercial fisherman in the summer months. I long shore in the winter months, when I'm not riding snowmachines. I've been racing snowmachines for the last five seasons. However, this will be my first season for racing the Gold Rush Classic.

Dan Zipay - This is Dan's eighth Gold Rush Classic. He is teamed this year with a new partner, James Dick of Seward. Dan's primary goal will be trying to get off Nome's Front Street for the first time in three years. If able to accomplish this, he looks forward to a top finish in this years race. Dan has three children, Alexandria, 6 years, Daniel, 4 years and Jacob 1½ years. Sponsors this year are; Alaska Power Sports, Zipay Trk. Co., Joe's Trk. Co., Palmer Bar, Woody's Tractor Products, Carl's Cycle and J & R Enterprises.

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HISTORY OF THE IRON DOG GOLD RUSH CLASSIC

In March, 1983, Bob Kowalke and Jim Wilke decided the time was ripe for a new snowmachine 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 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 & 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 two 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, 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 take 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 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 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 for 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 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.

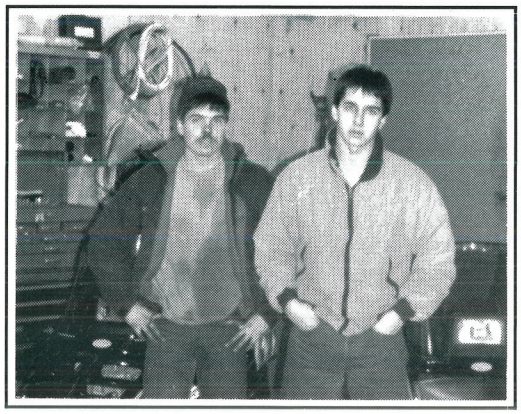
The second race, now renamed the Gold Rush Classic, left Big Lake on February 14, 1985. This race, the first to travel the entire 1,100 mile Iditarod Trail, was, indeed a classic as 15 teams battled brutal weather and trail conditions. Some 72 hours after leaving Big Lake, the first machines were into Nome with just 3½ seconds separating the winning and second place teams.

The third Gold Rush Classic again saw snowmobilers battling adversity and terrible trail conditions, but after just 51 hours the first team arrived in Nome.

Each year has its own particular problems: too much snow, too little snow, open water, high winds that blind racers and obliterate the trail, and extreme cold. Temperatures of 40 and 50 below is not only hard on people but hard on machines as well. . . but, the race goes on.

Now in its 8th year, The Iron Dog Gold Rush Classic is well established and is widely recognized as the greatest challenge in the sport. The race that was once the object of so much controversy is now widely accepted as the crown jewel of snowmobiling.

Team 6



Evan Booth
and Homer White (PeeWee)

Polaris

Evan Booth - Age 22, 20 of those years spent in Nome. Evan is a mechanic for the State of Alaska. Racing history includes various small races in Nome, The Nome Glovin, twice in Kotzebue and once in the Iron Dog.

Homer White (PeeWee) - Age 28, 19 of those years spent in Nome, Alaska. Homer is also a mechanic for the State of Alaska. Racing history includes racing the Nome Golvin, Kotzebue, and the Iron Dog twice.

Evan and Homer will be racing Polaris Indy 500 sp model.

Team 7

James Bagley
and Walt Smith

Arctic Cat



Walt Smith - 47 years old, married with 7 children. A 9 year Alaskan resident residing in Wasilla, Alaska. Enjoys flying, fishing, snowmobiling, motorcycle touring and living in Alaska. Has been and Arctic Cat snowmachiner since 1968. Rookie Iron-Dogger.

Jim Bagley - 42 years old, married with 3 children. Alaskan since 1949. Self employed commercial subcontractor. Lives on Fuller Lake in Wasilla. Hobbies include snowmobiling, fishing, hunting and flying. He bought his first snowmachine in 1989 and enjoys the sport with his family and friends. Rookie Iron-Dog racer.

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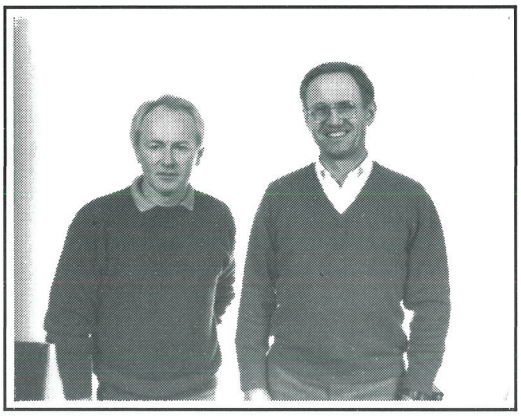
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Team 8

David Barber
and Vigo Anderson

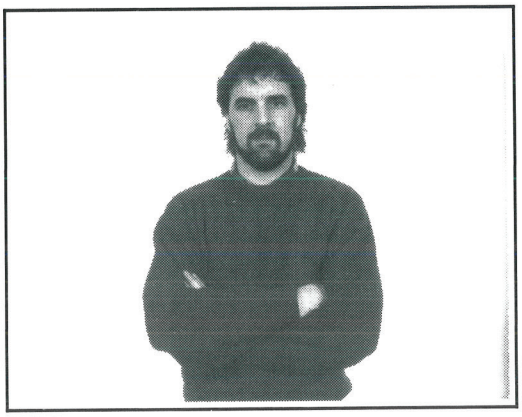
Polaris



David Barber - Raised in Tampa, Florida, where he began snowmachine racing (believe that?) David has lived in Alaska since 1979. He has run in the Talkeetna and Hatcher Pass races the last four years and, actually, finished a few of them. This is his first Iron Dog and he is looking forward to being in it.

Vigo Anders - Born in Anchorage in 1944, he is looking forward to his first Iron Dog, as a "most green" racer. While Vigo does not have a racing background (this is the first race he has ever entered), he does have a lot of time on the sleds riding the logging trails in Eastern Washington and around the Anchorage and Eureka areas. Since all of the machines he has owned have been Polaris's, it is only natural that he will be riding a Polaris 500 SXS during the 1991 Iron Dog race.

Both David and Vigo are employed by NC Machinery Co and both will be on Polaris 500 SKS's. Their goal? To finish the race near the front and a win wouldn't be turned down! And, David adds, "It would be great to have a sponsor!"



Team 9

Paul Cass
and Adron Lewis

Polaris

Paul Cass -

Adron Lewis - Adron is president of the Club and owns Midnight Sun Polaris. He has been an avid snowmachine racer for years and is married with one child.

Team 10

Bill Heariet
and Mark Torkelson

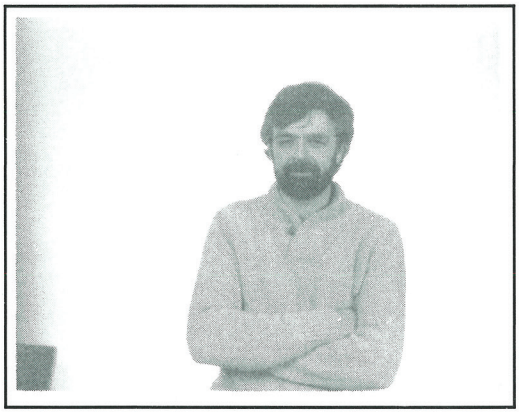
Yamaha



William A. Heariet - I am a life-long Alaskan and a "seasoned" snowmachine rider and racer from the 80's with several top place finishes, some to include the prestigious "Valdez Mayors' Cup", Hatcher Pass "60", Midnight Sun 600, Talkeetna-Anchorage, and the Big Lake Calcutta. I won and operate "Valley Yamaha" in the Matanuska-Susitna Valley. I am 37 years old, married, two step-children. Hobbies are snowmachining, four-wheeling, flying and singing. I am anticipating this ride with my partner and friend Mark Torkelson. I wish all my fellow racers a safe journey.

Mark Torkelson - Born in Alaska, I am 35 years young and have lived in the Wasilla area for the past 6 years. I have been riding and racing snowmachines since 1966 and have received top finishes in most all of our local races, also have a 1st, 2nd, 3rd, five finishes in the Iron Dog Classic.
My hobbies are riding-racing-repairing snowmachines, hunting, fishing and boating with my children Travis 11 and Lyndsay 8. I want to wish my fellow racers a safe trip, "Happy Trails!"

Team 11



Gary Lee Clark
and William "Cort" Phalp Jr.

Yamaha

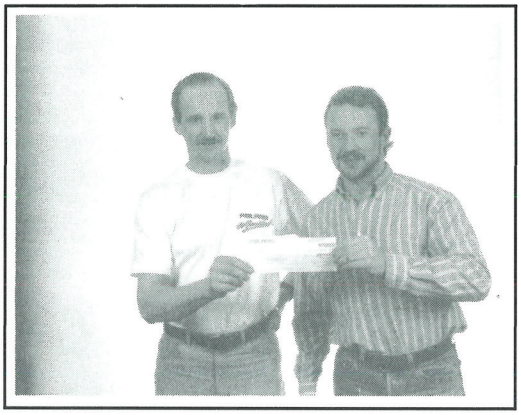
William "Cort" Phalp Jr. - Cort is a general contractor and an Alaskan resident for 26 years. His wife's name is Susan and they have a six year old son, Joshua. Cort has been racing for more years than he cares to count. He has raced motor cycles and cars since 1972 and he won first in his class in the 1988 Rondy Grand Prix. Cort enjoys skiing, going snowmachining and he really loves to make those jet skis hum during the summer months.

Gary Lee Clark - Gary Lee Clark grew up in Alaska, and his parents still reside here. For the past ten years Gary, his wife and child have made their home in Nevada City, California. Gary had his first snowmachine in 1965 and has raced in Alaska from 1970 - 1977. He has participated in many races; Talkeetna to Anchorage, Midnight Sun 600, Big Lake 500, Wasilla Grand Prix, Mayor's Cup and many speed ovals. Gary works in Prudhoe Bay.

Team 12

John Faeo
and Bob Gilman

Polaris



Bob Gilman - This will be Bob Gilman's fifth Gold Rush Classic. He has enjoyed a 1st and 3rd place finish with his current partner, John Faeo. He has placed 2nd with Dave Morgan of Nome. Bob has been racing for 10 years and has numberous place finishes in the Kotzebue race. Bob enjoys flying, fishing and hunting. He is the owner of Gilco Construction and works statewide. Bob is 28, single and has a 2 year old son, Garrett. Bob would like to give special thanks to Polaris Industries LD for their exceptional sponsorship in this year's race.

John Faeo - John Faeo has been involved with snowmobile racing for almost 20 years. He has competed in every race event in the State, including each of the Gold Rush Classic. John and his partner Bob Gilman will be riding Polaris 500's in this years race. John is a true Alaskan outdoorsman, enjoying flying, hunting, fishing, trapping and other activities. He has worked at the Alaska Railroad for 16 years. John, 35, and his wife Vicki have two sons, John 12 and Scott 7. John would like to thank Kogan Accounting, Northern Air Cargo and Polaris Industries LD for their support in this years race.

Team 13

Sam Hill
and Wilson Hughes

Polaris



Sam Hill and Wilson Hughes - have teamed for the 1991 Iron Dog Gold Rush Classic. Both have competed in the Iron Dog before, are riding Polaris 500 SKS machines and are over forty. The team is sponsored by Designs in Wood, Anchorage's premier custom home builder, and Northern Air Cargo, a major sponsor of the Iron Dog Gold Rush Classic.

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Team 14



Carl Nevada and Steve Trammell

Polaris

Carl Nevada - Born and raised in Anchorage, Alaska. Graduate of Arizona State University. Avid Polaris snowmobiler for 20 years. Active Alaska Motor Musher member and advocate for recreational vehicles within the state. Many thanks to my sponsors, Polaris Industries and Suzanne, my wife. Watch out "Cowboy" the Nevada Kid is on your trail!

Steve Trammell - Snowmachine racing since 1969. Have a daughter, Katie. Employed as Fleet Manager at NYE Ford.
Thanks to my sponsors; NYE Ford, NYE Toyota, Jayco Motorhomes, Korobkin Construction, Truckwell of Alaska, Wrightway Auto Carrier, Nevada Racing Team, AK Warehouse Equipment, Woody's Hilty's Cabinets, Midnight Sun Polaris, Vietnam Veterans Motorcycle Club.

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1985 GOLD RUSH CLASSIC

This race is known as the world's longest snowmobile race. In 1984 the race started in Anchorage, Alaska and finished 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 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 Knik and Susitna.

In 1904 the Alaska Central Railroad was begun at Seward. Following the Seward to Susitna route, this railroad, which had been renamed the Alaska Northern Railroad, reached Kern Creek just short of Girdwood 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 heavily 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 were a total of 137 travelers from the Iditarod district."
"On December 31, 1916 - There was 3,400 pounds of gold hauled dfrom 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 pound 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 dedicted 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, an event begun 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 know 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 ould also like to thank the following village corportions 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 us to run our race.

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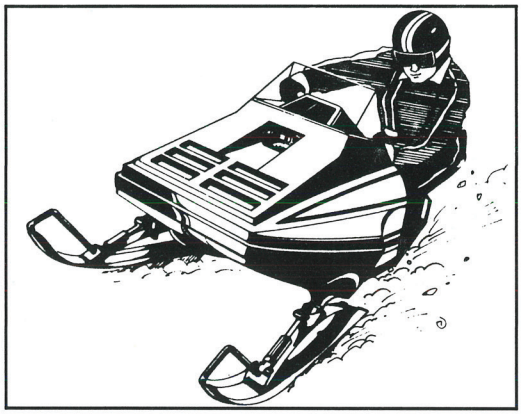
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Team 15

Leon Braswell and Gerald Braswell

Arctic Cat



Leon and Gerald Braswell - Arctic Eaters for life! - The Braswells are life-long residents of Dillingham and have been ardent Arctic Cat fans most of those years. They began racing Arctic Cat machines as kids on the "Kitty Cat" and continue to use Arctic Cat machines now that they are racing the big sleds.

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The Iron Dog Gold Rush Classic would like to extend a very special thanks to Mark Air who provided transportation for the trail breakers and check point race officials. Their help has been invaluable in helping this race take place.

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Dear Lord...

Share with us this evening your blessing for the Drivers, their families, the Race Marshall, Board Members, Checkpoints, committee people and the race supporters. Soon these people will trek across one of your greatest creations = the vast wilderness of our state = some in body, others in spirit. We ask that each person place in high regard the rules set up to guard and protect them. Please Lord give them calm demeanor, clear thought and the guidance that will carry each of them through this race safely. We ask your blessing upon this food we are about to receive and ask that you walk closely in the days to come.

In the name of the Lord. Amen.

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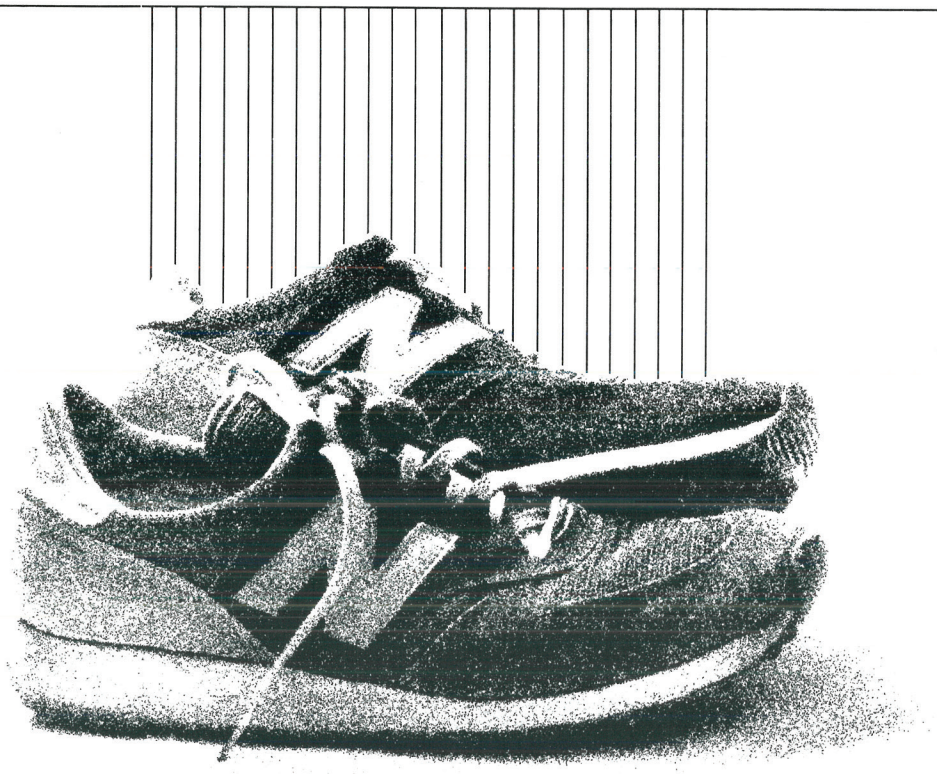
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