9th Annual



IRON DOG
GOLD RUSH CLASSIC

The Longest Snowmachine Race in the World
NOME TO BIG LAKE





1992
Snowmachine Race Program

Breaking The Trail For The Gold Rush Classic

Special Thanks!!

Bob Kowalke
Pat Reilly
Pat Crabb
Jeff Sandstrom
Cort Phalp









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!

1992 IRON DOG GOLD RUSH CLASSIC BOARD

Steve Trammell	President
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Shorty Soule	Treasurer/Race Marshall
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Wives & Families of each participant

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

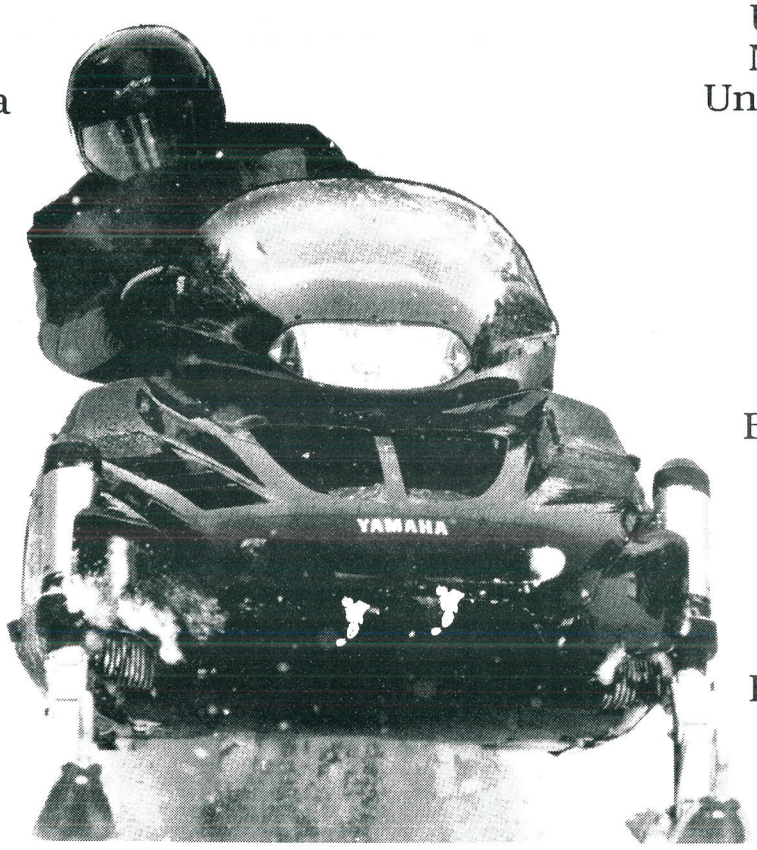
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Rohn River: Gas Stop
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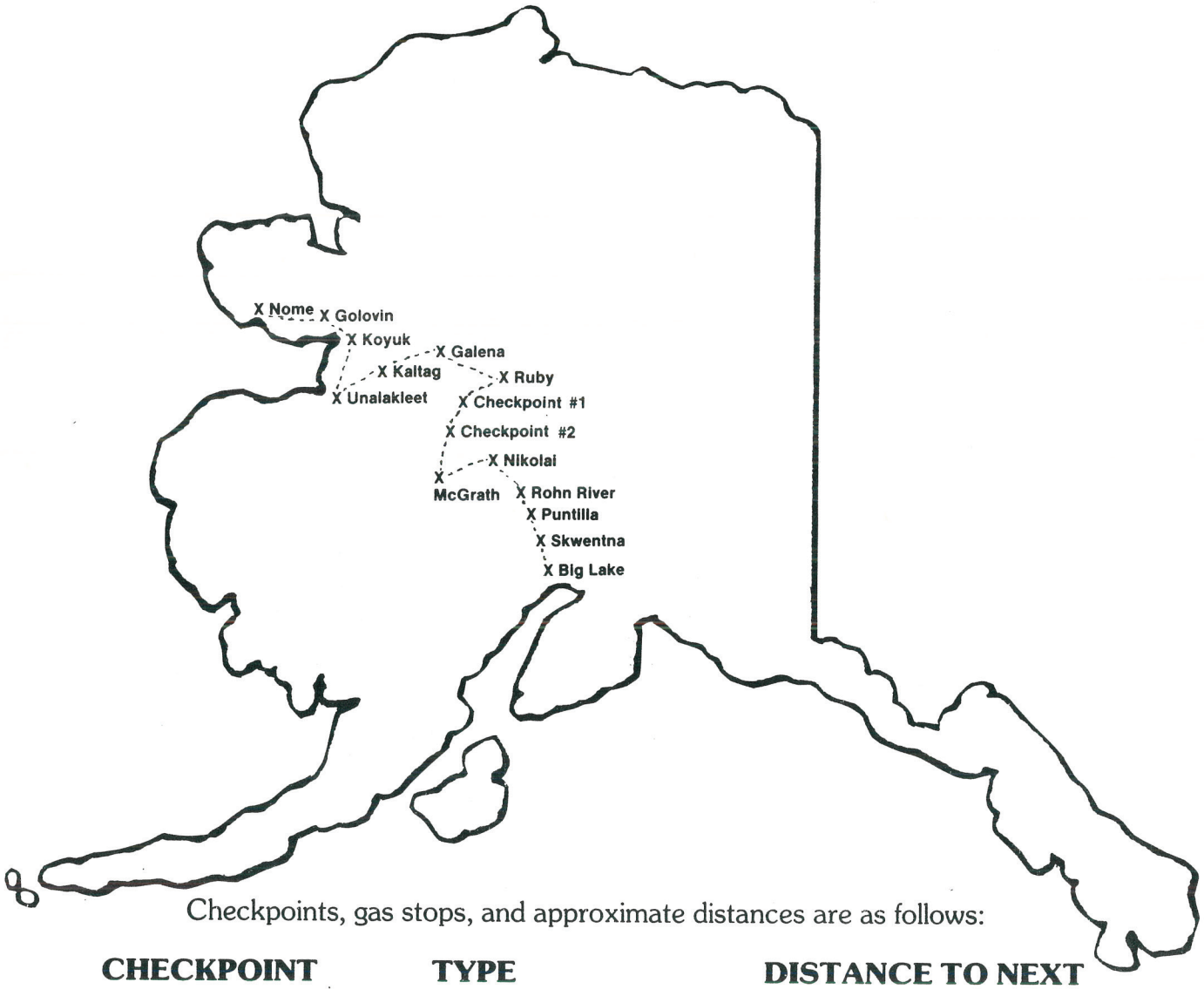
Puntilla Lake: Gas Stop/Layover
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Skwentna: Gas Stop/Race Layover
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Big Lake: Finish Line
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* The Board of Directors would like to extend our sincere appreciation to everyone that has helped make this race possible.

1992 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
1991	John Faeo and Bob Gilman	Polaris

*1991 FINISHING TEAMS

TEAM#	MACHINE	NAME	ARRIVED BIG LAKE DAY	TIME
12	Polaris	John Faeo & Bob Gilman	2/23/91	10:42 AM
15	Yamaha	Bill Long & Scott Davis	2/23/91	12:15 PM
5	Polaris	James Dick & Dan Zipay	2/23/91	1:10 PM
6	Polaris	Evan Booth & Homer White	2/23/91	1:46 PM
10	Yamaha	Bill Heariet & Mark Torkleson	2/23/91	2:20 PM
9	Polaris	Paul Cass & Adron Lewis	2/24/91	11:38 AM
7	Arctic Cat	Jim Bagley & Walt Smith	2/24/91	11:44 AM
8	Polaris	Vigo Anderson & Dave Barber	2/25/91	1:17 AM
1	Yamaha	Elmer Soule, Shorty Soule & Dennis Swantner	2/25/91	9:18 PM
DRIVERS TEAMED UP TO RIDE ONLY		Jake Linthacum (Galena Official) Carl Nevada (Team #14) Pat Delia (Team #3)	2/25/91	2:37 AM

SCRATCHED TEAM AND/OR TEAM MEMBER	PLACE
#2 Don Barnes & Richard Kirk	Nikolai
#3 G. W. Bailey	Galena
#4 Dale Hirsch & Jack Jaunbral	Nikolai
#11 Gary Lee Clark & Cort Phalp	Nikolai
#14 Steve Trammell	
#15 Leon Braswell & Gerald Braswell	Unalakleet
#13 Sam Hill & Wilson Hughes (Did not start)	Anchorage

*15 teams started in Nome on 2-20-91, nine teams finished in Big Lake.

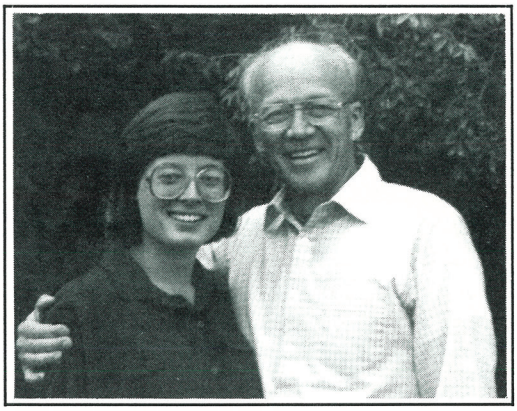
1992 Iron Dog Gold Rush Classic Teams*

1	Richard Long Terry Richey	Polaris
2	G.W. Bailey Phil West	Polaris
3	John Faeo Bob Gilman	Polaris
4	Richard Breeden Steve Trammell	Polaris
5	Tim Brannon Todd Brannon	Ski Doo
6	Don Barnes Carl Nevada	Arctic Cat
7	Shannon Hayden Mike Hayden	Polaris
8	Gordon Bartel Mike Uher	Ski Doo
9	Jake Linthacum Dave McKay	Polaris
10	Dan Zippay Evan Booth	Polaris
11	William Long Cliff Tweedy	Polaris
12	Dave Barber Vigo Anderson	Polaris
13	Jack Jaunbral Rodney Young	Yamaha
14	Vern Monette Wilson Hughes	Polaris
15	Ken Kincaid Darrel Greenstreet	Polaris
16	Jim Bagley Walt Smith	Arctic Cat
17	Dwayne Sakumoto Martin Stewart	Polaris
18	Whitey Davis James Dick	Polaris

*As positions were drawn.

Team 1

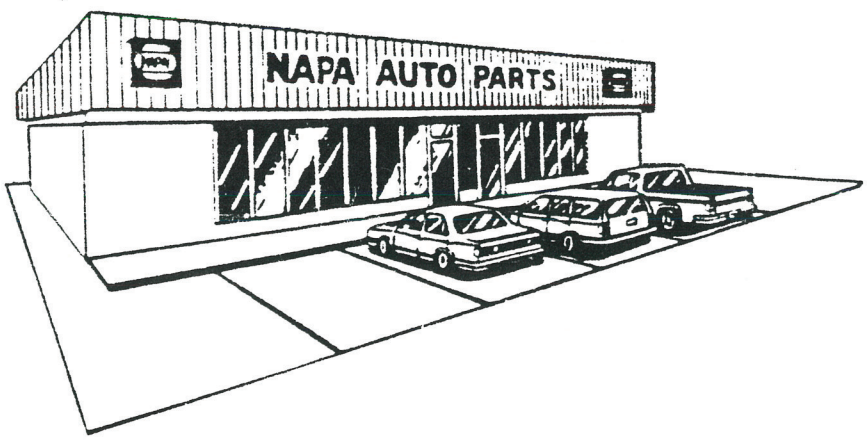
Richard Long & Terry Richey
Polaris



Dr. Richard D. Long, M.D. - Dick Long is an othopaedic surgeon from Carson City, Nevada. Challenges of endurance have attracted Dick Long for many years. He has climbed all of the peaks of the Teton Range in a 24 hour period, skiied the length of the John Muir Trail in two weeks, trekked and climbed in the Himalaya, and made the first ascent of Hummingbird Ridge on Mt. Logan (second highest in North America). Back in 1958 he entered the Mt. Marathon race in Seward during a day off from his surveying work and placed fourth.
Snowmobiling has become Dick Long's favorite winter sport after listening to his brother from Alaska tell of the wonders of driving on a magic carpet of snow with a small machine. Dick takes his Nevada fleet of Polaris snowmobiles to many of the western U.S. snow areas and has explored many of the mountain ranges of the West, often taking friends and relatives on machines he provides. The Iron Dog has become a major challenge to Dick, having heard of this greatest snowmobile event from his brother and his newphew, Bill Long.

Terry Richey - Terry Richey, from Carson City, Nevada, has participated in cycling and hiking the roads and trails of the Western U.S. Cycling 100 miles per day became commonplace for her. During the past few years she has performed as a partner for Dick Long on all of his snowmobile excursions to the mountains and snow country of the west. In 1990 the tour of Yellowstone National Park was one of her most interesting snowmobile excursions.
Terry is a nurse and works in a clinic in Sparks, Nevada. She has long been fascinated with the Alaskan wilderness and has been instrumental in putting together the Long Iron Dog team.

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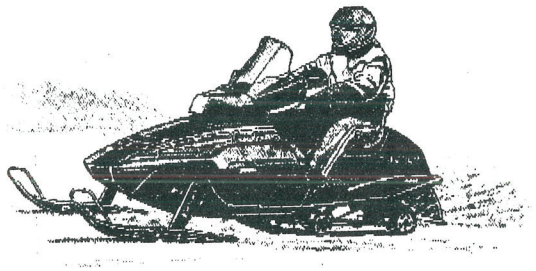
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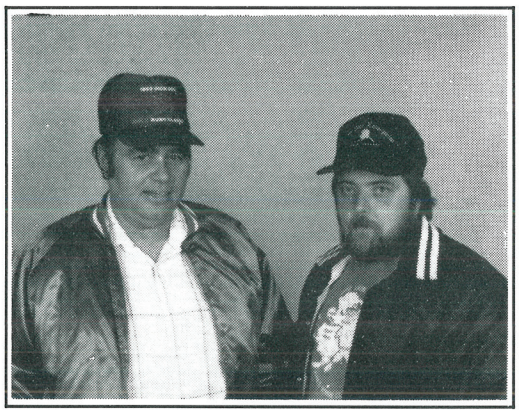
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Team 2

G.W. Bailey & Phil West
Polaris

G.W. Bailey - G.W. is the owner and operator of Bailey's Backhoe. He and his wife, Della Mae, have two sons; Jamie and Wade. G.W. has lived in Alaska for 17½ years. He enjoys fishing, hunting, boating, and snowmaching. He has participated in many races, including the Iron Dog. G.W. and his partner, Phil West, will both be riding a 600 Polaris RXL this year. They are sponsored in part by: Midnight Sun Polaris, Bran-Dee Enterprises and Bailey's Backhoe. They would like to wish their fellow racers a safe trip.

Phil West - Phil West is a general contractor and owner of Bran-Dee Enterprises. He has two children Brandi and DeAndra. He has lived in Alaska for 30 years. His hobbies include halibut fishing and snowmachining. He has over 20 years of snowmachining experience.

Team 3

John Faeo & Bob Gilman
Polaris



John Faeo - John has been involved in racing snowmobiles for over 20 years. He has a wide range of experience competing in racing throughout the State. He has competed in every Iron Dog Gold Rush Classic. John and his partner Bob Gilman will be riding Polaris' 500's in this years event. John was born and raised in Anchorage and enjoys the Alaskan experiences like flying, hunting, fishing, trapping and other activities. He has worked at the Alaska Railroad for 17 years. John, 36, and his wife Vicki have two sons, John 13 and Scott 8. John would like to thank Kogane Accounting and Polaris Industries for their continued support.

Bob Gilman - This is Bob's 6th Iron Dog race. This will be the fourth time he has run with his current partner, John Faeo. Bob is self employed as the owner of Gilco Construction, has been in Alaska for 12 years and enjoys flying, fishing and hunting throughout the State. He also enjoys spending time with his 3 year old son, Garrett. Bob would like to sincerely thank Polaris Industries for their continued and exceptional sponsorship in this race. He would also like to thank his partner for not retiring yet.

Winter Fun *Summer Sun*

KLONDIKE
Inn

"The Finish Line of the Iron Dog"

"Come Enjoy Alaska With Us"

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Big Lake

P.O. Box 521020, Big Lake, Alaska

Team 4



Richard Breeden &
Steve Trammell
Polaris

Richard Breeden - Rick was born in the territory of Alaska in 1957. He and his wife Kathy have one son, Timothy, age 8, and one daughter, Marissa, age 5. Rick is a state of Alaska licensed mechanical administrator & journeyman plumber. He currently works for the State of Alaska Regeneration Center. In the 1990 Iron Dog race Rick teamed up with G.W. Bailey. In 1991 he ran the race with Ronnie Aklestad as far as Unalakleet. Running the Iron Dog is his way of reaching back in time to the way South Central Alaska was when he was a child. Rick would like to thank Allstar Rent-A-Car, Corporate Sales & Leasing of Anchorage, Alaska Power Sports, Midnight Sun, and a very special thanks to Tim Wetherhorn at Norm's Sports.

Steve Trammell - Steve is married with two children. He is the co-owner of Allstar Rent-A-Car and Corporate Sales & Leasing Inc. of Anchorage. Thanks to Allstar Rent-A-Car, Alaska Power Sports, Norm's Sports, Tim Wetherhorn. His major goal: Not to miss a gas point!!

Team 5



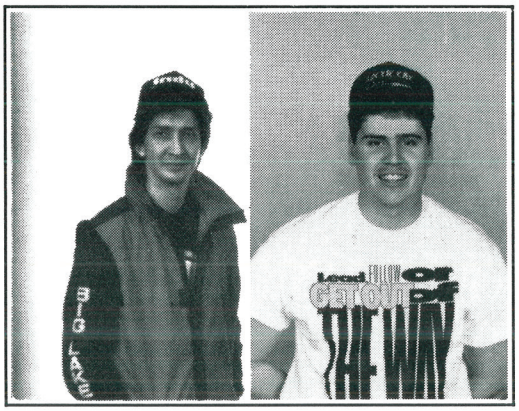
Tim Brannon & Todd Brannon
Ski Doo

Tim Brannon - An Alaskan resident of 23 years. He is married to Debra and has one son named Gunnar. Tim is the service manager at Burkeshore Marina. He enjoys hunting, fishing, snowmobiling and most outdoor recreation. Tim's race experience includes Talkeetna to Anchorage, Hatcher Pass, Calcutta, and Knik. Tim & Todd would like to thank their sponsors: Burkeshore Marina, Johnsons Fuel, Chimo Guns, Weld Air, Alaska Rubber and Supply, Chevron, and Westmark Hotels.

Todd Brannon - Todd is also a sales manager at Burkeshore Marina. He has been an Alaskan resident for 23 years. His hobbies include weight lifting and hockey.

Team 6

Don Barnes & Carl Nevada
Arctic Cat



Don Barnes - Don is an electrician in the Air Force, stationed at Elmendorf AFB. He has been racing snowmachines for three years cross country and this is his second year on ice.
Don has been a body builder for seven years. He also enjoys hunting and fishing but snowmachine racing has been his priority for the past two years.

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. Carl would like to thank his sponsors, Polaris Industries and Suzanne, his wife. Watch out "Cowboy" the Nevada Kid is on your trail!

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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.

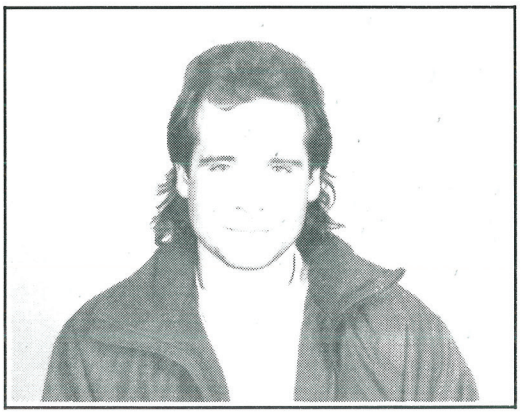
The second race, now renamed the Gold Rush Classic, left Big Lake on February 14, 1985. This race, the first to travel the entire 1,100 mile Iditarod Trail, was, indeed a classic as 15 teams battled brutal weather and trail conditions. Some 72 hours after leaving Big Lake, the first machines were into 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 9th 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 7



Shannon Hayden & Mike Hayden
Polaris

Shannon Hayden - Shannon Hayden was born and raised in Alaska. He enjoys the outdoors by snowmachining, downhill skiing, and jet skiing. He is an operating engineer for Quality Asphalt Paving. This is his first time in the Iron Dog.

Mike Hayden - Mike Hayden enjoys various activities like golfing, flying, hunting and skiing. He has lived in Alaska since 1964. Connie, Mike's wife, and he have three children and a grandchild. The reason for running the race is he wanted to share the experience with his son, Shannon. Mike & Shannon would like to wish all the riders good-luck.

Team 8

Gordon Bartel & Mike Uher
Ski Doo

Gordon Bartel - Gordon is an equipment operator for BC Excavating. He and his wife, Delene, have one child. Gordon has been in Alaska for ten years and rides for fun. This race will let Gordon see more of Alaska. BC Excavating is Gordon's sponsor.

Mike Uher - Mike is a thirty year resident of Alaska, and he has been riding snowmachines for twenty of those. Mike enjoys hunting and fishing when he isn't riding. Mike works for a plumbing and heating company. Special thanks to their sponsors: B.C. Excavating, C&C Ski-Doo, Aurora Employee Benefits, Forks Road-House, Dave Canter, Shoemaker & Associates, Statewide Petroleum, Robco, and Casy Smout.

Team 9

Jake Linthacum & Dave McKay
Polaris

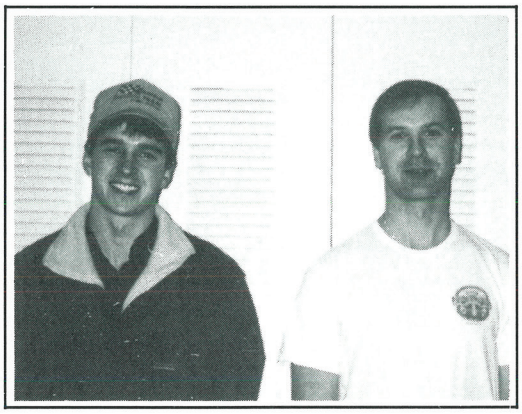


Jake Linthacum - Jake and his wife Terry have two children, Daphne & Cassandra. They have lived in Wasilla since 1986 and he became interested in snowmachines soon after their move. In 1989/1991, Jake became interested in the Gold Rush Classic. He was able to help as a volunteer as a race official in Galena.
For 1992, he has partnered with Dave McKey as Team #9. They are really looking forward to the race. He would like to give a special thanks to Adron and Mike of "Midnight Sun Polaris" and West, of "Big Lake Rent-All", for all their support and assistance. Special thanks goes to Paul Cass for giving him the drive and help in training for the race. A big thanks to all the volunteers and supporters, for without them this race would not be possible. Jake and Dave wish for a safe race and the best of luck to all racers and riders of this years "Iron Dog." "From Nome to Home"

Dave McKay - Dave has resided in Wasilla since arriving in Alaska in 1988. It was here he became interested in snowmachines. In 1991, he volunteered to help with the Gold Rush Classic and was a race official in Rohn. For 1992, he has partnered with Jake to compete as team #9. Both team members are over 30 years old, yet are rookies at this event, so they are competing as the "Rusty Puppies." Jake & Dave have two mottos as their goal; "From Nome to Home" and "From rusty puppies to Iron Dog in 1100 Miles." They want to thank Adron, of Midnight Sun Polaris, Wes, at Big Lake Rental for their assistance and Helly-Hansen. Jake & Dave wish all the racers the best of luck and thank all the volunteers, who made this race possible, especially Cassandra for drawing their number.

Team 10

Dan Zipay & Evan Booth
Polaris



Dan Zipay - This is Dan's ninth Gold Rush Classic. He is teamed this year with Evan Booth of Nome. Dan will be on an Indy 500 and "Riding For The Money." In 1991, Dan's team placed third in the Iron Dog.

Evan Booth - Evan Booth has been with the State of Alaska, DOT, as a heavy duty mechanic for five years. He lives in Nome with his wife, Crystal, & their daughter, Taylor Renee. Baseball and building dirt bikes are two of his favorite pastimes. Evan has participated in many long distance lap runs. He has placed in the top three positions during the past five years in Kotzebue and has finished the Iron Dog twice. His sponsors are: Anchor Tavern, Morgan Snomachine, Earl & Irene Merchant, and Pierre & Penny Boutet.

Team 11



William Long & Cliff Tweedy
Polaris

Dr. William E. Long - Bill Long's son Bill started the family interest in the Iron Dog. "Old" Bill has decided to join his brother and Terry Richey in driving the Iron Dog. Bill pioneered snowmobile transport in Antarctica by taking the first snow machines to Antarctica in 1961 for exploration of the Trans Antarctic mountains; then used snow machine transport for three more expeditions in Antarctica. When homesteading in Eagle River he used snow machines for winter access to his cabin. Today his snowmachines are used daily to haul water, hay, wood and whatever for his horses and chores at Moose Creek Ranch, his home.
Bill first came to Alaska in 1965 as professor of geology at Alaska Methodist University and now is chief of the Hydrologic Survey for the State of Alaska. He has climbed in the Himalaya and participated in five expeditions to Antarctica, wintering over at Byrd Station in 1958. Glaciers and water have dominated his professional and recreational life. The opportunity to drive a snowmobile on water (frozen) from Nome to Big Lake is "an incredibly fascinating experience."

Clifton Tweedy - Clifton Tweedy is a retired general contractor and has lived in Alaska since 1948. Cliff has four sons. He keeps busy by going fishing, dog mushing and snowmobiling. Cliff estimates he puts between 1500-2000 miles on his machine each year. This is Cliff's first Iron Dog and he is looking forward to seeing a different part of Alaska and experiencing the race.

Team 12

Dave Barber & Vigo Anderson
Polaris



David Barber & Vigo Anderson - are looking forward to their second Iron Dog Race. Their participation in the 1991 Iron Dog was a great learning experience and they were pleased to finish. They will be on Polaris 500 SP's. This team would like to thank their sponsors, MarkAir, Northern Air Cargo and the wives for their continued support.

Team 13



Jack Jaunbral & Rodney Young
Yamaha

Jack Jaunbral - Jack has been riding snowmachines for over 20 years. His hobbies are riding snowmachines and talking about snowmachines. Jack attempted the Gold Rush last year and had to tow his partner for 120 miles. He hopes to have better luck this year. Jack really, really, really wants to finish the race this year!

Sponsors for Jack and Rodney are: Anchorage Cycle Sales, Arctic Pool & Spa, Dewey's Cook Inlet, R-I Corporation, Sports North and Barney's Sport Chalet.

Rodney Young - Rodney graduated in "86" from Dimond High. He went to work for the family construction business and then on to Arizona to go to school. He attended Universal Technical Institute for Automotive. While in Arizona, he raced ¼ mile drags with the help of John Deportez and father. When Rodney returned to Alaska he started racing snowmobiles and he is now working for Dewey's Cook Inlet.

Team 14

Vern Monette & Wilson Hughes
Polaris



Vern Monette & Wilson Hughes - have teamed together for the 1992 Iron Dog. Both have run in previous races. The team is being sponsored by their wives, Alaska Fish & Farm, GCI, Northern Air Cargo, and Mark Air. Vern & Wilson appreciate the efforts of the Iron Dog Board of Directors to make the race a fun and safe success.

Team 15

Ken Kincaid & Darrell Greenstreet
Polaris



Ken Kincaid - Ken is a commercial real estate appraiser. He and his wife, Beth, have three children; Levi, Mariah and Luke. Ken has lived in Alaska all his life, he enjoys water and snow skiing, basketball and snowmachining. Ken said his worst experience with a snowmachine was finding a large rock at Hatcher Pass on a new Indy 500 with only 100 miles on it. His sponsors are: Maxwell Construction, K.B. Properties, and Shorett & Riely. Ken would like to give a special thanks to Mark Air for all their support and sponsorship.

Darrell Greenstreet - Darrel is a general contractor. He is married to Cathy and has been living in Alaska for 20 years. Ken's worst snowmachine experience was also at Hatcher Pass when he rolled his machine fifteen times. Sponsors are: Greenstreet General Contracting, Mark Air and K.B. Properties.



Team 16

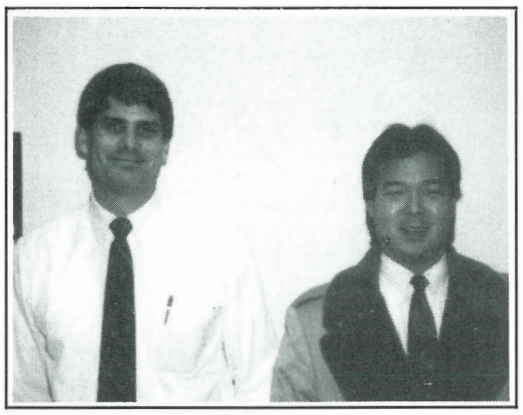
Jim Bagley & Walt Smith
Arctic Cat

Jim Bagley - 43 years old, married with three 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.

Walt Smith - 48 years old, married with seven children. A ten year Alaskan resident, residing in Wasilla. He enjoys flying, fishing, snowmobiling, motor-cycle touring and living in Alaska. He has been an Arctic Cat snowmachiner since 1968.

In 1991, these guys were rookies, they never entered a race before. Not only did they manage to cross the finish line in with their machines intact, but they were the seventh team into Big Lake.

Team 17



Dwayne Sakumoto & Martin Stewart
Polaris

Dwayne Sakumoto & Martin Stewart - Martin and his wife, Dana, have two girls, Jessica & Katrina. He is the regional sales manager for Motorola International Inc.
Dwayne is married, his wife's name is Anne. He is the District Sales Manager for Motorola International Inc.
Dwayne & Martin have been Alaska residents for 8 years. Neither of them have ever entered a race before, but they have been trail riding since 1987-1988. Both men feel the race is a great way to see Alaska and the Iron Dog will give them a sense of adventure.

Team 18



Whitey Davis & James Dick
Polaris

James Dick - This is James' second year in the Gold Rush. He will be riding with his new partner, Whitey Davis, on Polaris 440 XCR. Their sponsors for this year's race are Alaska Power Sports and Polaris IND. Special thanks to Jim Wilke and Mike Zipay and Randy Bechard.

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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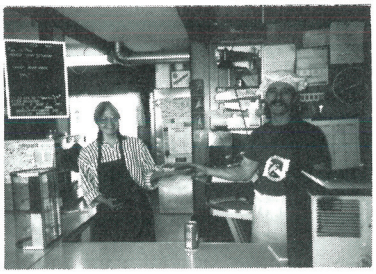
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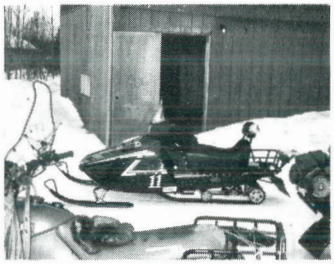


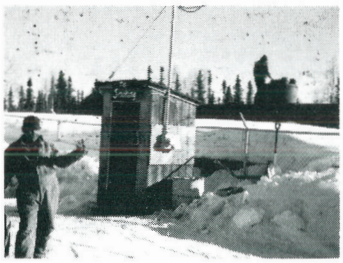














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In the name of the Lord. Amen.

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