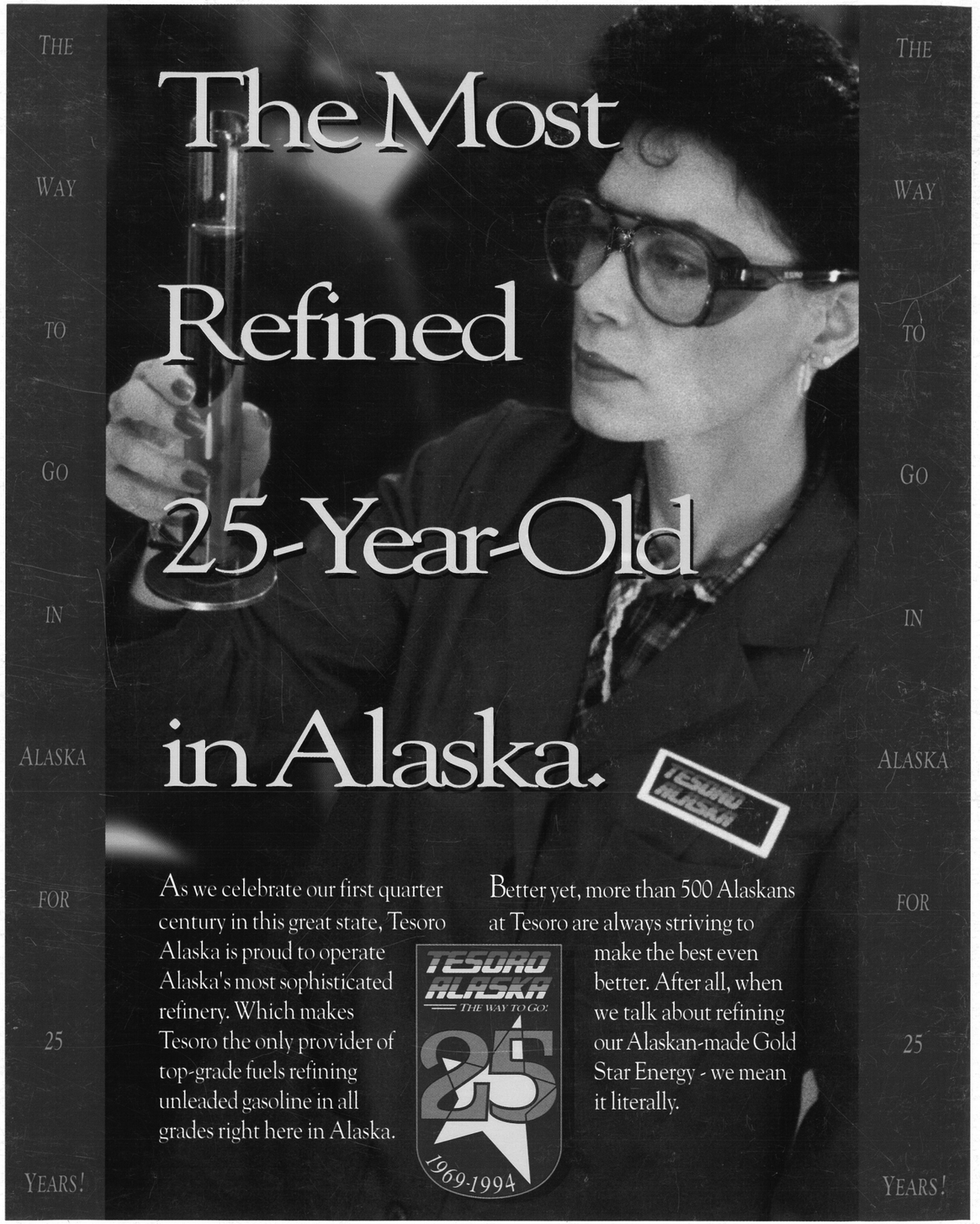
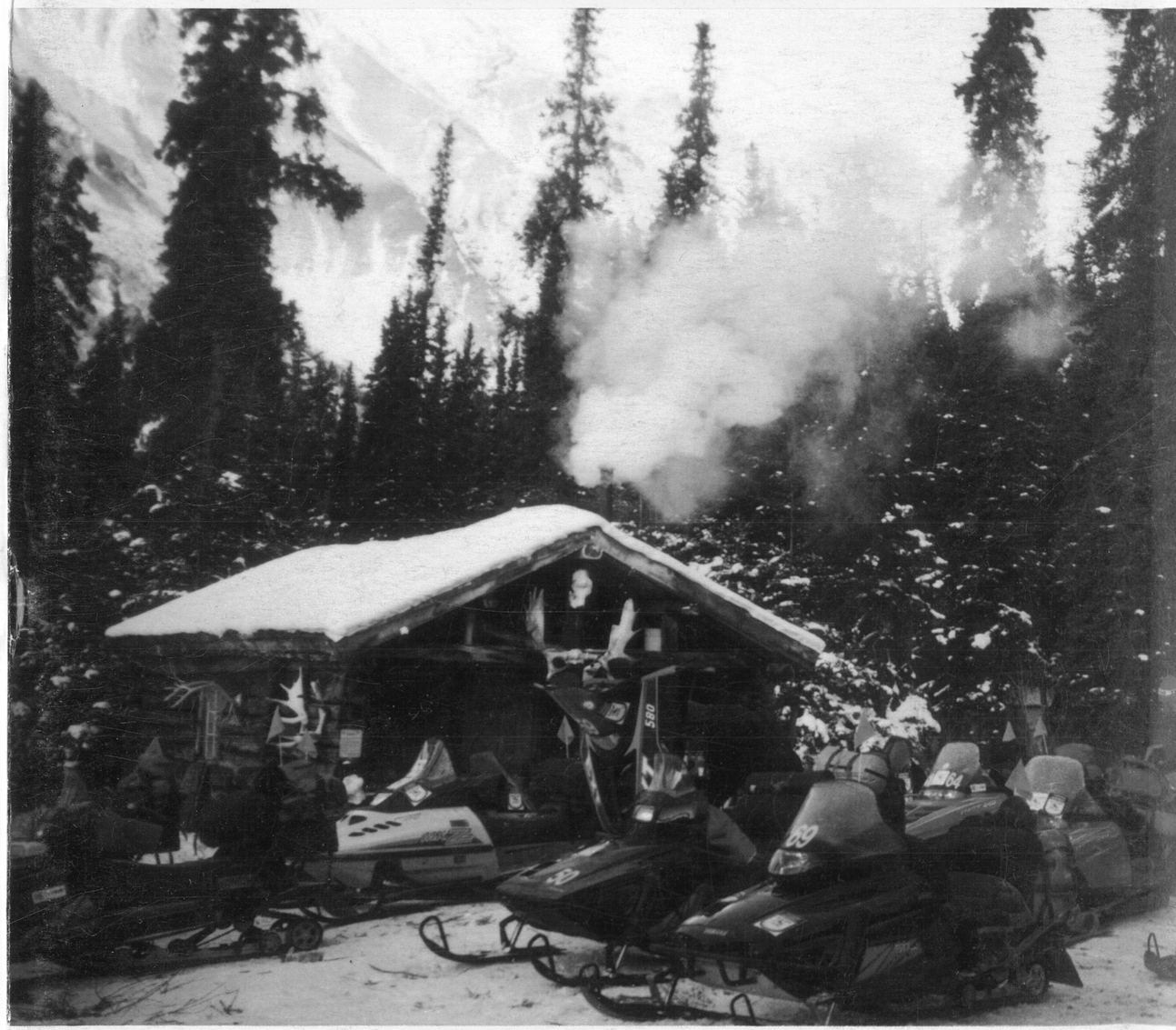


1994-1995 SEASON ANNUAL

GOLD RUSH CLASSIC
IRON DOG



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Building Exitement Polaris Style

Steve Houle

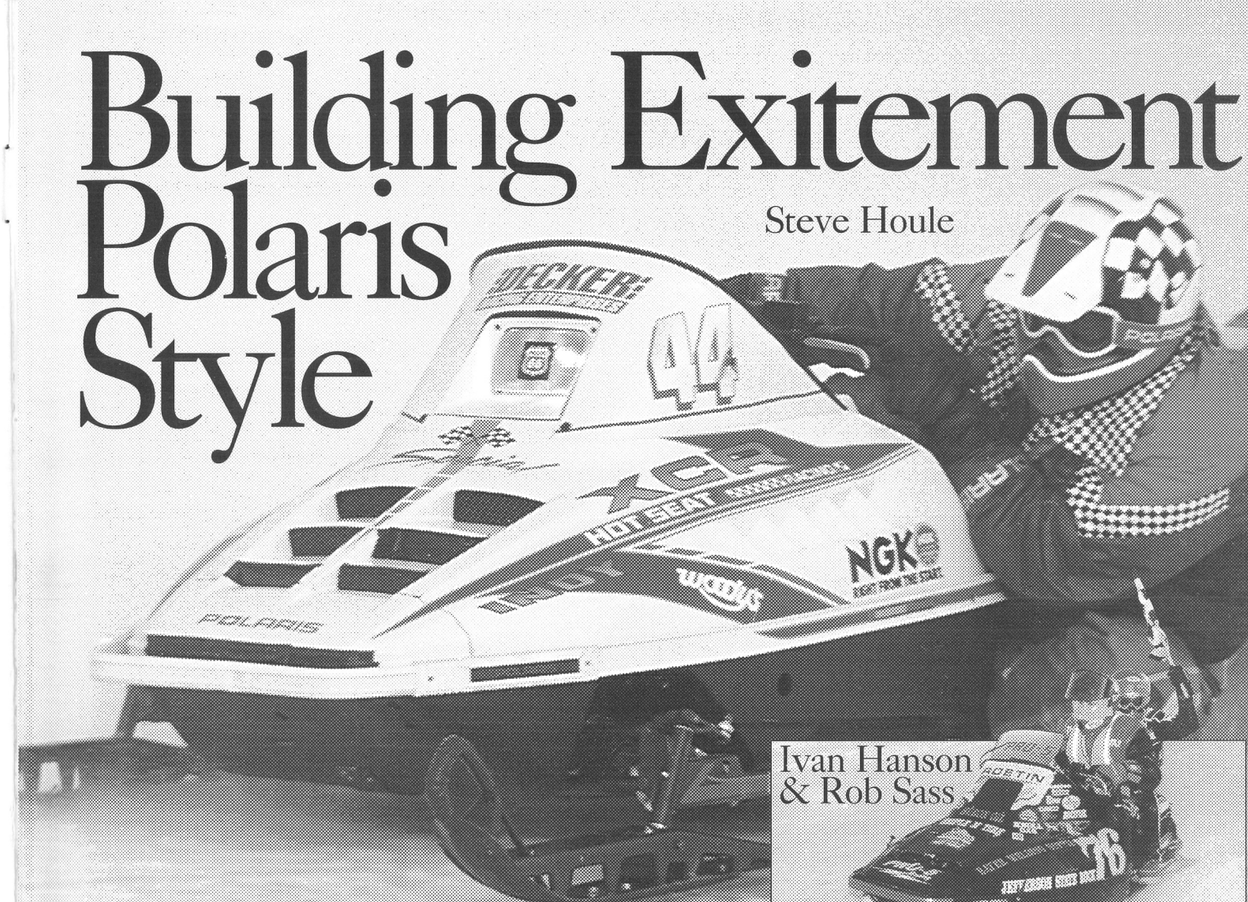


Photo by Wayne Davis

Ivan Hanson & Rob Sass

Photo courtesy of The Winning Edge

John Wicht III

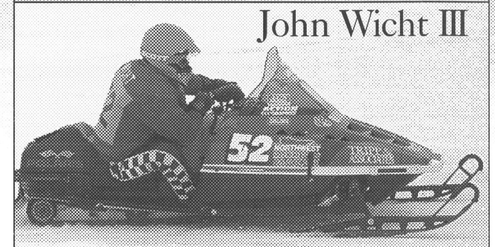
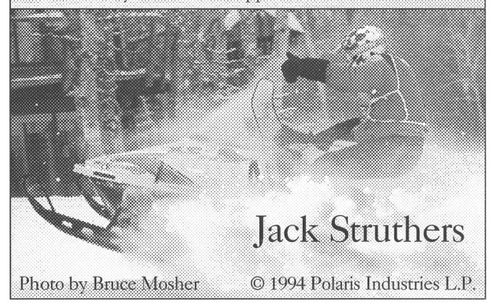


Photo courtesy of Howard Tripp



Jack Struthers

Photo by Bruce Mosher

The results speak for themselves.

- Steve Houle, winner of the Spicer, MN ISOC Race
- Ivan Hanson and Rob Sass, winners of the Sault Ste. Marie I-500
- John Wicht III, ISOC Pro 600 Points Champion
- Jack Struthers, winner of the I-500
- Evan Booth and Dan Zipay, winners of the grueling, 2100-mile Iron Dog Gold Rush Classic in record time
- Kim Ropelato, Mod King Of The Hill winner at the Jackson Hole Hill Climb

Different races.
Different riders.
Same snowmobile.

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TRAIL RUMORS - SOME FACT

Trail Rider Don Howard, of Colorado, was heard mentioning that he had to ride 70 miles from Nome before seeing a tree, now I know Moses' thoughts.

Scuttlebutt is that John Faeo will be joining with Bob Gilman again for the "95" Race. So who is Jimmer Dick riding with?

Overheard, Tom Jensen telling Dan Zipay at the Halfway Awards that it's getting to be a habit meeting him for the ceremony out on the trail, might as well save money and just give him the silver in Anchorage. This is Dan's fifth Halfway win.

Tim Brannon has made mention that he is taking a year off. Who will be partner to "Tumbling" Todd for '95?

Word has it that Ken Oldham is brushing his teeth with warm water - he has become allergic to cold water after his dip in the South Fork River at -38°F.

Evan Booth won the 220 mile Kotzebue Race, in 2hrs. 36 min. total time, to add $12,800 to his winnings of the Iron Dog and the Nome to Golvin, to make a total of $46,100. This may be the most money won by any snowmobile racer in the 1994 season. Please advise if you know of anyone winning more.

G.W. Bailey says he's not running the Gold Rush Classic next year. Not only said after the snow was gone but I doubt if his wife will give up her only vacation/relaxing time. We'll see!!

Dan Zipay took Roberta and children to Disney World with his winnings, to thaw out - Money well spent. Plus, Ole Walt's skeleton is probably smiling. Roberta said they only saw half, so Dan must win in '95 so they can see the other half. Ah well!

When being interviewed, Rex Hibert was overheard to say, "This is a race you finish...then see where you are." when asked about his position. Seemed to be the thing to do this year.

$15,000.00 CONTINGENCY PURSE; CHUCK JOLIN OF Bryant Corp. Distributors of Ski-Doo for Alaska in conjunction with Bombardier, manufacturer of Ski-Doo announces a $15,000.00 contingency purse for Ski-Doo Racers with details forth coming. We'll keep you informed or check with your Ski-Doo Dealers.

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- ...10% discount on "Annual" and "Iron Dog" publication advertisement
- ...Iron Dog Patch and/or Pin

1994 GOLD RUSH CLASSIC CHAMPS



EVAN BOOTH and DAN ZIPAY receive the rewards for their long trek. Winners of the 1994 Gold Rush Classic Race received the $50,000 First Place Prize and a $1,000 Contingency Purse from Polaris Industries.

FROM THE PRESIDENT - IRON DOG , INC.

GOLD RUSH CLASSIC

Elmer Soule

The Iron Dog Gold Rush Classic has been a part of my life for the last eight years as a Board member; three of which I was Vice President, and one and a half as President. Plus, during that time, I participated as an entrant five times, winning the Trophy Class in 1991.

Having been through struggling years and prosperous years, we managed to consumate a race each year with as few as 14 machines in the race, to a high in 1994 of 74 machines, in all three classes, 46 of which were in the Pro-Race Class.

Believe me, it has all been worth it to see the Gold Rush Classic finally begin gaining the element of positive notoriety to be considered as a World Class Event.

Of course, we have realized growing pains and will continue to do so, but, as a Board member, we must focus only on what is best for the Gold Rush Classic Race.

With the round-trip of 2,274 miles from Anchorage to Nome, and now returning to Lake Lucille in Wasilla as an established part of the Pro-Race Class, and with a $50,000 First Place Prize, we must grow in order to keep up with the demands of a larger field of racers, more and more competitive, in order to maintain fairness to all and honor our obligations to our sponsors.

Having been in Alaska since 1962 (with the exception of a couple of years) and being involved in snowmobiling since 1970, it is in my blood and I am looking forward to being on the trail again in '95 to make "number six run".

As President of the Board, and from myself personally, I wish to take this opportunity to sincerely thank all the Board members with whom I have served, all volunteers and racers and, especially the sponsors, all of whom put great effort into making the Gold Rush Classic happen for 11 years - so far!

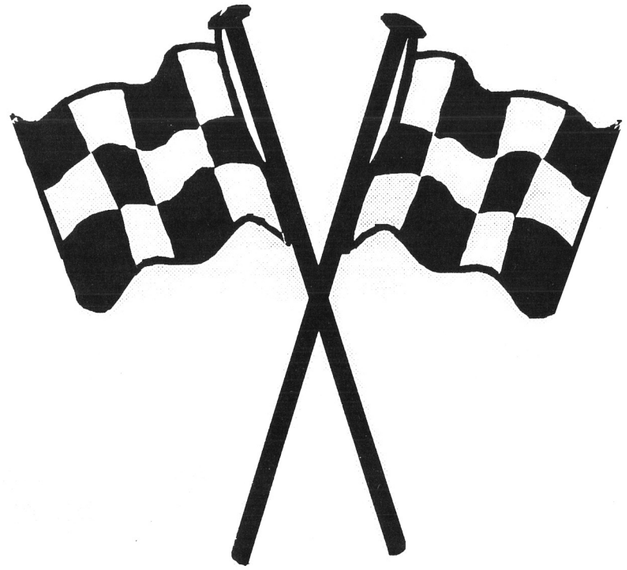
Thank you all! It has been my pleasure.



Gas-up time at Koyok Checkpoint, Northwest shore of Norton Sound, an important gas stop on the way to Nome.

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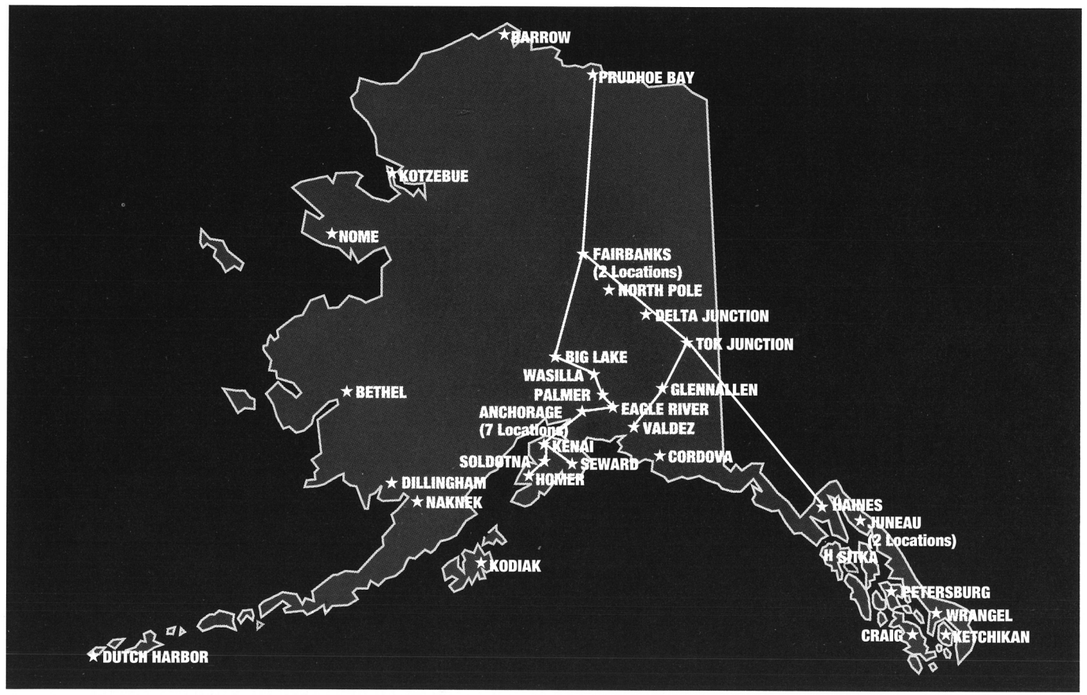
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* * * A POINT OF VIEW * * * -Jim Strong
Business Manager

The eleventh consecutive running of the Iron Dog Gold Rush Classic Race is now history - with its many achievements and memories of some growing pains.

Realizing numerous accomplishments in structuring the 1994 race, I feel very satisfied with my efforts in bringing to reality the Longest Snowmobile Race in the World with the Largest Purse in Snowmobile Racing.

Having joined the Iron Dog, Inc. organization in June of 1993, it was an uphill undertaking, with time and finances limited, to make the advances in growth which I had set as my personal goal for the 1994 race. I enjoyed the assistance of several members of the Board of Directors who jumped in head first, expending much time and sharing their expertise with me to ensure advancement and growth of the race, and most of all, to see the Gold Rush Classic gain the high standing which it deserves. After all, this race is equivilent, in actual mileage, to more than four Indy 500's or driving by highway from Washington D.C. to Phoenix, Arizona, AND our drivers must deal with three mountain ranges and weather paterns.

Having CNN carry the race nationwide plus having daily coverage by KTUU-TV and expanded press coverage was a huge step forward and I thank the team at KTUU-TV and Craig Medred of the Anchorage Daily News for assisting us in this area. However, it is not forgotten that it takes all of the press/media outlets to reach all of the public. Visual public participation is the road to growth.

The volunteers giving their time is so important in accomplishing the Gold Rush Classic event - from checkers and headquarters, trail breaking crews and communications, to those hauling fuel, etc., etc. - all are part of the Gold Rush family and our thanks go to them.

But all our efforts are meaningless without associates/sponsors participation. The 1994 race saw growth beyond the expectations of some with Tesoro Alaska coming on board as our single largest corporate sponsor supplying our fuel needs on the trail. And many other sponsors coming into the Gold Rush family enabled us to make this great leap forward - upward in prominence - to make the Iron Dog Gold Rush Classic Race truly a WORLD CLASS EVENT.

Of course the real HEROS are the racers who expend many dollars and much time preparing for this event, then go out endangering life and limb for our thrills and enjoyment (as well as their own). Competitiveness is a part of it all but I hope being a member of the Gold Rush Classic family is a part of it too. I thank the entire Gold Rush Classic family for letting me, also, be a part of this great event.



Crossing Sullivan Creek Bridge 24 miles South of Nikolai which is dedicated to John O'Carroll, of Ophir, who spent many days working on the Iditarod Trail and was built by John Runkel of Nikolai, Steve Graham, Frank Torres, and others from McGrath in memory of John who died in a plane crash on his way to McGrath for supplies for his family to whom we extend our deepest condolences.

1994 PRO-RACE CLASS PARTICIPANTS

DAN ZIPAY — **1994 WINNERS** — **EVAN "BILLY" BOOTH**
-POLARIS-

Anchorage, Alaska
1994 will be Dan's 11th running of the Iron Dog Gold Rush Classic, having won in '86, '87, '88, & '92. This is his 3rd run w/ Billy Booth.
Emp: No info
Wife: No info
Child: No info

SPONSORS: Polaris Industries, Morgan Snow-Go of Nome, AK Power Sports of Anch., T&H Trucking, Anchor Tavern, J.D. Enterprises, Ingrim Invest., Palmer Bar, Bushy's Unlim., DLG Ent., Nelson Trucking Co, Boehmer Trucking Co., World Equipment, Fine Line Uphol., AK Excavating, Jimmy Johnson Ent., Scott's Trucking Co., Fisher Snow Plows, Pat Walsh, Eddie Chevron, Tom Hubbard.

Nome, Alaska
Born in Richland, WA, Evan was raised in Nome and has been racing for 8 years, including: Kotzebue Memorial, Nome to Golvin, Dexter Classic, & winning Iron Dog '92.
Emp: State of Alaska
Wife: Crystal
Child: Taylor & William

SPONSORS: (& Special Thanks) Polaris Industries - Will Webb & Randy Bedard, Morgan Snow Machine - Jim Blanning & Donna & Barrow Morgan, AK Power Sports- Jim Wilke & Mike Zipay & Crew, Wife - Crystal.

JOHN FAEO — DNF — **JAMES "JIMMER" DICK**
-POLARIS-

Wasilla, ALaska
Born in Alaska, racing for 25 years, John is the only racer to have completed all previous Gold Rush Classic Iron Dog races-6 time winner.

Emp: AK Railroad, 19 yrs
Wife: Vicki
Child: John & Scott

SPONSORS: Polaris Industries, Alaska Railroad, Helly Hansen Deans Auto, Gary Kings, Woody's Traction Prod, Kogane Accounting, Auto Electric, B&J Custom Aircraft Engines, Takusko House, Wick Air, Carl's Cycle Shop.

Seward, Alaska
Racing since 1987, this will be his fourth Gold Rush Classic Iron Dog. He placed third in each of the other three races.

Emp: Marathon Oil
Girl Friend: Jeena
Child: 16mo daughter, baby/Feb.

SPONSORS:Polaris Industries, Helly Hansen, Motorola, Woody's Takusko House, The Fish House, Seward Ship's, Trail Lake Lodge, and special thanks to: Randy Bedard at Polaris Industries.

TIM BRANNON — DNF — **TODD BRANNON**
-SKI-DOO-

Big Lake, Alaska
An Alaska resident of 24 years, Tim has run the Knik, Talkeetna, Hatcher Pass, and Calcutta races as well as various drag & lake races.

Emp: Burkshore Marina
Wife: Debra
Child: Gunnar

SPONSORS: Burkshore Marina.

Wasilla, Alaska
A 24 year Alaska resident, Todd ran the Iron Dog Cold Rush Classic in 1992 and 1993, as well as many drag and cross-country races.

Emp: Burkshore Marina
Wife: No info
Child: No info

SPONSORS: Burkshore Marina.

TODD PALIN — DNF — **DWAYNE DRAKE**
-POLARIS-

Wasilla, Alaska
Born in Dillingham, Todd, a Bristol Bay Commercial Fisherman, racing since age 12, finished 6th in the '93 "Iron Dog", his 2nd time to enter.

Emp: BP Exploration
Wife: Sarah
Child: Track, Bristol, & baby

SPONSORS: BP Exploration L&M Supplies, Northland Services, Inc, Rumley Excav. Valdez Fuel, Peter Pan Seafoods, Cellular Connection, Smith Bros. Performance Cntr, the Asplunds & Palins.

Galena, Alaska
Born in Nome, Dwayne has lived in Galena for 16 years and is a mechanic, racing in events such as Pikes-Nenana (5th Place) and Grand Prix Fairbanks Open (1st'90).

Emp: Huntington Ventures & SnoGo
Wife: Florine
Child: Crystal, Dwayne Jr, Norman, Carrol, Tyler

SPONSORS: BP Exploration,Huntington Ventures, L&M Supplies, Northland Services, Inc, Rumley Excavation, Valdez Fuel, Peter Pan Seafoods, Cellular Connection, Smith Bros. Performance Center, the Asplunds and the Palins.

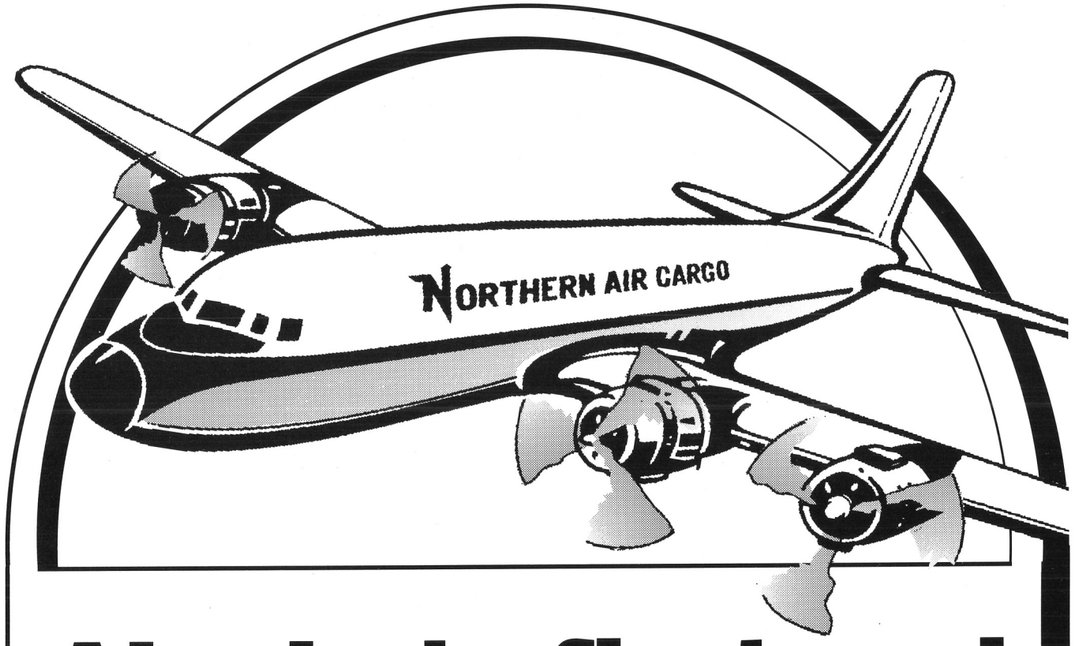
FRANK G. WOODS,III — 6TH — **THOMAS S. WEEDMAN**
-POLARIS-

Dillingham, Alaska
Native Alaskan born & raised in Dillingham, Frank is Pres. of the local snowmobile assoc a commercial fisherman and a substance abuse counselor.

Emp: Bristol Bay Area Health

Dillingham, Alaska
Native Alaskan raised in New Stuyahok, Tom is a commercial fisherman, dog musher & snow mobile racer who, w/ Frank, is committed to the challenges facing AK Natives in the '90's.

Emp: Bristol Bay Area Health



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1992 saw the field increase to 18 entrant teams in all three classes and provided a new winner in Evan Booth, who teamed with veteran Dan Zipay, to set an overall time record of 29 hours and 58 min. - 12 minutes cut from the previous record of 1991, set over the entire one-way trail.

1993, being the 10th Anniversary of the Gold Rush Classic, the Board of Directors elected to try what was thought to be an impossible task by producing a record round-trip race. This was accomplished with all three classes running the entire 2,100 mile, round-trip race trail. Precedent was set with this success as Scott Davis and Bill Long crossed the finish line in 58 hours and 36 min. to claim the Championship of the first round-trip and longest race in snowmobile racing history - a real accomplishment of endurance and racing skill.

1994 saw more changes in the advancement and growth of the Iron Dog Gold Rush Classic race by producing not only the longest race (2,100 miles) but the richest in the history of snowmobile racing - with a First Place Prize of $50,000 and a record $5,000 Half-Way Prize (which was provided by Alascom).

The Board contracted with Alaska Sports Management for full time promotion of the Iron Dog Gold Rush Classic in order to reach the heights of a World Class Event, of which it is deserving.

With Tesoro Alaska providing the fuel and the gain of other major sponsors, such as the Westmark Hotels, Alaska Industrial Hardware, increased snowmobile manufacturer sponsorships and participation, and many other sponsors, the Iron Dog Gold Rush Classic had the vehicle by which to produce the largest field of entrants, (74 machines - 23 teams in the Pro-Race Class).

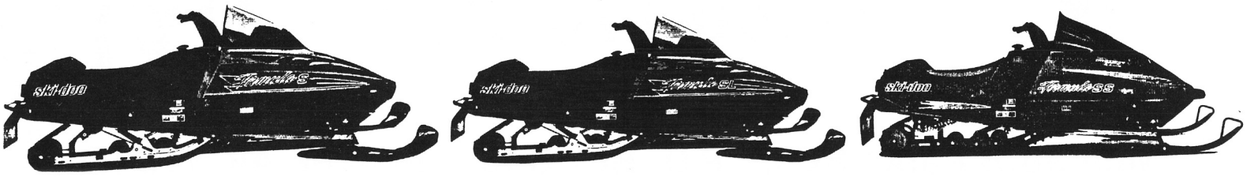
The '94 trail was disasterous to the machines and only 7 teams finished in the Pro-Race Class. Dan Zipay, winning for the 5th time, teamed with Evan Booth, celebrating his 2nd victory, crossed the finish line in 71 hours and 05 min.

1994 also welcomed the first Pro-Race Class team in the history of the race from outside Alaska - Paul Dick of Minnesota & Rex Hibbert of Idaho.

The Trophy Class and the Trail Ride Class reverted back to the one-way ride, starting in Nome and ending in the Anchorage area.

The Round-Trip Pro-Race Class is now an established fact for the Iron Dog Gold Rush Classic race with growth in interest throughout North America being realized in leaps and bounds - for this is the Longest Winter Event in the World.

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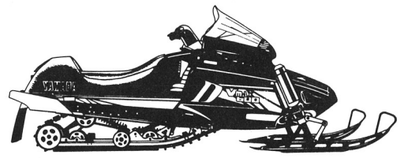
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PAUL DICK — 3RD — -ARCTIC CAT- — **REX HIBBERT**

Grand Rapids, Minn.
No info available

Driggs, Idaho
Racing for 23 years, primarily on the Rocky Mountain Cross Country Circuit, Rex runs in Idaho, Mont., Wyo., Colo., Ut.,Minn., Wisc., & N.D. & has run the I 500 4 years.

Emp: No info
Wife: No info
Child: No info

Emp: Self - Hibbert Farms, Inc.
Wife: Pam
Child: 6 children

SPONSORS: No info

SPONSORS: Kimpex, Artco, Inc., Dick Dist Co., Inc., Hibbert Farms.

STEVEN PIPER — 5TH — -YAMAHA- — **GENE LAMAY**

Wasilla, Alaska
Racing since '91-'92, Steve became B & C stock oval champ, Talkeetna-fastest overall, Hatcher Pass-2nd, Tolsona 300 -3rd, Sheep Crk Stump Jump-4th

Anchorage, Alaska
No Info

Emp: USAF
Status: Single but hopeful
Child: None

Emp: No info
Wife: No info
Child: No info

SPONSORS: Eagle River Yamaha, Arctic Pool & Spa, A&B Tool Rental, Silver Scissors.

SPONSORS: No info

TOMMY KRISKA — DNF — -YAMAHA- — **JUSTIN ESMAILKA**

Tanana, Alaska
Proud of sobriety since 1986, Tommy boasts of winning 20 of the past 30 races entered. He has run the Galena-Nalato, Galena-Ruby, Kaltag-Unakleet.

Kaltag, Alaska
No info

NO ADDITIONAL INFORMATION AVAILABLE

G.W. BAILEY — DNF — -POLARIS- — **RICK BREEDEN**

Wasilla, Alaska
An Alaska resident for 20 years, G.W. Bailey has been riding and racing snowmobiles for 18 years, in the Gold Rush Classic since 1986.

Wasilla, Alaska
Born in the AK Territory, Rick considers running the Iron Dog as his way of "reaching back in time" to the ways of his childhood. 1994 is his 4th running.

Emp: Self - Bailey's Backhoe
Wife: No name given
Child: 2 sons

Emp: NANA/Marriott J.V.
Wife: Kathy
Child: Timothy, Marissa

SPONSORS: Bailey's Backhoe, Smith Bros. Performance Ctr.

SPONSORS: Bailey's Backhoe, Smith Bros. Performance Ctr, Alaska Power Sports, Big Lake Polaris.

DAVID HOLLINGSWORTH — DNF — -YAMAHA- — **KEN OLDHAM**

Anchorage, Alaska
Born and raised in Alaska, Ken has no racing experience but has been on snowmachines since childhood. The 1994 Gold Rush Classic is his 1st.

Anchorage, Alaska
Born in Alaska, Ken has used snowmobiles for pleasure and done little racing. He lists his occupations as commercial fisherman, pilot and dentist.

Emp: No info
Wife: No info
Child: No info

Emp: Self - Frontier Dental
Wife: No info
Child: No info

SPONSORS: Dan's Aircraft, Duanne Hollingsworth, Tenth & M Seafood.

SPONSORS: Frontier Dental Care, Duanne Hollingsworth, 10th & M Seafoods, Dan's Aircraft.

CARL NEVADA — DNF — -POLARIS- — **KENNY KLEEWEIN**

Palmer, Alaska
1990 Iron Dog Trail Class, 1991 Iron Dog 6th Pl., 1992 Iron Dog 3rd Pl. plus 5th Pl. in the Talkeetna & many top finishes in ovals & drags.

Willow, Alaska
No information available.

Emp: AK Equip. & Supply, Pres.
Wife: Suzanne
Child: No info

Emp: No info
Wife: No info
Child: No info

26. Racer support:

    A. RADIOS: Permitted only to allow communication between team members. Only radios specifically designed for use between snowmachines, motorcycles, etc. and with appropriately limited range will be allowed. Race Directors will have final jurisdiction and if you have any doubt, clear it before Race Start.
    Electronic locators, example: GPS or Loran permitted.

    B. Aircraft: No assistance or radio contact for assistance allowed.

    C. Outside Assistance-no outside assistance shall be permitted. When leaving a village, you may not follow a local machine in an effort to find the trail.

    D. Parts-at technical inspection, a parts inventory will be performed on each driver (team). No other parts may be replaced. No parts will be checked in at the starting line.

    E. The starting line is not a check point.

    F. For safety reasons your team will be allowed to buy four

    (4) items only: 1. Snow flaps 2. Windshield 3. Tail light bulb or lens 4. Head light bulb or lens

27. The race course shall consist of any route between official check points with the following exceptions:

    A. Nikolai to Rohn River (across Farewell Burn-Farewell Burn run subject to change prior to the race).

    B. Rohn River to Puntilla, through Rainy Pass-OFF LIMITS.

    C. Happy River to Skwentna on the Skwentna River-OFF LIMITS.

28. There will be an appeals committee consisting of three (3) non-racing board members. Protest and appeals must be submitted in writing by a racer or race official. Infractions must be reported at the next possible check point or they did not happen! Once filed, they cannot be withdrawn. Race Officials are:

    A. Representatives in charge at check points
    B. Any non-racing board member
    C. Race directors

29. Due to the ongoing negotiations with the Bureau of Land Management and other agencies, race routes and rules may be changed slightly.
    Racers will be notified should this occur.

30. Entry fee will be $1,000.00 per person in the Trophy and Trail Classes.
    $1,500.00 per person in the Money Class.

31. The sign up dates and cut off penalties are as follows:

    A. A deposit of $250.00 per person will be required to reserve a spot in the race. Full payment of $1,000.00 or $1,500.00 must be received by the Gold Rush Classic Board, no later than the second Tuesday in December.

    B. Late entries will be accepted until TWO weeks prior to the start of the race. However, the late entry fee is $2,000.00 or $3,000.00 per person, depending on class entered.

    C. All entry fees are non-refundable.

32. The Iron Dog Gold Classic reserves the right to refuse entry to, or disqualify, any team not possessing sufficient survival experience, thus posing a danger to themselves and to others.

33. If there are no qualified money finishers, the designated purse will be held in escrow for the February 1995 race purse.

34. Any interpretation of the Iron Dog Gold Rush Classic rules, which is in conflict with the spirit of the rules during the race, is strictly at the discretion of the Race Director.

35. Each TRAIL RIDER must stay with original teammate. If one member is unable to continue, the remaining member may team up with another group but only with the approval of the nearest RACE OFFICIAL and with the approval of the new group. The new member must stay with that group for the remainder of the trail ride.

36. In the event of an emergency, the Iron Dog Gold Rush Classic Board of Directors is not to be held liable, if it has no choice but to cancel the race and trail ride.

GREATLAND ARCTIC CAT
EAGLE RIVER, ALASKA



COME IN AND SEE OUR SELECTION OF NEW
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IRON DOG GOLD RUSH CLASSIC
OFFICIAL 1994 RACE RULES

1. This is a team race, consisting of two (2) persons and two (2) snowmobiles (track driven and ski steered). The race runs from Anchorage to Nome and back to Big Lake over the historic Iditarod Trail, approximately 2098 miles. Starting in Anchorage and heading north to Big Lake, the teams run up the Yentna River and cross the Alaska Range. Then through the interior, following two major rivers cross country to Norton Sound into Nome. It is the longest snowmobile race in the world and it is a true test of machine and rider.

   Race start date for Money Class if February 12, 1994 in Anchorage. Trophy & Trail Rider Class will start February 16th in Nome.

2. A. Minimum age is 18 years old.

   B. An up to date physical exam from a certified medical physician shall be turned into the Gold Rush Classic Board no later than sign up night.

3. A. There are three categories of participants. MONEY CLASS, TROPHY CLASS and a TRAIL RIDER CLASS.

   B. 1994 Gold Rush Classic entrants must declare between the RACE, TROPHY or TRAIL CLASS during sign up night.

   C. Once a team declares itself a trail riding team, it will always retain that status.

   D. Any race team (Money or trophy) disqualified is still eligible (unless specifically directed otherwise) to finish as trail riders competing only for a Completion Award.

   E. Any team in the money or trophy class may drop to trail rider status at any time.

   F. Money class racers will compete for prize money and trophies. Trophy class racers will compete for prizes and trophies.

   G. Trail riders will run ONLY for Completion Award.

4. A. Both machines and team members will check out of each checkpoint together. The last team member to check in will determine the team's official time. Both machines must leave the check points under their own power. Each machine must leave with at least ten (10) gallons of fuel contained in securely affixed tank(s). Each machine must finish with the original crankcase, tub and frame.

   B. Once in Nome, no work will be done off the clock or during the 24 hour layover. No additional tools or parts are allowed.

5. Team members and race officials will be required to conduct themselves in a prudent and respectful manner at all times. A maximum speed of 15 Mph to be maintained in all villages, towns, and populated areas. Teams will be disqualified if they do not follow this rule.

6. Air-visual numbers and bibs will be displayed and worn at all times. Numbers are to be visible from the air.

   A. All sponsored items furnished by the Gold Rush Committee must be displayed and not altered.

7. Should any team encounter another team in a life-threatening situation, that team will be required to render assistance to ensure the safety of all entrants.

8. A. A race team cannot accept gas, parts or mechanical assistance from anyone, including another race team. Gas, parts or mechanical assistance in a life-threatening situation will drop that team to trail rider status and must be reported to the nearest race official. It does not affect the team giving the assistance.

   B. No group of trail riders may give assistance in any manner: parts, gas, or otherwise, to any race team. Failure to comply with this will disqualify that team from the race.

9. Only racers will perform work, and that work must be done with both racers and machines on the clock. No machine on a mandatory layover may be worked on. Fueling can only be done by a racer or race official.

10. A. First racers into Nome will "go on the clock" for the return run to Big Lake 24 hours after arriving in Nome. Racers will leave Nome at the same interval they arrived to ensure the first team into Big Lake is the winner.

    B. Layovers for Trophy and Trail rider class:
    Layovers must be taken at three (3) different locations:
    Skwentna, Puntilla, Rohn River, McGrath, Galena or Unalakleet.
    One 8 hour layover and two 10 hour layovers must be taken at three different locations. These layovers must total 28 hours.

    C. Layovers for Money class:
    Seven (7) layovers will be required including the 24 hour layover in Nome. A total of 28 hours must be taken each way with the minimum layover time being 6 hours. A total of three or more layovers each way and taken at three (3) different locations: Skwentna, Puntilla, Rohn River, McGrath, Galena or Unalakleet. All layovers must be done in hours, not minutes' example: 6 hours, 7 hours, 9 hours, etc.

11. Teams are responsible for clearing all parts, machines, and supplies from the trail. All excess supplies, broken parts, and other materials belonging to any team are to be turned in at the next check point, including the finish line. This rule will be enforced. Each check-point official will be required to check and report each machine for obvious missing parts. All lids must be put back on containers and containers left upright, if a team does not comply with this rule, they will automatically be disqualified.

12. All scratches are to be reported to the nearest check point as soon as possible.

13. Use of alcohol and drugs is strictly prohibited and will result in immediate disqualification. Drug testing is mandatory for all RACERS; RACE OFFICIALS may be subject to drug testing, should good cause be demonstrated.

14. Brakes, headlights, taillights, snow flaps and clutch guards must be in a safe and operational condition when leaving each check point. Broken windshields must be made safe or replaced. HELMETS MUST BE WORN!

15. All sled dog teams have the right of way at all times. Any harassment of or incident involving a dog team, will result in immediate disqualification.

16. TEAMS are required to carry the following equipment:

    A. Two (2) sleeping bags safe to at least -30 degrees Fahrenheit, minimum weight/of five (5) pounds per bag, with a water resistant cover per team.
    B. One change of dry clothing per person.
    C. Adequate arctic clothing (temperatures could exceed -50 degrees Fahrenheit) per person.
    D. One (1) pair "Arctic Bunny Boots" (or equivalent) required per person.
    E. First Aid kit (minimum weight of 12 1/2 ounces per team).
    F. Aviation or geodetic maps and a compass (one each per team member is required.
    G. Hatchet, waterproof matches, Arctic stove, a minimum of two (2) cans of sterno per team.
    H. 25 feet of 3/8 inch nylon rope per team.
    I. One (1) two-man "3-season" free standing tent per team.
    J. Sufficient food for two (2) days. Minimum weight is two (2) pounds per team.
    K. Six (6) signal flares per team.
    L. One (1) flashlight per team member.
    M. All clothing and food will be in a water resistant bag.
    N. Two (2) face shields or two (2) goggles per person.
    O. Minimum of five (5) pounds of tools per team.
    P. Come-along or pulling device.

17. A. Safety equipment will be inspected at the start, finish, and/or at the discretion of the race official.

    B. Any bags removed from a machine by a racer or official will be done on the clock.

18. Race officials will be announced at the drivers' meeting.

19. Mandatory drivers' meeting and safety inspection time and place will be announced at a later date.

20. Line-up no later than 8:00 a.m. at the starting line. Starting time will be at 9:00 a.m.

21. Check points, gas stops and approximate distances are as follows:

CHECK POINTS	TYPE	DISTANCE TO NEXT CHECK POINT
ANCHORAGE	START	54
BIG LAKE	CHECK-GAS-FINISH	76
SKWENTNA	CHECK & GAS	76
PUNTILLA LAKE	CHECK & GAS	80
ROHN RIVER	CHECK & GAS	75
NIKOLAI	CHECK & GAS	75
McGRATH	CHECK & GAS	55
CHARLIE #1	CHECK & GAS	67
CHARLIE #2	CHECK & GAS	67
RUBY	CHECK & GAS	67
GALENA	CHECK & GAS	50
KALTAG	CHECK & GAS	100
UNALAKLEET	CHECK & GAS	95
KOYUK	CHECK & GAS	100
GOLOVIN	CHECK & GAS	95
NOME	TURN AROUND, 24 HOUR LAYOVER	95

22. All gas stops are check points.

23. Fuel and oil will be supplied by the Iron Dog Gold Rush Classic.

24. No driver will be allowed to fly in an airplane during the race.

25. Cut off time in Nome for Money Class is Wednesday at 7:00 a.m. February 16th. If you are not in Nome by that time you are no longer a money class participant.

Mandatory cut-off time will be determined by the first team to arrive at official layover points.

Unalakleet.....39 hours after the first team's arrival
Galena.....49 hours after the first team's arrival
McGrath.....64 hours after the first team's arrival
Rohn River.....74 hours after the first team's arrival
Puntilla Lake Lodge.....79 hours after the first team's arrival
Big Lake.....86 hours after the first team's arrival

BRAD "KING BEE" KING 7TH -POLARIS-

Fairbanks, Alaska
A 1994 Rookie, Brad expected to spend the race following Robo's tailights. Since child-hood, he's raced everything with a motor that makes noise.

Emp: No info
Wife: No info
Child: No info

SPONSORS: Great Escape Sports Bar, Brown & Sons, Alaska Petroleum, Turtle Club, King Trucking, AK Interior Rubber, AK Hydraulic Cntr, Trailer Craft, Sunel Equip., Gene's Chrysler, Affordable Used Cars, Coy Hill, Shovelhead Hydraulics, AK Vehicle Transp Lynden Transp., Persinger's Marine, understanding parents.

ROB "ROBO" HARDY

Fairbanks, Alaska
Racing every noisy thing with a throttle for 22 yrs, Robo ran his first Iron Dog in 1993 having nothing but fun & mech. problems, dropping to TC to finish.

Emp: No info
Wife: Vickie
Child: Tiffany Jo & Alyssa Rae

SPONSORS: Great Escape Sports Bar, Brown & Sons, Alaska Petroleum, Turtle Club, King Trucking, AK Interior Rubber, AK Hydraulic Cntr, Trailer Craft, Sunel Equip., Gene's Chrysler, Affordable Used Cars, Coy Hill, Shovelhead Hydraulics, AK Vehicle Transp. Lynden Transp., Persinger's Marine, lovely wife & buddies.

BILL O'HARA DNF -ARCTIC CAT-

Big Lake, Alaska
Since he began racing in 1970, Bill says he has logged more race miles than he cares to remember, State Champ-Mod O, 1st Mod O, 1st D Stock.

Emp: No info
Wife: No info
Child: No info

SPONSORS: Unitech, Ak Rubber & Supply, Anderson Brunton Ins., Bill's Cat House.

BERT KLEINENBERG

Big Lake, Alaska
Alaska resident since 1967, Bert has run just about every race in the state and holds membership in AMMC, Mat-/Su MMC & Anch MMC.

Emp: Self - owner Kondike Inn
Wife: Yes - No info
Child: No info

SPONSORS: No info

WILLIAM "MIDDY" JOHNSON DNF -POLARIS-

Unalakleet, Alaska
Age 28, Middy had run many local races and placed respectably w/ two 1st place

FRANK KATCHATAG

Unalakleet, Alaska
Frank is 33 years old.
No addl. info.



The great Yukon River @ -45°F.

CHECKPOINT INFORMATION

Anchorage: MILE 0 Start of the Race - with a population of approximately 200,000, Anchorage is the largest city in Alaska with 40% of the state population within its boundaries. Located in South Central Alaska with many interesting attractions such as Portage Glacier, Alyeska Ski Resort and many others within an hours driving distance. Full hotel and transportation accommodations are available.

Wasilla: MILE 42 is being considered by the Board of Directors as a Re-start and Finish Point in the 1995 Race, due to growth demands. With a population of appx. 5,000, and growing rapidly, Wasilla provides hotel and transportation accommodations and is tied to Anchorage by the Glen and Parks Highways. Also, lake recreation and snowmobile riding, in winter, is available.

Big Lake: MILE 55 is a small community of appx. 800 persons, with limited hotel accommodations, but is a favorite summer recreation area for Alaskans and has unlimited snowmobile riding areas in winter. A gas-stop checkpoint at the Tesoro Station at the "Y" is used by the Gold Rush Classic for gassing up.

Skwentna: MILE 131 With a population of 115 persons scattered throughout the bush, with very limited accommodations, we have our checkpoint at the Skwentna Roadhouse, hosted by Joyce & John Logan. Good food, warm beds, and running water are luxuries enjoyed. This is a Layover Checkpoint.

Rainy Pass Lodge: MILE 209 Popultion 3, is located on the west shore of Puntella Lake. Vern Humble opens the Lodge for our racers to have a rest and enjoy hot food if they choose. The lodge is located in the Alaska Range and as such, is the highest point on the Iron Dog trail.

Rohn Roadhouse Checkpoint: MILE 284 Population, a few wolves, caribou, buffalo, moose, and lynx. A beautiful setting with a 16'X18' cabin, built in the 1930's, which is used as our checkpoint. Racers are sometimes found sleeping feet to nose over the entire floor. This cabin and surrounding area is made available through the Bureau of Land Management and is located at the confluence of the South Fork of the Kuskokwim River and the Tatina River. This is the entrance to the bleak and sometimes dreadful Farewell Burn area, a 74 mile stretch to Nikolai.

Nikolai: MILE 358 Population 120. The first of many Native villages on the trail with very limited accommodtions but very friendly people. We use Nikolai as a gas-stop checkpoint only.

McGrath: MILE 410 Population 470. This is a layover-gas stop checkpoint using the Takusko House, hosted by Tom Sheets as our facility providing real beds, showers and hot meals and is always a layover for the racers, many times it's the first layover taken by Northbound teams. Lodging and food with scheduled flights by Mark Air and Pen Air are available from Anchorage. McGuire's Tavern, usually having live music, is a lively spot for spectators. A real good spot to see the progression of the race and meet the racers.

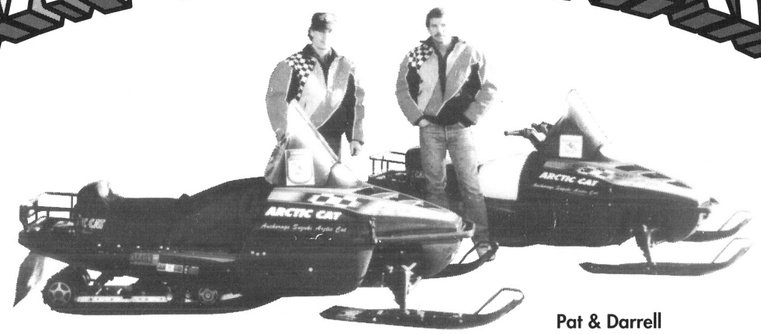
Ophir: MILE 473 Population 1. Named after a placer gold mining creek where mining is still active in summer. We use a cabin owned by Roger (The Loafer from Ophir) Roberts and are hosted by Walt and Molly Maakstadt from Takotna. Walt is Principal of the Takotna school and makes a winter survival training program for his older students while manning the checkpoint. This is a gas-stop only checkpoint with no accommodations.

Poorman Charlie I: MILE 570 Population 0. Poorman is an active mining area in Summer and a gas-stop only checkpoint. No accommodations.

Ruby: MILE 642 Population 220. The entrance to the mighty Yukon River, the longest in Alaska, at 1,875 miles. Ruby was started as a supply point for gold miners in 1911 and still serves that purpose. Very limited accommodations are available. This is a gas-stop checkpoint only.

Galena: MILE 694 Population appx. 600. Founded about 1920 by Natives moving to a better source of firewood to supply the sternwheelers on the Yukon. Accommodations are limited, however, we maintain a layover gas-stop checkpoint here which, in the past, (when the Gold Rush

TEAM DOMINANCE



Pat & Darrell

TEAM ARCTIC CAT
TAKES 2nd, 3rd and 4th
IN THIS YEAR'S
IRON DOG CLASSIC.

Congratulations to our best team showing ever in the annual IRON DOG CLASSIC.

2nd place: Pat Delia .....Wasilla
Darrell Greenstreet .....Wasilla

3rd place: Paul Dick.....Grand Rapids, MN.
Rex Hibert .....Diggs, ID.

4th place: Dusty VanMeter .....Kasilof
Mark Carr.....Kenai

TEAM ARCTIC®

FOR '95 ARCTIC CAT IS TAKING CHARGE!

IRON DOG GOLD RUSH CLASSIC 1995

The Board of Directors has made many decisions for the 1995 Race, with the direction being toward the advancement and growth of the Gold Rush Classic Race.

Realizing the increased purse will require a more regulated and professional approach, plus, with the eyes of the world being on the race through media coverage, the Board has met these needs by:

A) Having several Race Judges on the trail to assist the Race Director in race supervision. These positions will be announced.

B) Race start in Anchorage with the Re-Start and Finish being at Lake Lucille, Wasilla, to attract and accommodate the growing public interest and the sponsors.

C) A Race Start on Sunday with more chance of a Saturday Finish for more public visibility.

D) An early sign-up program, allowing the Racers to choose their starting positions, as an incentive to sign up early, has been implimented.

E) Additional events, prior to and during the Race Season, such as the Early Sno-Bird Sign-Up Nite, the Fun Day with Dog Mushers exchanging Snowmobile Racers machines and each racing the others means of power, a Mayor's Snowmobile RAce, etc., for public visibility.

F) The possibility of a feasible way of allowing parts and minimal assistance, (welding) at a given checkpoint such as Nome to ensure a fair race for all entrants.

There will be a Board of Directors election at the Annual meeting on June 14th, 1994, at the Lake Lucille Inn - 7:30PM in Wasilla.

The Board has reduced the number of full members from a previous 19 to a cap of 12 with an additional five (5) non-voting members.

Officers for the 1994-1995 fiscal year will be voted in by the Board after the election in June, 1994. The Board also moved the fiscal year end from June 1st to May 1st to enable a more expeditious completion of the past year business and to move into the upcoming year plans.

The Board of Directors meetings are held at the Lake Lucille Inn, Wasilla, with all interested persons invited to attend and offer constructive input for the enhancement of the race. Please call (907) 373-4766 for dates, times, and additional information.

The Drawing Banquet will be held on Friday, February 17th, preceeded by the Racer's Meeting, with both being held at the same location - for convenience.

Machine inspection will be held on Saturday, February 18th, again, for Racer convenience and public visibility.

The Pro-Race Class Entry Fee will again be $3,000 per team and the race will be round-trip, as in 1994.

Although the total purse has not been designated at this time, a $50,000 First Prize is guaranteed, with 2nd Place through 6th Place Purse to be announced not later than the Racer's Meeting on February 17th, 1995.

Alaska Sports Management has been retained to act on behalf of the Iron Dog Gold Rush Classic in business management and development direction to ensure continued growth of the race.

At present, an office is maintained, where pins and merchandise is available for purchase, at Mile 5.5 Wasilla Fishook Road, next to B-Original Signs.

We look for a record number of entrants in the "95" Race, as interest is far exceeding that for the '94 race. At present, we are limited to 50 teams in the Pro-Race Class with the first 50 "Paid-in" sign-ups getting the slots. 1995 Entry Forms will be available when the '95 Rules are completed. Please call for info.

Thank you for being a part of the Iron Dog Gold Rush Classic family and we look forward to you being with us during our 1995 Race Season.

Classic ran only one-way) served as the Halfway Prize Presentation Point. Galena has air taxi service from Nome, but it is recommended that you call for reservations, etc., prior to going, as it is occasionally the coldest spot on the trail.

Kaltag: MILE 794 Population 240. The end of river running for the racers and a gas-stop checkpoint prior to starting overland again. No accommodations available.

Unalakleet: MILE 889 Population 700+. Located on the coast of the Norton Sound, it is the largest Native village on the trail. There are well stocked stores, lodging and scheduled airline flights available from Anchorage. We maintain a layover gas-stop checkpoint here prior to crossing the sometimes stormy Norton Sound. Fishing is the mainstay of Unalakleet, plus acting as a supply point for the surrounding areas.

Koyok MILE 987 Population 230. Koyok is on the North shore of Norton Sound Bay and usually marks the end of the worst possible ground storms. A gas-stop only checkpoint is maintained here as no accomodations are available.

Golovin MILE 1,063 Population 120. Found on the Northern shore of Golvin Bay with fishing a mainstay, there are no accomodations. A gas-stop only checkpoint is maintained here.

Nome MILE 1,158 Population 3,500. The halfway point with a 24 hour layover for racers before starting the return trip. The Halfway Prize is awarded here - with other events significant to the race. Nome, located on the Seward Peninsula was established in 1898 when gold was discovered on Anvil Creek, and then in the beach sand. Approximately 30,000 gold seekers crammed in during the "boom" years. Gold mining is still actively carried on commercially as well as recreationally. A misspelling of the word "name", by a British Navy Cartographer, resulted in the name of Nome for this city. Nome is a full-service city with daily flights from Anchorage. Certainly the checkpoint to visit, to see the Halfway and Re-start, enjoying the Iron Dog fever on Front Street.

The 1,049 miles, each way, from Anchorage to Nome is a symbolic figure with the trail originally being called, at least 1,000 miles and the "49" added since Alaska was the 49th state tojoin the Union. Actual mileage is very close to 1,158 miles, as the Iron Dog Gold Rush Classic race does not follow the entire original Iditarod Trail.

CHECKPOINTS AND DISTANCES BETWEEN CHECKPOINTS

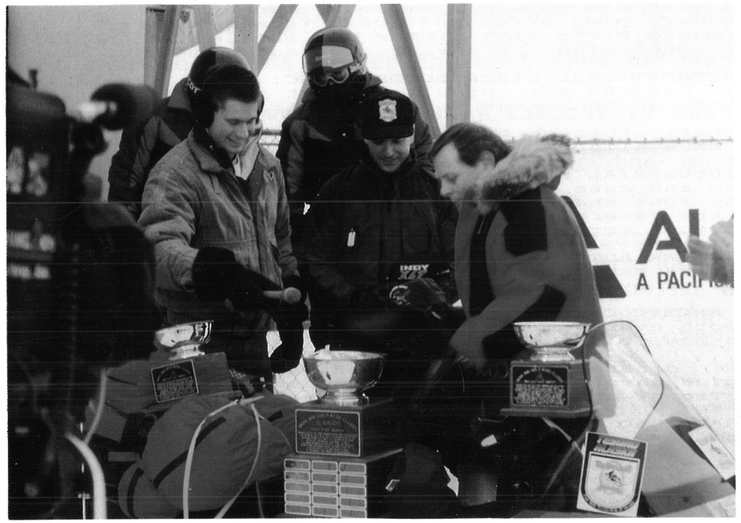
Checkpoints	Ck Pt to Ck Pt	Fm Anch	Fm Nome
Anchorage to Wasilla	42 mi		1,158 mi
Wasilla to Big Lake	13 mi	42 mi	1,116 mi
Big Lake to Skwentna	76 mi	55 mi	1,103 mi
Skwentna to Rainy Pass	78 mi	131 mi	1,027 mi
Rainy Pass to Rohn Roadhouse	75 mi	209 mi	949 mi
Rohn Roadhouse to Nikolai	74 mi	284 mi	874 mi
Nikolai to McGrath	52 mi	358 mi	800 mi
McGrath to Ophir	63 mi	410 mi	748 mi
Ophir to Poorman	97 mi	473 mi	685 mi
Poorman to Ruby	72 mi	570 mi	588 mi
Ruby to Galena	52 mi	642 mi	516 mi
Galena to Kaltag	100 mi	694 mi	464 mi
Kaltag to Unalakleet	95 mi	794 mi	364 mi
Unalakleet to Koyok	98 mi	889 mi	269 mi
Koyok to Golvin	76 mi	987 mi	171 mi
Golvin to Nome	95 mi	1,063 mi	95 mi
Nome		1,158 mi	

The actual mileage covered by the Iron Dog Gold Rush Classic racers is 2,274 miles since we cannot finish in Anchorage due to traffic complications with the staggered finish...so, Wasilla is the actual finish of the race.

HALFWAY PURSE WINNERS

Zipay and Booth





14) The Halfway Purse in Nome. Tom Jensen of Alascom, the sponsor of this $5,000 prize, makes the presentation to winners, Dan Zipay & Evan Booth, before live TV for broadcast throughout ALL of Alaska. Ted Emery of KTUU-TV, (seen "interviewing" in photo) covered the entire race via television for our viewers. This is the largest halfway prize ever sponsored by Alascom, to whom we are grateful.

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COMMUNICATIONS FOR THE LAST FRONTIER.