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Building Exitement Polaris Style

Steve Houle

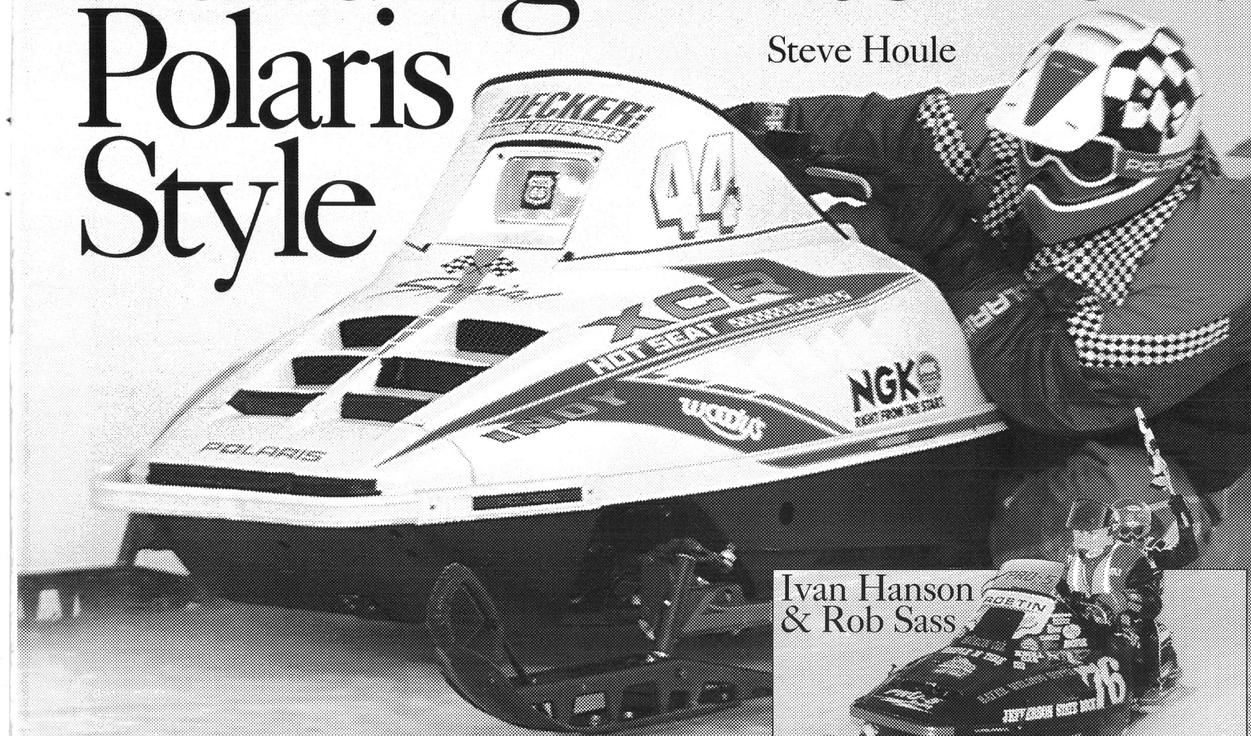


Photo by Wayne Davis

Ivan Hanson & Rob Sass

Photo courtesy of The Winning Edge

John Wicht III

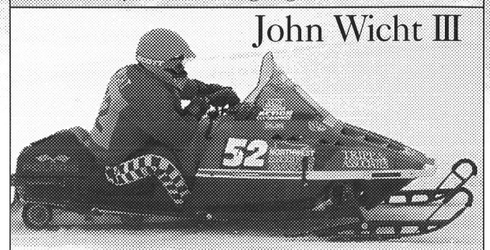
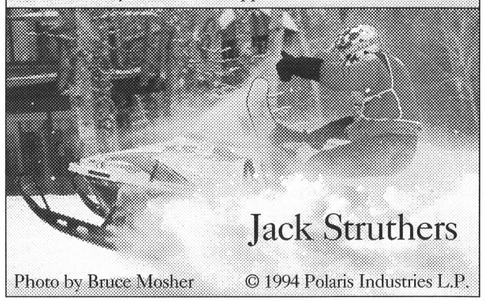


Photo courtesy of Howard Tripp



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

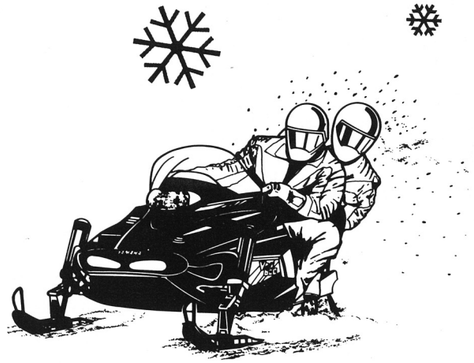
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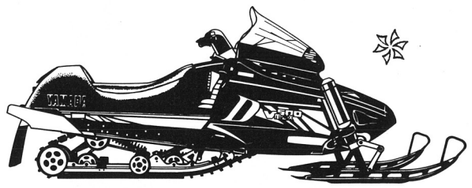
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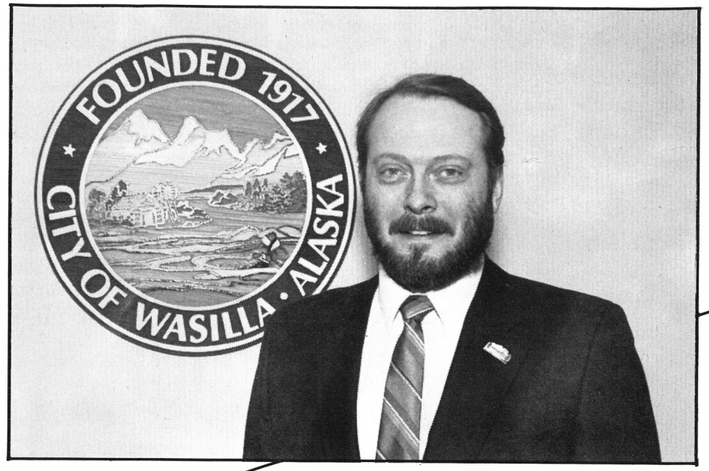
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February 1, 1995

Dear Racers and Fans:

Wasilla and the Matanuska-Susitna Valley welcome you to the 1995 running of the Iron Dog Gold Rush Classic snowmachine race. The Mat-Su is a wonderful area for snowmachine events and we are pleased that the race and its sponsors have chosen Wasilla and Lake Lucille as race start and finish.

The Gold Rush Classic organization has worked hard to be ready for this grueling event and local services and accommodations are ready to meet your every need.

Have a great event! Be safe, be prepared and be a credit to good sportsmanship.

John C. Stein, Mayor

C O N T E N T S

The Race edition of the IronDog Gold Rush Classic Publications is dedicated to the Racers and our Sponsors, both being of equal and of the utmost importance in the consummation of this Event. You will read a bio of each Racer, the importance of the Sponsors plus information about the Race, the Checkpoints and general information pertaining to this World Class Event.
We thank you for you interest in and being a part of the IronDog Gold Rush Classic.

COVER: *The CITY OF WASILLA provided funding for this permanent sign for the IronDog Gold Rush Classic. Presently located at the Lake Lucille Inn, it will be moved onto the lake and remain for the start as the starting gate and throughout the Race, as our finish line. The burl upright logs were located, peeled and seasoned by Cliff McCune of Wasilla as was the entire structure which holds the sign. The sign design done by Jim Strong is four dimensional and a real eye catcher. Jim also designed and engineered the large Iditarod entrance sign among others. Engineering and construction of the IronDog was by "SUPER SIGNS" Reinhardt Riggelsen and Larry Rushing. After the Race we plan to move this sign out on the Parks Highway so all who pass will see the growth of and know that Wasilla is home to this World Class Event, THE IRONDOG GOLD RUSH CLASSIC.*

Editor - Writer
Jim Strong

Assistant to the Editor
Christine Conley

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IRON DOG TEAM BIOS



RAY DEBENHAN- Ray came to Alaska in 1958. He started Debenham Electric Supply Company, Inc. which now has 7 branches and employs 95 people. He is an avid adventurer with trips to places such as Nepal, Greece and Turkey along with Thailand, Singapore, Australia and Russia. Married to Rita with 4 children. After many wild experiences, Ray has decided on the ultimate test The Iron Dig Gold Rush Classic and he is looking forward to that experience.
Ray's Sponsors Include: Debenham Electric Supply Company.



RANDY MOSS- Randy came to Alaska in 1972 and has been snowmobiling for at least that long. His hobbies include fishing, motorcycle racing, hill climbing and country dancing. Married to Sharron with 5 Children.
Randy's Sponsors Include: Moss Insurance and Debenham Electric.

* * *



SCOTT DAVIS- Three time winner of the Iron Dog Race and involved in motorcycle racing most of his life. Scott and Connie, childhood sweethearts, married in 1981. Scott is bringing his two children up as future snowmobile racers. Scott is Co-Owner of Davis Block and Concrete.

BILL LONG - Married to Doreen and looking for his second win with Scott.

* * *

MIKE TOPE - Mike's second try at the Iron Dog. At 31 he operates Tope Equipment in Anchorage plus is a Ski-Doo Dealer.
No Photo Available

MARK TOPE - Mark's first try at the Iron Dog. At 24 with big brother to show the way, may-be!
No Photo Available

* * *

TODD BRANNON - Age 33. Resides in Wasilla, Memory Lakes Area. Married to Pamela Sutter - Brannon. This will be his fourth attempt at the Gold Rush Classic, finishing 4th in 1993. He has been an avid snowmobiler for many years and operates Burkeshore Marina, which is a local Ski-Doo Dealership. He has served on the Board of Directors for the Iron Dog Gold Rush Classic and retains the position of Treasurer for the 94-95 Race.He is looking forward to this year's race with his partner, Mark Torkelson and know they will have a fun and safe race. He says "Good Luck everyone!"
Sponsors: Burkeshore Marina, Inc. and Kingsbury & Son.
No Photo Available

MARK TORKELSON - Mark has been an avid snowmobiler for 30 years. He started racing in the early 1970's and has won several races overall including Hatcher Pass Talkeetna to Anchorage and the Iron Dog. He has run the Iron Dog 8 times and is looking forward to his 9th try with his partner Todd Brannon. Mark enjoys snowmobiling all winter, hunting and fishing in the summer. He is employed by Kingsbury & Son, in the Autobody Repair Field, located in Big Lake. Sponsors: Burkeshore Marina, Inc. and Kingsbury & Son.
No Photo Available

* * *

MARC CARR - No Bio Provided or Photo Available
DUSTY VANMETER - No Bio Provided Photo Available

Thanks
to all our sponsors in
our
1995 race season!

IRON DOG TEAM BIOS



JOHNATHON LIN- Raced motorcycles for 3 years, but this is his first go at snowmobile racing. "Figured I might as well start at the top so I'm going for the iron Dog as a Rookie".
John's Sponsors Include: Woody's Traction, Dayco Belts, Carl's Cycle Sales, Polaris Industries, Charles Hubbard Esq.



ERIC ROBINSON- After riding snowmobiles for 20 years Jim entering the toughest race of all as a Rookie in the iron Dog Gold Rush Classic "95".
Eric's Sponsors Include: Roetin Studs, U.S.I. Ski's, Dayco Belts, Carl's Cycle Sales.

* * *

RICK WENTWORTH- Entered the Iron Dog last year, but had mechanical problems. This year he's looking for the checked flag.
Rick's Sponsors Include: Anchorage Yamaha and his family.
No Photo Available

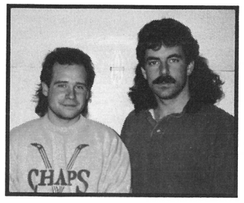
GORDON T. BRINKER- Ran the 1994 Iron Dog and happy to be running it again.
Gordon's Sponsors Include: Anchorage Yamaha and his family members.
No Photo Available

* * *

WILLIAM DICK- Born in Alaska, grew up around snowmobiles, but raced very little. Working as an Electronics Technician for the F.A.A.
William's Sponsors Include: Mike Simmons.
No Photo Available

JORGE SIENNONS- He has very little race experience, nut having grown up in Alaska, has been on them since he was five years old. Married with one child, 4years old.
Jorge's Sponsors Include: Mike Simmons.
No Photo Available

* * *



SHANNON RAYDEN- Lifelong Anchorage-ite and a snowmobiler since 5 years old. This is her third Iron Dog . Also an adult downhill skier and jet skier.. She works as a foreman for Quality Asphalt Paving.
Shannon's Sponsors Include: Quality Asphalt Paving, Electric Beach, Automatic Welding, Alaska Lube & Fuel, Steel Fab and Clumbus Dist.

JEFF ROSKELLEY- Moved to Alaska in 1973, played hockey and autocross taking five local and statewide titles. Married to Sandy with one child.
Jeff's Sponsors Include: Quality Asphalt Paving, Electric Beach, Automatic Welding, Alaska Lube & Fuel, Steel Fab and Columbus Dist.

* * *

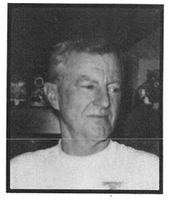


BRIAN MARTIN- Owner of Excalibur Drilling and Blasting in Juneau. Hobbies include snow and water skiing and racing snowmobiles where he was Pro-Stock Champ 1994 U.S.S.-A. Alaska and second place in Alcan 200 in 1195".
Brian's Sponsors Include: Danny and gang at Eagle River Yamaha and Excalibur Drilling and Blasting.



STEVE PIPER- A five year resident of Alaska with four years in snowmobile racing in Drags, Ovals and Cross Country in U.S.S.A- and A.M.M.C. having won some and the "95"race. Steve has two children from a previous marriage.
Steve's Sponsors Include: Arctic Pool and Spa Service and Eagle River Yamaha.

* * *



LARRY WEISHBIM- Moved to Alaska in 1965 from Florida. Married 20 years to Mary with three children. Works at Anchorage Sand and Gravel as a concrete coordinator. Ran his first race in 1994 (Iron Dog) and took 1st place in the Trophy Class with partner Gene Letts. Larry enjoys hunting, fishing and snowmobile racing. Looking forward to this years race.
Larry's Sponsors Include: Tope Equipment, Unitech of Alaska, Chefs Inn, Personnel Plus Equipment Agency, US Fab & Erection and Anchorage Sand and Gravel.

GENE LETTS- Gene has been riding snowmobiles for six years. He ran his first Iron Dog in 1994 and took 1st place in the Trophy Class. Owner/Operator of US Fab and Erection. Married to Jackie for 7 years he moved to Alaska in 1981 from Washington. He and his wife have one child.
Gene's Sponsors Include: US Fab and Erection and Tope Equipment.
No Photo Available

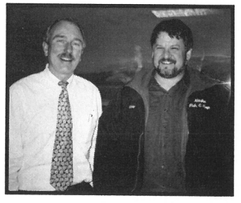
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TOM BOLING- Tom has lived in Alaska for 11 years and started snowmachining 4 years ago. Tom is a healthcare Administrator with The Sisters of Providence Health System. Married to Janet with 1 child.
Tom's Sponsors Include:His wife and son.

DANA PRUHS- Born and raised in Alaska. He and his wife Deanna have one child. Dana is owner of Clippership Motorhome Rentals and Pruhs Corporation, an Excavation Company. His whole family rides
Dana's Sponsors Include: His wife and Daughter.

* * *



WILSON HUGHES-This will be Wilson's fifth Iron Dog . He has been riding in Alaska for over twenty years. This year his partner is long time friend and fellow snowmachine enthusiast Vern Monette. Wilson is Exec. Vice President and General Manager of GCI and he serves on the Board of Directors for The Iditarod Trail Committee.
Wilson's Sponsors Include: GCI and his childrens inheritance.

VERN MONETTE- This is Vern's third Iron Dog. He says he always chooses years when the weather is the worst. He recalled that he was blown off his machine in Elim one year. Vern manages Fish & Farm's Cash IN Carry Store. His wife told him "It's ok to run the Iron Dog this year"
Vern's Sponsors Include: Mark Air.

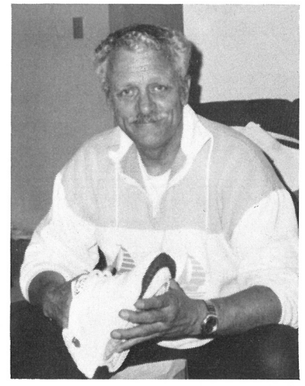
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A WORD FROM THE PRESIDENT,
WAYNE RUSSELL
IRON DOG INC.,
BOARD OF DIRECTORS



RACE DAY IS HERE! YOUR DELEGATED BOARD OF DIRECTORS AND YOUR BUSINESS MANAGER, MR. JIM STRONG, HAVE ONCE AGAIN PULLED A RABBIT OUT OF A HAT. INDEED NO SMALL THANKS GOES TO OUR MAJOR SPONSOR TESORO FUEL FOR THEIR GENEROSITY. TO THE CITY OF WASILLA IN FINANCING OUR NEW SIGN AT THE STARTING LINE AND ALL THE TRAIL SIGNS ALONG YOUR RACE ROUTE. TO THE EXEMPLARY FOLKS AT THE LAKE LUCILLE INN FOR ALLOWING US TO CALL IT OUR NEW HOME. GIVING US SPACE FOR OUR BOARD MEETING AND INFORMATION CENTER SERVES TO PROVE THE COMMUNITIES COMMITMENT TO SNOWMOBILE RACING.

THE PRIMARY ENDAVOR OF YOUR BOARD OF DIRECTORS THIS YEAR HAS BEEN TO BRING TO YOUR RACE THE NOTORIETY THAT IT SO RICHLY DESERVES. IT IS BEING ACHIEVED THIS YEAR BY EXPOSING YOUR RACE TO NOT ONLY NOTED NATIONAL SPORTS JOURNALIST MR. LANDON, BUT ALSO TO INTERNATIONAL SPORTS JOURNALIST AND PHOTOGRAPHER MR. KVAN, BOTH POSITIVE STEPS TO THE GROWTH OF YOUR RACE.

AS I REFLECT ON THIS LAST YEARS PLANNING FOR THIS RACE, I AM REMINDED OF THE TRUE DEDICATION AND FOCUS OF ALL YOUR BOARD MEMBERS. IT HAS BEEN QUITE AN HONOR TO SERVE WITH THEM. THEIR ORGANIZATIONAL GOALS HAVE BEEN ACHEIVED. COOROPORATION WITH AND RESPECT FOR EACH OTHER IS QUITE EVIDENT. I CAN SAY THEY ARE A TEAM WHO CAN PROUD OF THEIR ACHIEVEMENTS.

I HOPE THIS YEARS RACE GOES WELL FOR EVERYONE, I HOPE EVERYONE STAYS SAFE, NO RACERS GET HURT AND THAT WIVES DON'T WORRY. REMEMBER ALL YOU DRIVERS, DON'T FORGET TO SMILE AND SAY THANKS TO ALL THE CHECKERS OUT ON THE TRAIL. WITHOUT THEM YOUR RACE WOULD GO NOWHERE.

2274 MILES

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FAX: (907) 373-4761

* * * *A POINT OF VIEW* * * *

JIM STRONG
BUSINESS MANAGER

The "95" IronDog Gold Rush Classic Race is shaping up to again being a much deserved "World Class Event". This being due to the very high caliber of competitiveness and ability of our racers, who are our HEROS. This also is true of our Sponsors and Associates such as Tesoro Alaska; Corporate Sponsor, Westmark Hotels, Alaska Industrial Hardware, Napa Quality Auto Parts, Fisher Fuel Co., Northern Air Cargo, The City of Wasilla, The City of Nome, Polaris Industries, Yamaha Motor Corp, Arctic Cat, SKI-DOO and all the Distributers and Dealers related, but too numerous to name, as Major Sponsors plus more Support Sponsors and Volunteers than can be mentioned at this time.

We also whole-heartedly welcome our new Sponsors, Industrial Engineering - WOODY'S, Mactel, Lake Lucille Inn and GCI for the support alloted for our "95" race. All of whom play a large part of the whole to making our Race a reality.

We are looking for much broader media exposure for our race Nationally plus a European magazine "VE MENN" will be covering the race. It has been a real pleasure working with our Sponsors and living the progress and growth of the IronDog Gold Rush Classic Race.

Likewise, our board of Directors have worked very hard in unison to insure growth and comraderie within the organization as well as without.

Our move to start - finish the race at the beautiful Lake Lucille Inn, Wasilla brought total support from the City of Wasilla not only in monetary form, but moral support as well enabling a very beautiful, permanent, but movable sign to be constructed and making the race much more available to the public.

We have many new projects in the works for 1996, but for now it's work time ensuring a fair and exciting "IronDog 95"

My sincere thanks to all who have contributed to making this event not only the Longest and Richest, but escalating to that of a World Class Event.

IRON DOG TEAM BIOS



TODD PALIN- Born and raised in Dillingham, currently living on Wasilla Lake with wife Sarah and three children. Loves the outdoors and snowmobiling having run the Iron Dog in 1993 and 1994 he is now ready. Co-Owner of Valley Polaris and works for B.P. on the North Slope.

Todd's Sponsors include: Peter Pan Seafoods, Valley Polaris, Palin and Associates and Chuck and Sally Heath.

DWAYNE DRAKE- Took first place in Fairbanks 150 Grand Prix and 1st in Pugett Sound 200. Born in Nome, now works for Huntington Ventures Galena. Married to Florence with five children.

Dwayne's Sponsors include: Peter Pan Seafoods, Valley Polaris and Huntington Ventures.

* * *



VIC STOLTZ- with fifteen years riding experience Vic is going in his first Iron Dog Race. Married to Sigrun with two children. He lives in Seward.

Vic's Sponsors include: The Fish House, Roetin Industries, Dr. Mike Stoltz, Oral Surgery associates, Inc., Suneel Alaska Corp., CC SKI-DOO and his wife and children for their support.



JIM COOPER- Born in Alaska almost on a snowmachine. Jim is still single because he says "work and snowmobiling leave no time or money for a wife". He- drives a fuel truck to support his hobby. Jim decided to start at the top entering the Iron Dog Gold Rush Classic in 1995 for the first time.

Jim's Sponsors Include: Fish House, CC SKI-DOO, Shoreline Petroleum and Roetin Industries.

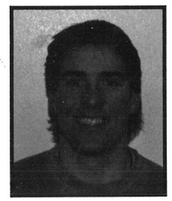
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KOREY CRONQUIST- Started racing at the age of 4 in Mity Mites, graduating to drags ovals and cross country racing. Entered in 94 Iron Dog.

1991- Drags, A Stock-1st place, 580 Mod-1st place, 1992- Ovals, Open cc FIII-1st place, X Country-1st place Hatcher Pass 60, Drags, 650 Mod-1st place, AA Mod Stock-1st place, A Mod Stock-1st place, Imp Stock AA-1st place, Imp Stock A-1st place, Stock A-1st place. 1993-Ovals, FIII-1st place, Alaska Cutlaw open cc-1st place, Drags, 650 Mod-1st place, Open Mod-1st place, Overall High Points Champion for USSA. 1994- Ovals, FIII-1st place, Mod II-1st place, Stock C-1st place, Drags, 650 Mod-1st place, 800 Mod-1st place, 1000 Open Mod-1st place, Bombardier and Bryant Corp. Race Program-1st place. 1995- Sheep Creek Stump Jump X-Country 1st Place.

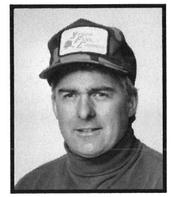
Korey's Sponsors Include: Ultamate Sports Inc, Western Power Sports, Northrim Bank, Compeaus and SKI-DOO. *No Photo Available*

LEN STORY- Age 34 was raised in Oregon where he started riding snowmachines at the age of six. He moved to Alaska in 1979 and began working for R&M Consultants Inc. as a land Surveyor. He has been racing in Alaska since 1986 and has won many events and several class championships. He is supported by his wife Barb and his 3 year old son Cole. Riding a Ski-Doo Formula Z this will be his third attempt at the Iron Dog Gold Rush Classic.



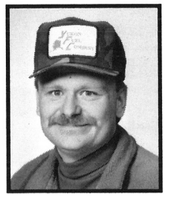
Len's Sponsors Include: CC SKI-DOO, FAST Inc. Compeaus, Bryant Corporation and Hutchings Chevrolet.

* * *



DAN PARRISH- Alaska born and at 38 trying the Iron_Dog with the blessings of his wife and 2 children. Racing Snowmobiles for 20 years, all types of races. - Included is boat racing and a love of the Alaskan Outdoors. He works as a pipe welder.

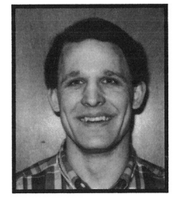
Dan's sponsors include: Yukon Fuel Company, Beaver Sports, Darby's Performance Machines and Kelly Shroeder.



ERIC MACCHIONE- Born in Fairbanks, Dan works as a pipefitter when not racing. Involved in all types of snowmobile racing for 7 years and now making a go at the Iron Dog.

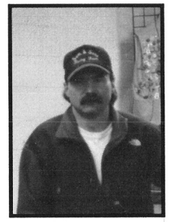
Eric's Sponsors Include: Yukon Fuel Company, Persingers Marine, Beaver Sports, Darby's Performance Machines and Kelly Shroeder.

* * *



KEN LEE- Born in Florida, he moved to Alaska in 1979. Started with Snowmobiles in 1981 and racing in all classes since 1983. Won several Cross Country and High Points in 1989 for A.M.M.C. Entered the Gold Rush Classic in 1994 now we know the way. Married with 2 children and employed at Cal Worthington Ford.

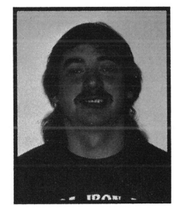
Ken's Sponsors Include: Sam & Sons Polaris in Eagle River and Cal Worthington Ford in Anchorage.



SCOTT SUMMERALL-Born in Alaska and started in Snowmobiling in 1970. Opened Sam & Sons Polaris in 1985 with his father and two brothers. This is his first Iron Dog Gold Rush Classic Race.

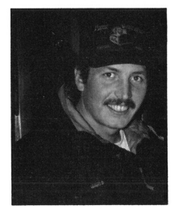
Scott's Sponsors Include: Sam & Sons Polaris,- Cal Worthington Ford, His Community, Fine Line Interiors and Anchorage Drag Bike Machine.

* * *



RONNIE DAVIS- Born in Alaska, raced stock cars for 7 years and ran snowmobiles for 15 years. 1995 Rookie in the Iron Dog and looking forward to it and many more.

Ronnie's Sponsors Include: Alaska Roadbuilders, Ken Cycle Shop and Cozy Cushions.



JAMES 'BUTCH' HANSON- Rookie in 95,but Uncle Scott is my mentor. Gotta be Great.

James' Sponsors include: Denise Lake Lodge Foster Construction, Alaska Roadbuilders, Ken's Cycle Shop and Cozy Cushions.

* * *

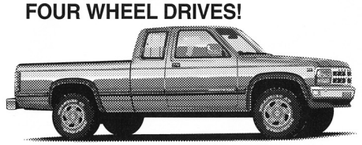
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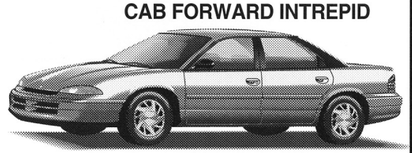
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IRON DOG TEAM BIOS

JOHN FAEO- John lives in Wasilla, Alaska. He is 39 years old and was born in Alaska. John's racing career of 26 years has earned him top honors in major races including 7 time winner of Talkeetna to Anchorage, 6 time winner of Hatcher Pass 60, 5 time winner of the Kotzebue 300 and other statewide races. His Gold Rush Iron Dog accomplishments include: Overall winner 1984, 1986, 1987, 1988, 1990 and 1991; 2nd place winner in 1985 and 1992; 3rd place winner in 1989. In 1994 he was the Overall winner of the Arctic Man at Summit Lake and Big Lake Polaris 1150011 at Lake Lucille.

This year John has teamed up with Bob Gilman for the sixth time, they will be riding Polaris Snowmobiles. John has worked at Alaska Railroad as a machinist for 20 years. He enjoys flying to his remote cabin , fishing, hunting, trapping and other outdoor activities. John and his wife Vicki have two sons, John 16 and Scott 10.

John's sponsors include Polaris Industries, Deans Auto, Kogane Accounting, Helly Hanson, B&J Custom Aircraft Engines, NGK Spark Plugs, Woody's Traction Products, Fine Line Upholstery.

No Photo Available

BOB GILMAN- This is Bob's eighth running of this event, including sixth time with this years partner John Faeo. John has 300 trophies and I have at least a dozen. Gold Rush Classic Iron Dog finishes include; 2 firsts, 2 seconds and 1 third with "THE OLD MAN". Bob has completed every Iron Dog he has competed in.

Bob owns one of the top ten general contracting companies, which operates Statewide including the Pacific Northwest. He started the company at the age of twenty and has developed a successful company which thrives today.

Bob enjoys living in Alaska because of the many opportunities that are afforded to an individual. Bob has a six year old son Garrett, who is now in kindergarten. Bob's hobbies include flying, fishing and hunting throughout the state.

Bob's Sponsors include: Polaris Industries, Woody's Traction Products, Fine Line Upholstery, Helly Hansen, NGK Spark Plugs and GILCO Construction.

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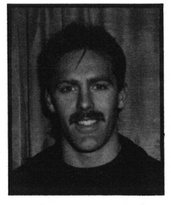
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KENNY KLEENINE- Kenny, a lifetime Alaskan is married to Bobbie with 3 children. Racing four years with several championships including Outlaw Oval Points Champ U.S.S.A., Grand Prix Champ 11941, U.S.S.A., Grand.-Prix Champ U.S.S.A.. In four years of racing this is Kenny's second Iron Dog Gold Rush Classic.

Kenny's Sponsors include: HATCHER PASS POLARIS, AAEN Performance, Northwest Converters, Olin Shocks and Transconnection.

BRET BROWN- Bret, age 29 was born in Oregon and raised in Alaska. He began racing in 1992 and was the 1993 open Trophy Cross Country Champion. This is his first Gold Rush Classic. Bret works for the F.A.A.



Bret's Sponsors include: HATCHER PASS POLARIS, MacAlaska Computers, Shirley Rohl, Dave and Barbara Brown, Jerry Whitaker, Gas Man Gordy Morgan, my boy Shannon Swing and all the folks at the Anchorage Air Traffic Control Center.

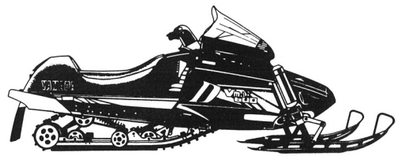
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THE IRON DOG GOLD RUSH CLASSIC
BOARD OF DIRECTORS 1994-1995

The IronDog, Inc. Board of Directors, consisting of not more than twelve members, is elected for two year terms alternating so that one half of the seats are re-elected or replaced each year. The offices of President, Vice-President, Secretary and Treasurer are elected by the Board to serve one year terms.

The Board is commissioned to direct the activities of the IronDog, Inc., a non-profit corporation registered in the state of Alaska, under laws of this state.

The Board appoints all Race officials, approves all contracts and oversees activities associated with or pertaining to the IronDog Gold Rush Classic.

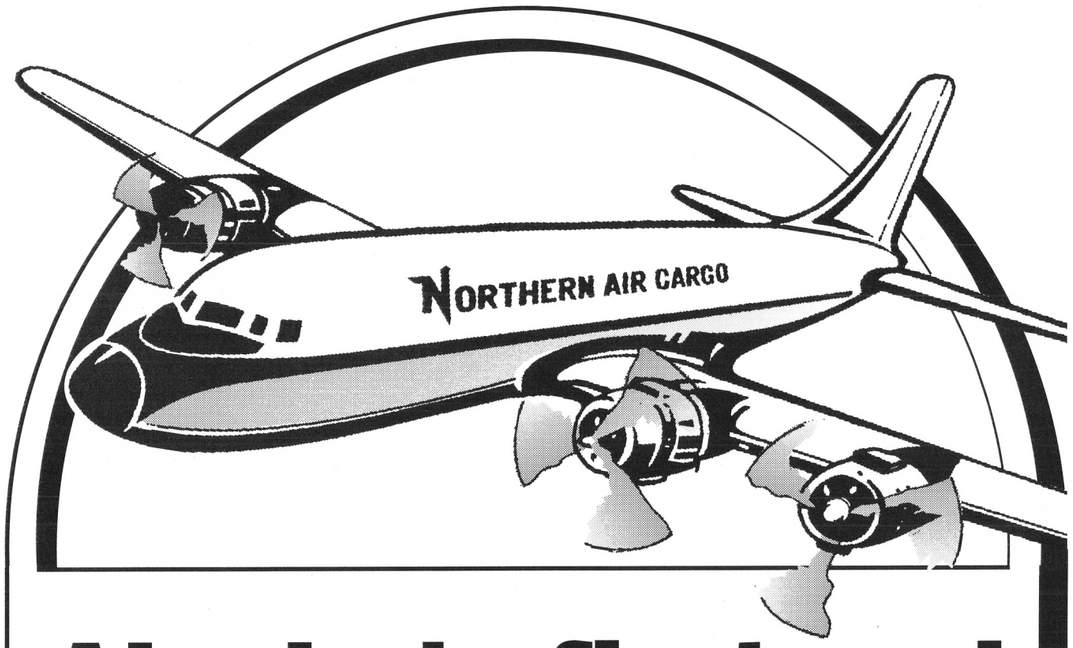
The Board term runs from June 1st to May 31st of the following year. However, by Board decree, that schedule is moved as follows: to be May 1st, 1995 to April 30th, 1996 and beginning in 1995 and henceforth, the Business Year will also begin each May 1st and conclude the following April 30th.

The Board meets the second Tuesday of each month at Lake Lucille Inn, except additional meetings are held as needed or required by business activities.

On June 14th, 1994 a new Board of Directors was elected. Officers to serve the fiscal 1994-95 year were appointed and Alaska Sports Management was retained to act as Business Manager and Development Director on behalf of IronDog,Inc., Gold Rush Classic Race.

Board Members and Officers serving for the 1994-95 year are as follows:

Wayne Russell, President	Anchorage, Alaska
Scott Peterson, Vice-President	Wasilla, Alaska
Todd Brannon, Treasurer	Big Lake, Alaska
Vicki Faeo, Secretary	Wasilla, Alaska
Dan Zipay, Member	Anchorage, Alaska
Jim West, Member	Nome, Alaska
Robert Camilli, Member	Eagle River,Alaska
Tim Brannon, Member	Big Lake, Alaska
Roscoe Wilke, Member	Wasilla, Alaska
Bob Gilman, Member	Anchorage, Alaska
Betsy Keithline, Member	Anchorage, Alaska
Jim Strong, Business Mgr./Development Dir.	Wasilla, Alaska



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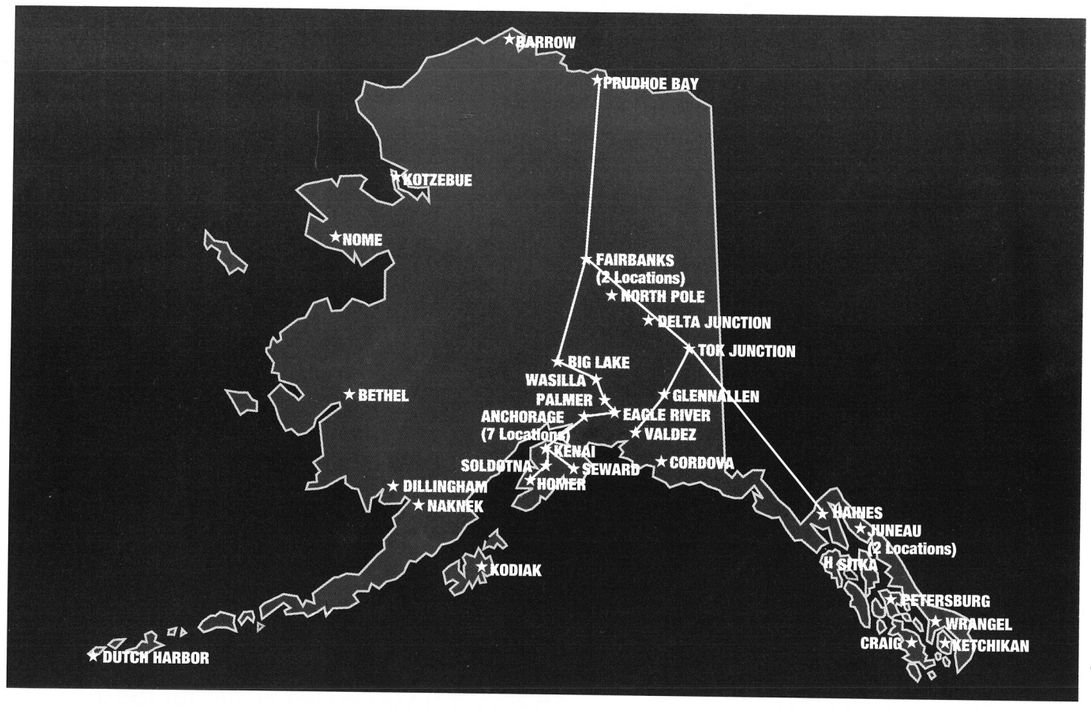
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* * * YAMAHA AGAIN SPONSORS TRAILBREAKERS * * *

The trailbreak crew of five leaving on February 13th at noon from the IronDog starting gate at the Lake Lucille Inn to carve the way to Nome and mark the trail for the "95" IronDog Racers who leave six days after, but will most likely be only hours behind arriving in Nome.

Headed up by Bob Kowalke, Regional Manager Motorsports Group of Yamaha Motor Corp. USA and joined by Cort Phalps of Anchorage Yamaha, Pat Riley of Rainproof Roofing, Barry Stanley of Rainy Pass Lodge and Jeff Sandstrom of Sandstrom & Sons,(he's the son), will be riding Yamaha Vikings, as in past years. Bob has made the trip over the trail every year as a racer or trailbreaker since the first race in 1984 which Bob had a very large part in founding, the IronDog Gold Rush Classic. Cort and Pat have been over the trail almost as many times as Bob.

This year the IronDog is installing permanent type marking VIA 10"x12" reflective poly-dura signs depicting our Logo and Race Trail plus reflective orange diamonds with our logo to tell the World of our Race and Events.

G.W. Bailey and crew went out early installing these signs from Big Lake to Rainy Pass to show the way for those training on the trail plus our Racers, taking some of the load off of our Trailbreak crew.

We of the IronDog are very appreciative of Yamaha and the volunteers who play such a large part in making this Race Fair, Safe and competitive.

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1 1/4 Bloc Mountain Master Track
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* * * WHAT IS A SPONSOR * * *

Quoting Webster a sponsor is " a person or organization that pays for or plans and carries out a project or activity ".
With the IronDog Gold Rush Classic the definition of our sponsors is even more in accomplishing what would seem to be an impossible task in making a 2274 mile snowmobile race a reality.
Our sponsors consist of people like Lou Thomason of Tesoro, Mayor John Stein of Wasilla, Mayor John Handeland of Nome, Craig Russel of Alaska Industrial Hardware, Bill Dugdale of Westmark Hotels, Randy Bedard of Polaris Industries, Gordon Askletadt of Napa, Hans and Sony Schibalski of the Lake Lucille Inn, Bob Kowalke of Yamaha, Ken Reed of Arctic Cat, Chuck Jolin of Ski-Doo, Steve Haynes of V.I.P. Distributing, Our many race volunteers, Brad Fisher of Fisher Fuels, Bob and Kelly of Nordic Air, Butch Hallford-Todd Wallace and Maurice Garrett of Northern Air Cargo, Brian Musselman of Woody's and many more to work in unison to insure the logistics of the Race and Events come off.
Then we have the Board of Directors who expend many hours year round working as volunteers directing each facet of the Race. Of course the Racers our HEROES who spend many hours and dig deep in their pockets and i'm sure in some cases cause stress with families to be a part of this Great Event.
We are a family, we are the IronDog working in unison to have 16,000 gallons of Tesoro Fuel, 1560 gallons of Polaris Oil, 864 pints of Napa Isopropyl, Checkers at 15 checkpoints & the Start - Finish, breaking and marking 2274 miles of trail and the three information Race Headquarters at Nome, Wasilla and Anchorage as required to fulfill the requirements for a sucessful race.
This twelfth running of the IronDog would never be possible without the deicated sponsors and volunteers who believe in this Longest Race in the World.
Our move to Wasilla, the large permanent sign, and upgraded events have escalated the IronDog standing in the World of Events.
A special show of teamwork between the IronDog and a Sponsor is the Boy Scouts of America Ride over the IronDog Trail being supported logistically by Tesoro Alaska along with the IronDog. We will have fuel and checkpoint assistance for this group led by Dr. Pete Hanson and Mark Necessary, Sr. V.P. Refining of Tesoro, which will be leaving Lake Lucille, Wasilla from our starting gate on Monday Feb. 17th for the long trek north. The object is the promotion of scouting plus allowing the Eagle Scouts involved to gain merits in scouting for public service.
The IronDog Gold Rush Classic is much more than one Race it's the promotion of goodwill and PEOPLE PARTICIPATION in safe family enjoyment.

THE WHATS AND WHY OF THE "IRON DOG GOLD RUSH CLASSIC"

NOTE: This article, written by John Faeo the only six time champion of the Iron Dog and has entered in every race. The following are only recommendations, but I am sure you will gain by reading and analyzing John's recommendations. Although there is mandatory gear to be with you on the race John outlines the best way to reach these requirements.

CLOTHING: Wearing layers of capilene and polypropylene underwear provide excellent working ability, which is necessary due to temperature variances along the trail. A heavy pile garment and/or vest is also essential on the trip. Both light weight under garments are recommended. You may also use a Gortex shell for the outer layer with reinforced shoulders, arms, knees, and rear section.

Light Weight and heavy weight wicking socks are greatly recommended. Bunny Boots, like Sub Zero, are a wonderful idea; if you should get wet, you can empty the boot and put on dry socks and continue the event.

You should have 2 pairs of light and heavy Gortex gloves. I recommend handle bar gauntlets, which protect from the cold and allow lighter weight gloves to be worn, enabling better handling of the machine. A bacalava face mask, a knit face mask and a snorkle type face mask should be taken. Helmets are an individual choice, either 3/4 or full face, whichever is more comfortable; goggles should be double lens, face shields may have a heated element. Bright colored helmets with reflective tape enable drivers to be seen easier.

MACHINE: Independent front suspension, short or long track, drivers preference. If short track is used, consider a high block track. Machine should be enhanced with carbide runners and ice studs. Main gas tank size needs to enable a machine to travel a minimum of 100 miles between stops. Also need capability of carrying additional gas.

TRAIL ENCOUNTERS: Depending on the year, you may encounter deep snow, open water, cold temperatures and wildlife such as moose or buffalo.

ENJOYMENT: The hospitality of local residents in the communities the race travels through is outstanding. Being courteous to everyone on the trail is greatly appreciated. There are long days and even longer nights.

TEMPERATURES: Temperatures will range from +30 degrees to -60 degrees. Avast range of temperatures may be encountered, it is important to have proper layers of clothing to accomodate the temperature changes. Duck/Medical tape can be used as a wind block for face and cheeks, nose and forehead. Eye drops should be carried in the event of frostbitten eyes.

ELEVATIONS: The majority of the race is at sea level, Rainy Pass is approximately 4000 ft. Elevation is generally not a problem. Barometric pressure changes along the coast and temperature changes need to be considered for jetting.

FOOD: My favorites have been Kudo and granola bars, jerky, smoked fish, gatorade and warm water is better than cold. Candy bars are OK, but they freeze, hard candy is an option. Back up food such as MRI or freeze dried is a good idea.

SURVIVAL: Extra clothing, preferably heavy duty socks, underwear, face mask, gloves, wind proof/waterproof lighter or water matches, compass, geographic or aviation sectional maps, good ax, fire starter, flare kit, first aid kit and flashlight are a must. Frostbite awareness: conceal all skin fron the elements to prevent wind chill contact with skin. You must be able to know when to stop and make adjustments for temperature changes.

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This being our 26th year in Alaska and our second year as a Corporate Sponsor for the IronDog Race we extend our enthusiastic congratulations to all the Racers in this 12th running of this race which unbelievably covers 2274 miles over the most diverse terrain, through weather conditions to -55 degrees F. requiring the ultimate in driving skill.

Tesoro is also Sponsor of the "TESORO QUANTUM PERSEVERANCE AWARD" at McGrath, in keeping with our admiration and realization of the test the Racers endure, Our test pilots - THE RACERS, are our Heroes too--- The Way To Go!

Sincerely,

Lou Thomason

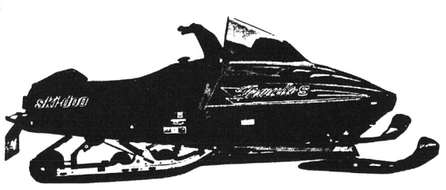
Lou Thomason
Vice President, Marketing

* * * BOY SCOUTS OF AMERICA CELEBRATES THE 85TH ANNIVERSARY WITH A RIDE ON THE IRON DOG TRAIL * * *

Leaving the IronDog starting gate at the Lake Lucille Inn will be six representatives of the Boy Scouts of America headed up by Mark Necessary of Tesoro Alaska and Doctor Pete Hanson of Kenai at noon on the 17th of February, taking on the challenge of the IronDog Gold Rush Classic Snowmobile Race trail to Nome, 1137 miles. Traversing three mountain ranges, following in part two major River Drainages including 170 miles on the mighty Yukon River and crossing Norton Sound Ocean Ice. Although not a part of the IronDog Race support in fuel and trail logistics is accomplished by the joining of Lou Thomason, V.P. Marketing Representative "Tesoro Alaska" and the Gold Rush Classic to insure safety and supplies on the trail. This endeavor taken on by these Scouts promotes not only winter survival, travel by Snowmobile over vast un-inhabited areas and scouting in general, but also allows the Eagle Scouts to earn merits to advance their status in Scouting by working at civic chores for humanitarian causes which will be done on the trail.

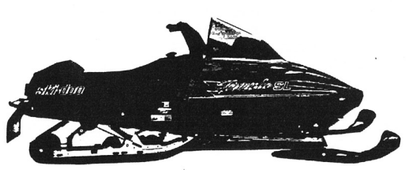
TESORO and the Gold Rush Classic, working as a team are very proud to have the opportunity to be a part of promoting Scouting which is the American Way and "THE WAY TO GO"!

FORMULA S



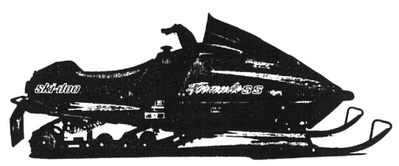
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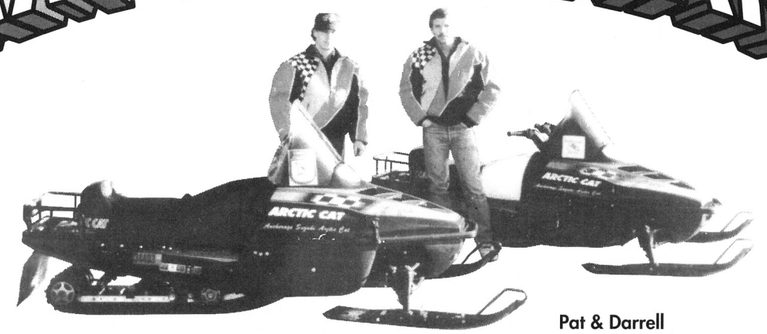
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Darrell Greenstreet .....Wasilla

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

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

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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 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.