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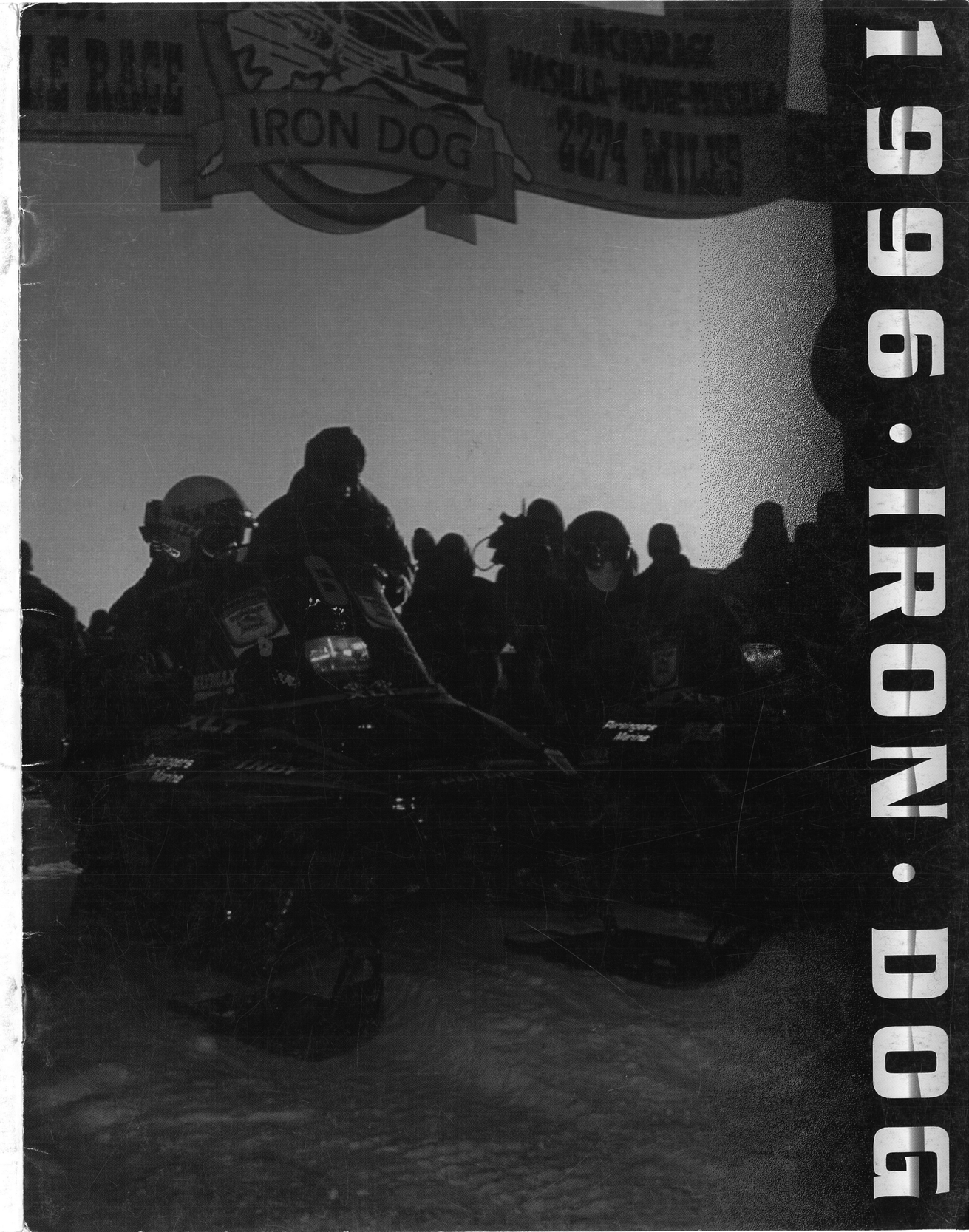
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A Letter From The Executive Director

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Gold Rush Classic
Iron Dog Headquarters
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Phone: 907/563-4414
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1996 Official Race Program

Editor
Heidi Bohi

Production
Graphic Solutions

To reserve ad space for the 1997 program or to obtain additional copies call Iron Dog Hedquarters at 907/563-4414.

When the 1996 Gold Rush Classic Iron Dog racers cross the starting line in Wasilla on February 18, they will be carrying on a 13-year-old tradition that is about endurance, performance and true Alaskan adventure. The world's longest snowmobile race tests not only the possibilities of powerful, high-tech sleds, but also the physical and mental capabilities of each team member. Competing in the Iron Dog, like any professional sporting event, requires the spirit, attitude and flexibility that top-notch athletes rely on for training and competition.

The Alaska Gold Rush Classic Iron Dog Pro and Trail Rider class teams leave from Wasilla to Nome, Alaska on Sunday, February 18 at 10 a.m. The race starts at the Best Western Lake Lucille Inn, Wasilla, and travels to Nome, over the historic Iditarod Trail which is about 2,274 miles round-trip and half that distance for the non-professional class. After a 24-hour layover in Nome, the Pro course runs to Norton Sound and across the Alaska Range, then winds through the interior on the Yukon River before arriving at the finish line in Wasilla. Checkpoints are: Golovin, Koyuk, Unalakleet, Kaltag, Galena, Ruby, Poorman, Opher, McGrath, Nikolai, Rohn Roadhouse, Rainy Pass Lodge, and Skwentna.

Fourteen Pro teams of two riders will complete the race in about four days, including check point stops and layovers. Top race speeds exceed 100 m.p.h. with actual racing time averaging about 60 hours. Last year's champions, Todd Palin and Dwayne Drake, completed the race in 58 hours and 24 minutes, arriving in Wasilla at 5:24 p.m. on February 25.

The six riders in this year's Trail Rider class, designed for recreational riders, leave for the one-way trip from Wasilla to Nome on February 18, after the last pro team is gone. While Pro team rules forbid outside assistance in any form, trail teams do not have this restriction and team size is not limited. These recreational riders enter the Iron Dog for the experience, rather then the racing challenge, and typically complete the one-way trail ride from Wasilla to Nome in about seven days.

Besides the efforts to host a world-class, extreme event, Iron Dog, Inc. is committed to hosting a competition that grows with each race in both image and as a professional business. Several changes have taken place for the 1996 race in an effort to make the Gold Rush Classic Iron Dog a professional event. Some of these efforts include:

• **Board of Directors.** Iron Dog, Inc. has appointed a new Board of Directors. The 1995-1996 Board members are: Jim Palin, Acting President, Palmer; Brad Hanson, Big Lake; Larry McGee, Treasurer, Wasilla; Vicki Faeo, Secretary, Wasilla; Bob Camilli, Eagle River; Ray Debenham, Anchorage; Scott Smith, Palmer; Bob Gilman, Anchorage; Jim West, Jr., Nome; Bret Brown, Anchorage; Bill Long, Sr., Anchorage; Jan Masek, Willow.

• **Conflict of Interest Policy.** In an attempt to minimize any perceived conflict of interest amongst Iron Dog Board members, race participants, related sponsors, race officials, and friends and relatives of Iron Dog race participants, the Board of Directors unanimously passed a conflict of interest policy in September. The spirit of this policy is intended to promote good sportsmanship among all participants, sponsors, supporters, family, and friends for the betterment of Iron Dog, Inc. and the race it promotes.

• **Television Coverage.** Freewheelin' Films and New Visions Syndication, known for their production and syndication of Olympic and World Cup soccer specials, skiing, America's Cup, Ultra-Endurance running and mountain biking, golf, the Triple Crown and Baja 1000 is attempting to produce and distribute a special on the Iron Dog for the 1996 race.

• **Executive Director.** Iron Dog Inc. hired Heidi Bohi as the Executive Director of the Gold Rush Classic Iron Dog. Bohi is responsible for all fund-raising, marketing, and public and media relations for the 13th annual race. She is a marketing professional with experience in the visitor industry, economic development and media.

• **Trail Management.** Iron Dog Board members and staff implemented a trail management program that includes providing trail monitors at each fuel stop to guarantee close monitoring of all fuel distribution. Special attention will be given to those locations that are not adjacent to a community.

• **Publicity.** In addition to establishing a single point of contact for all media relations, this year for the first time there will be a media education panel during the racer's meeting to present tips on how to work with print, television and radio reporters in situations ranging from advance feature coverage to trail coverage, and that occurring during stressful situations.

On behalf of the entire Iron Dog Board of Directors, I would like to extend a sincere thank you to all of this year's racers, their families and sponsors for committing time and money to the success of this exciting event.

Good Luck, Good Health!



Heidi Bohi
Executive Director

GOOD LUCK TO ALL THE 1996 IRON DOG COMPETITORS

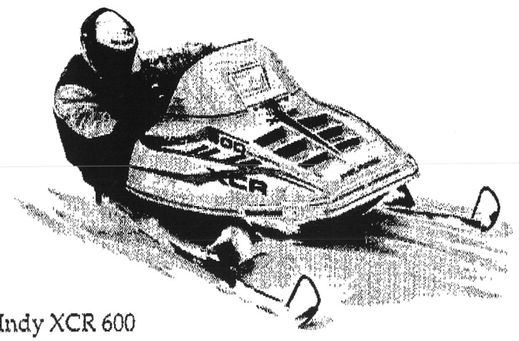
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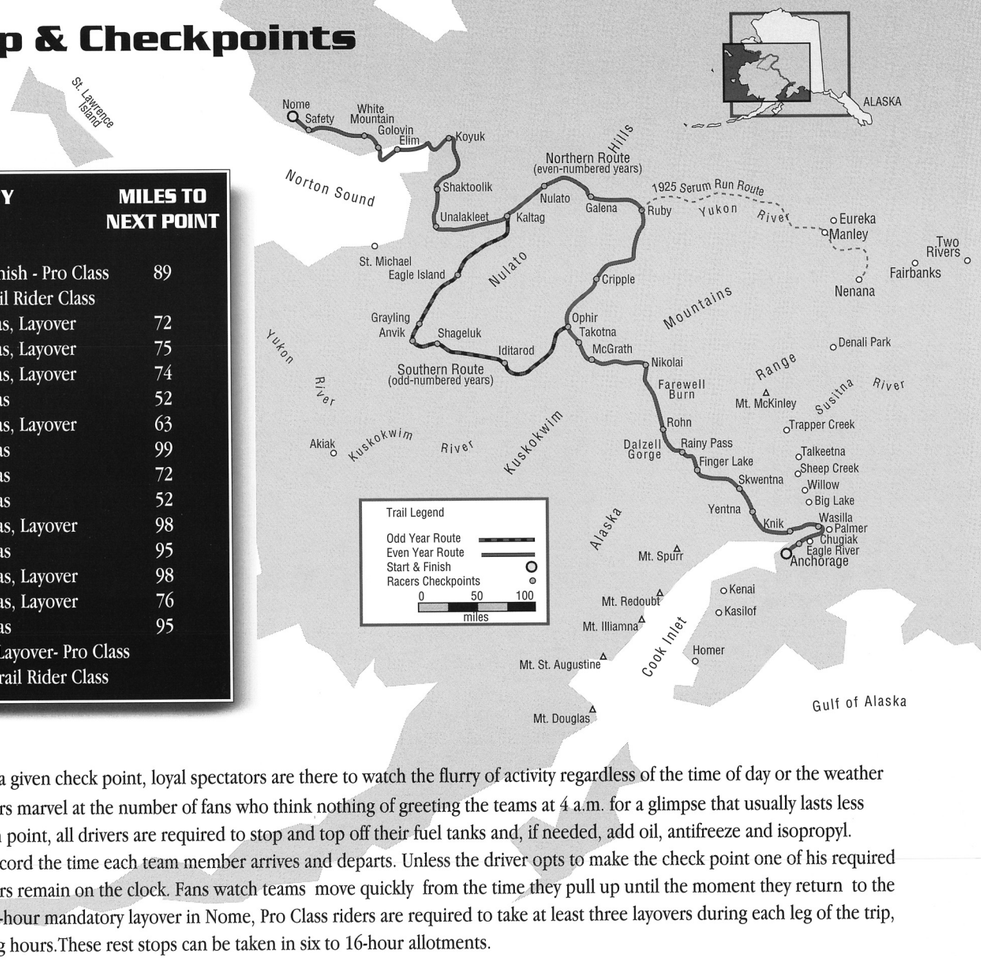
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Trail Map & Checkpoints

CHECK POINT	ACTIVITY	MILES TO NEXT POINT
Wasilla	Start & Finish - Pro Class	89
	Start - Trail Rider Class	
Skwentna	Check, Gas, Layover	72
Puntilla Lake	Check, Gas, Layover	75
Rohn River Cabin	Check, Gas, Layover	74
Nikolai	Check, Gas	52
McGrath	Check, Gas, Layover	63
Opher	Check, Gas	99
Poorman	Check, Gas	72
Ruby	Check, Gas	52
Galena	Check, Gas, Layover	98
Kaltag	Check, Gas	95
Unalakleet	Check, Gas, Layover	98
Koyuk	Check, Gas, Layover	76
Golovin	Check, Gas	95
Nome	36-Hour Layover- Pro Class	
	Finish - Trail Rider Class	



When racers pull into a given check point, loyal spectators are there to watch the flurry of activity regardless of the time of day or the weather conditions. First-time racers marvel at the number of fans who think nothing of greeting the teams at 4 a.m. for a glimpse that usually lasts less then five minutes. At each point, all drivers are required to stop and top off their fuel tanks and, if needed, add oil, antifreeze and isopropyl. Check point volunteers record the time each team member arrives and departs. Unless the driver opts to make the check point one of his required layovers, at each stop racers remain on the clock. Fans watch teams move quickly from the time they pull up until the moment they return to the trail. In addition to the 36-hour mandatory layover in Nome, Pro Class riders are required to take at least three layovers during each leg of the trip, for a total of 28 non-racing hours.These rest stops can be taken in six to 16-hour allotments.

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1995
Todd Palin
Dwayne Drake

1994
Dan Zipay
Evan Booth

1993
Scott Davis
Bill Long

1992
Dan Zipay
Evan Booth

1991
John Faeo
Bob Gilman

1990
John Faeo
Bob Gilman

1989
Scott Davis
Mark Torkelson

1988
John Faeo
Dan Zipay

1987
John Faeo
Dan Zipay

1986
John Faeo
Dan Zipay

1985
Scott Davis
Gary Eoff

1984
John Faeo
Frank



An interview with 1995 Champions
Todd Palin and Dwayne Drake

All eyes will be on last year's Iron Dog champions Todd Palin, Wasilla, and Dwayne Drake, Galena. The 1995 Iron Dog was their first win for this race. And while they focus more on their capabilities and operating as a cohesive team then taking home the championship, who doesn't like to win? Here, Todd and Dwayne took a few minutes from their busy training schedules to talk about what transpired on the trail last year, and how they're keeping focused on the 13th annual 1996 Gold Rush Classic Iron Dog.

Q: What did you have going for you last year?

TP: The disappointment of the '94 race. We tried something different with our suspension that year and ended up breaking a lot of equipment. After scratching in McGrath in '94, our goal for last year was to stay together as much as possible - in terms of team riding and equipment - and to go as fast as we could. It's such a long race that it has to be both machine and man.

DD: We pretty much just worried about ourselves and not anyone else. We just tried to stay together.

Q: The top three finishing times were very close last year: first place was 58 hours and 24 minutes; second place was 59 hours and 11 minutes; third place was 59 hours and 41 minutes, not to mention the competition from the Faeo and Gilman team before they scratched. Replay the last part of the 1995 race and what was going on between your team, Hayden and Roskelley and Faeo and Gilman.

TP: It was very close. We were in third place at the start of the last day of the race. What we were told was that we were 50 minutes behind Faeo/Gilman and 20 minutes behind Hayden/Roskelley. Our goal was to place second. Once we got to Puntilla, we were still 20 minutes behind the second place team; then, in Skwentna they were three miles out of Skwentna with mechanical problems. That's when we took second place. Once we arrived in second, the checkers told us that Faeo had blown his engine and he was 20 miles down river. Of course, our hearts started beating. They tried to repair their motor on the river, but they were towing.

As we were going down river toward Big Lake, I could see the lights of Roskelley, but they had some problems and so did we - I blew a belt - then we were back on the trail. Once we were off the river in the woods I got turned around and it took me longer to get out on the main trail from the swamps. When I got there Dwayne was waiting for me. On Big Lake, we passed John and Bob for the last time and won.

Q: What was your favorite part of the race?

TP: At the finish line. We couldn't believe we'd won. It's damn luck, but somebody had to be there to catch the ball. I felt badly for Faeo and Gilman because they worked hard during the whole race - they had to rebuild both engines at 35 below, and at one point Bob fell in a creek and submerged his whole machine so the seat of his machine was frozen.

DD: My favorite part of the race was hitting the Yukon on the way up to Nome: it's a nice ride, fairly smooth. I also liked going through Ptarmigan Pass.

Q: Are you expecting things to be different this year without snow?



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TP: It's going to be slower then last year because of the snow conditions, but at the same time there are better suspensions on machines then there were last year. It's going to be a strategy race, that's for sure. I just want to make it from point A to point B in a reasonable amount of time. Everyone has break-downs, but we want to keep the down time as low as possible. - last year we had four hours. There are some bad parts of the trail, but that's part of the race and that's what you enjoy - the chance to beat yourself up a little bit.

DD: It will be kind of difficult. In 1994 it was like that at the Farewell Burn and it was rough.

Q: There are a lot of serious contenders again in this year's race. How do you balance the competitive factor?

TP: We keep on eye on the race from the start to see how everyone is doing, but we don't really worry about competition until we're one the way back to Wasilla. The big thing is getting there and seeing how your machine can do, then worrying about the competition on the trip back. Last year, we had a faster time on the way back, then we did on the way up.

DD: I mostly just focus on Todd being behind me, and when we get to a check point if there's time, we just kind of try and see where everyone is at in the race. Otherwise I don't worry about anyone else, though I'm happy if we're gaining on them.

Q: Talk about your strategy for a minute. Do you expect this year's race to be as close as last year's?

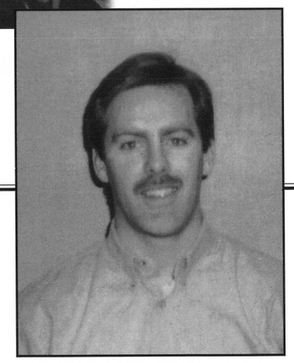
TP: In training, I ride and work out with weights and spend about 120 hours tearing down the machines to try to find the weak points and reinforce them. After that, it all depends. (For example), last year we were in Rohn for six hours because I got gas in my goggles. You can plan and plan, but weather and machine performance has a lot to do with it. A lot of decisions are made on the trail for our team, but we try and do the same thing on the way back as we did on the way up. And, I'm not a full-blown racer; that's why I need a lot of luck.

DD: I have no idea what will happen with this year's race. But, it's more or less my vacation, so whatever happens, happens.





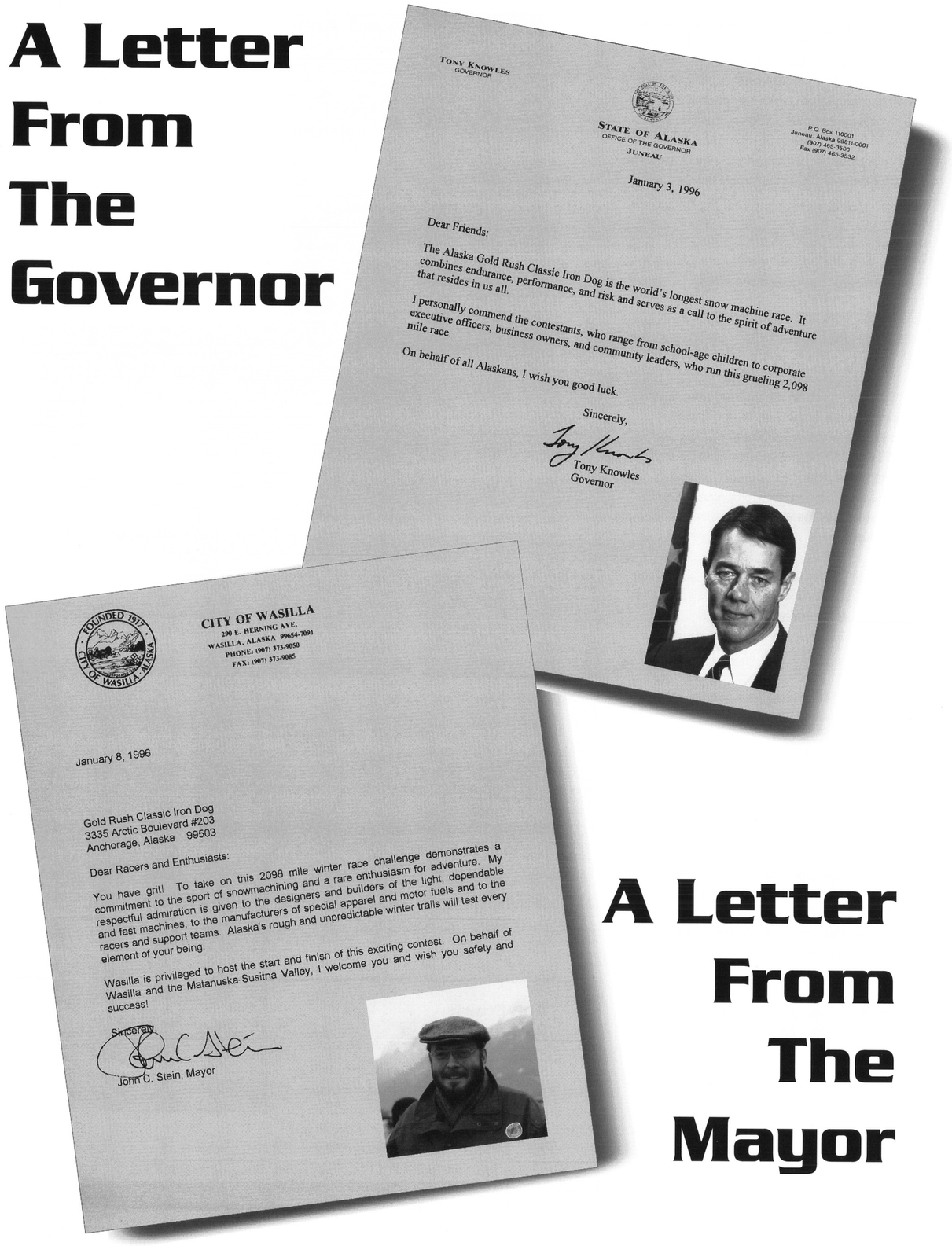




Bret Brown
Race Coordinator

As Race Coordinator for the 1996 Iron Dog, Bret is responsible for organizing and implementing trail logistics, including check points and fuel distribution. He also serves on the Iron Dog Board of Directors. Bret has been racing since 1992 with the Alaska Motor Mushers. In 1995, he teamed up with Kenny Kleewein for his first Gold Rush Classic Iron Dog. Bret and Kenny won the Woody's Rookie of the Year and Tesoro Perseverance Awards, as well as finishing in fourth place. Bret is supported by his girlfriend Shirley and will race in the 1997 Iron Dog.

A Letter From The Governor



TONY KNOWLES
GOVERNOR

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OFFICE OF THE GOVERNOR
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January 3, 1996

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Tony Knowles
Governor

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January 8, 1996

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John C. Stein, Mayor

A Letter From The Mayor

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Gene Letts, President

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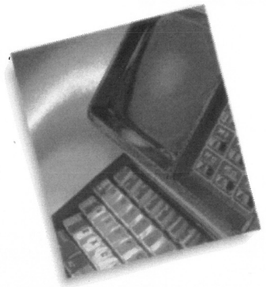
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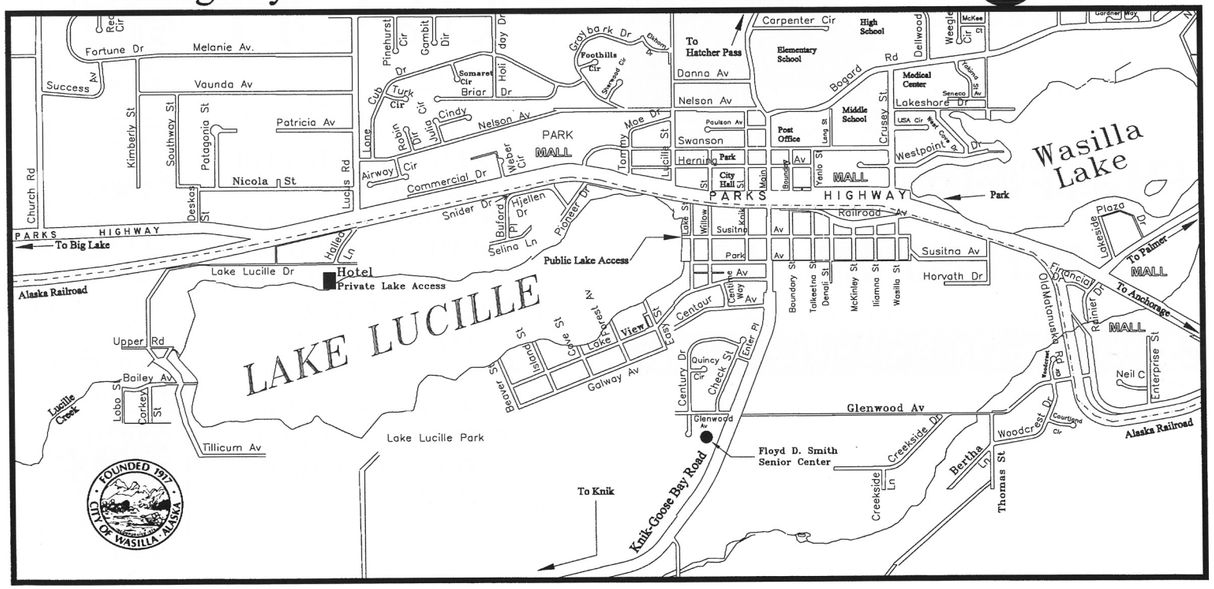
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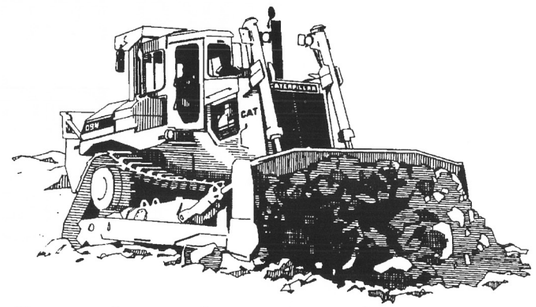
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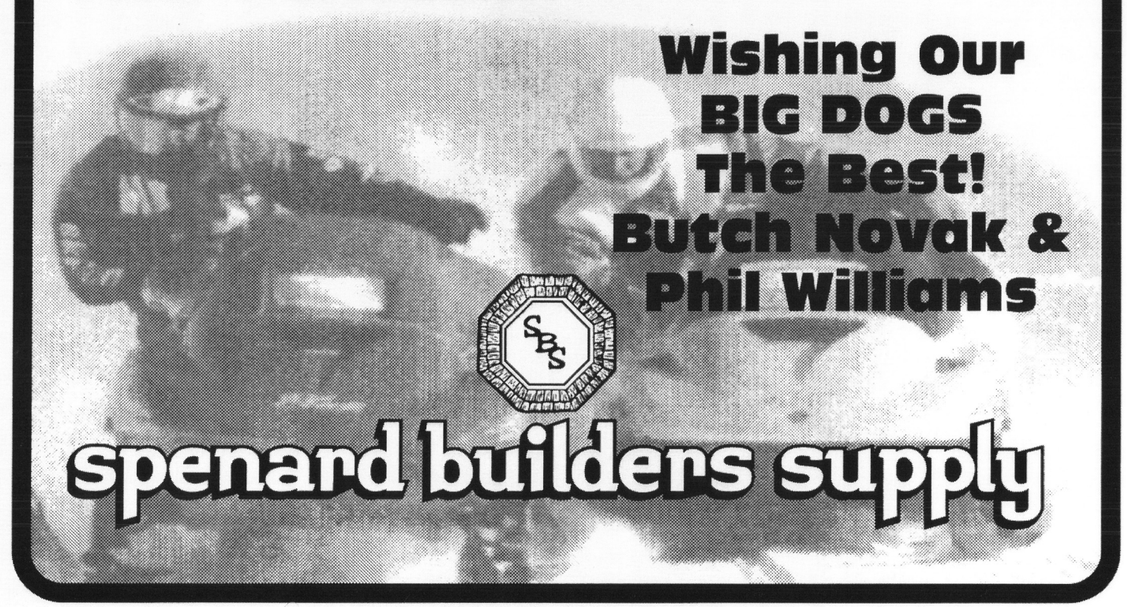
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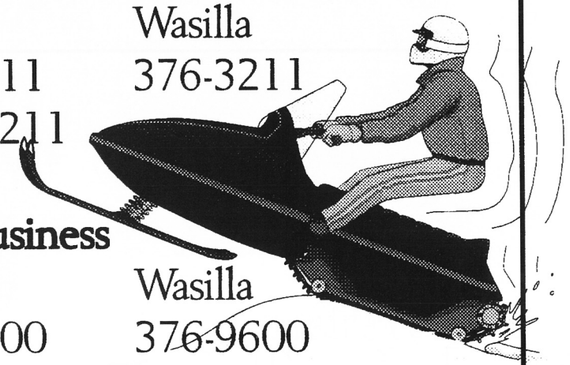
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TEAM:
TODD PALIN &
DWAYNE DRAKE



1995 Iron Dog Champions
- 58 Hrs and 24 min

Todd Palin
Wasilla, Alaska
1996 Polaris Indy 500
Before winning the 1995 Gold Rush Classic Iron Dog, Todd had entered the race in 1993 and 1994. He has been racing snowmachines since he was 12. He was born and raised in Dillingham, where he still commercially fishes in the summers. He is also co-owner of Valley Polaris in Big Lake. Family: Sara, wife; Track, 6; Bristol, 5; Willow, 17, months.

Sponsors: Valley Polaris, Huntington Ventures, L&M Supplies, Peter Pan Seafoods, Northland Services, British Petroleum Exploration, Wasilla Dental Center, Great Northern Engineering, Frontier Flying Service, The Lukaduk Family, Last Change Trading, Palin & Associates, Anchorage Hilton Hotel, Sportstech R.U. Outside, Starting Line Products, Powerbar, Woody's, Silvertip Design, Smith Brothers, Performance Center, Wasilla Shop-Rite.

Dwayne Drake



Galena, Alaska
1996 Polaris Indy 500
Before winning the 1995 Gold Rush Classic Iron Dog with team partner Todd Palin, Dwayne had entered the race in 1994. Originally from Nome, Dwayne has lived in Galena for 16 years and is a mechanic for Huntington Ventures. He has also raced in the Pikes-Nenana where he placed 5th, and the Grand Prix Fairbanks Open which he won in 1990. Family: Florene, wife; Crystal, 11; Dwayne II, 10; Normon, 7; Carole, 5; Tyler, 3.

Sponsors: Huntington Ventures, Frontier Flying Service, The Lukaduk Family, Nulato Sports Association.

TEAM:
JOE BEECH &
TIM GEIERMANN



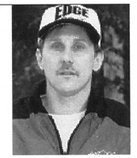
Tim Geiermann
Big Lake, Alaska
1996 Ski-Doo MXZ 583
Tim Geiermann was born in Alaska and has been riding snowmachines since 1969. His other racing experience was the Klondike 400 in 1995, where he and race partner Joe Beech held second place until Geiermann had mechanical difficulties and they were forced to drop out. As the owner of a small excavating business in Big Lake, the Broad Way, his work is also his hobby, in addition to snowmobiling and body surfing. Family: Su, wife; Jimmy, 14; Brittany, 13; Corie, 5; Tyler, 3; Riley, four months old.

Sponsors: The Broad Way Excavating Company, Susitna Air Service, M.I.T. Alaska, Burkeshore Marina, CC Ski-Doo

Joe Beech
Skwentna, Alaska
1996 Ski-Doo MXZ 583
Joe Beech has been riding snowmachines for 30 years in southcentral and northern Alaska and has competed miscellaneous cross country races including the Klondike 400 last year with Iron Dog team partner Tim Geiermann.

Sponsors: The Broad Way Excavating Company, Susitna Air Service, M.I.T. Alaska, Burkeshore Marina.

TEAM:
LOUIE SCHICK
& WILLIAM LONG



Louie Schick
Nome, Alaska
1996 Arctic Cat ZR 580
Born and raised in Nome, Louie has ridden snowmachines all his life and has entered many races statewide and in the Nome area. In 1988 he entered the Gold Rush Classic Iron Dog. He has also entered several Nome-Golovin and Kotzebue races, taking home various trophies. In the summer, Louie enjoys riding and racing motorcycles. Family: Kokie, wife; Cheri, 16; Brad, 11.

Sponsors: Arctic Recreational Distributors, Inc., Perkins Suzuki and Arctic Cat.

William Long



Anchorage, Alaska
1996 Arctic Cat ZR 580
This is the sixth Gold Rush Classic Iron Dog for Bill Long. In 1989, he competed with his wife Doreen, the first woman to complete the Iron Dog. He also enjoys entering local ice and cross country races. Family: Doreen, wife; Danielle, 3; Bianca, 6.

Sponsors: Arctic Recreational Dist., Inc.

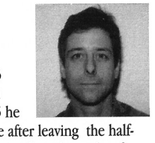
TEAM:
PAUL SINDORF
& VICTOR STOLTZ



Paul Sindorf
Anchorage, Alaska
1996 Ski-Doo MXZ 583
Paul has an impressive list of motorcycle racing championships. In 1990 and 1991 he was the state and city champion of the Alaska Motorcycle Racing Association ATV Pro Class. Besides motor cross sports, he also enjoys snow skiing, mountain biking, and mountain climbing. He is an inventory analyst with Arco Alaska, Inc. Family: Lisa, wife; Heather, 7; Melanie, 5; Kristofer, 3.

Sponsors: Tope Equipment, Suneel Alaska Corporation, CC Ski-Doo, Smith Goggles, The Fish House.

Victor Stoltz



Seward, Alaska
1996 Ski-Doo MXZ 583
This is the second Iron Dog for Victor. In 1995 he scratched from the race after leaving the half-way point in Nome. He is a board member for

Stoltz cont.
the Resurrection Snow Riders and has worked for Suneel Alaska Corporation for the past 10 years. He enjoys hunting, fishing and the Alaskan outdoors. Family: Sigrun, wife; Roger, 15; Sara, 11.

Sponsors: Tope Equipment, Suneel Alaska Corporation, CC Ski-Doo, Smith Goggles, The Fish House.

TEAM:
JORGE SIMMONS &
MICHAEL SIMMONS



Jorge Simmons
Tok, Alaska
1996 Yamaha 500XT 498
Jorge raced the 1995 Iron Dog but was forced to scratch in Unalakleet. This year, his team partner is his father Michael Simmons. Originally from McGrath, Jorge enjoys watching sports and spending time with his family. Family: Michelle, wife; Dominique, 5.

Sponsors: Valley Yamaha, Michelle Holmberg, Tok Community.

Michael Simmons



Tok, Alaska
1996 Yamaha 500 XT 498
Michael's snowmaching experience comes from running a 150 mile trap line for the past 26 years. He has lived in Tok since 1954 and works for FAA as an air traffic controller in Barrow. Family: Penny, wife; Steven, 8; Michael, 8; Misty, 15; Tisha, 18; Shawn, 21; Jorge, 22.

Sponsors: Valley Yamaha, Penny Simmons, Tok Community.

TEAM:
TRAVIS JOHNSON &
GORDON BRINKER



Travis Johnson
Skwentna, Alaska
1996 Yamaha V-Max 600
For Travis, the opportunity to enter the Gold Rush Classic Iron Dog is the chance to live a dream. Although he has never raced snowmachines, he has ridden since 1980 and has experience in other motor cross events in Southern California including desert races, and late model stock cars. Family: Single and available!

Sponsors: Anchorage Yamaha, Talaview Resorts, Airlift Alaska.

Gordon Brinker

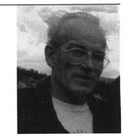


Skwentna, Alaska
1996 Yamaha V-Max 600
As an experienced Iditarod and Iron Dog racer, Gordon has a veteran's knowledge of the trail between Wasilla and Nome. Between 1984 and 1988 he ran the Iditarod four times. In 1994 and 1995 he raced the Gold

Brinker Cont.
Rush Classic Iron Dog. Family: Lori, wife; Brandon, 14; Chase, 6; Chance, 6.

Sponsors: Skwentna Roadhouse, Shell Lake Lodge, Anchorage Yamaha, Talaview Resorts, Airlift Alaska, Jay Bitney, Ted Johnson, Tim Burzinski and Family.

TEAM:
BILL LONG SR. &
CLIFF TWEEDY



Bill Long, Sr.
Palmer, Alaska
1996 Arctic Cat EXT 580
Bill's experience as a snowmachiner is extensive and varied. In addition to entering the 1992 and 1993 Iron Dog races, where he finished 12th and 8th, respectively, he participated in the Tok-Dawson City Ride last year and has entered the Eureka-Valdez competition in 1992, 1993 and 1995. Both he and his namesake son Bill Long, Jr. are entering the 1996 race, though on separate teams and, as he says, for different reasons: Sr. to finish and Jr. to win. "The Older" Long, as he's known by family and friends, has been involved with snowmobiling since 1961 when he introduced snowmobiles, then known as "Motor Toboggans", to Antarctic geological and glaciological exploration. In addition to using snowmachines for winter travel and adventure, Bill used machines when he was homesteading and currently uses them every day of the winter for doing chores while helping his wife Katie operate their horse and hay ranch in Palmer. Originally from North Dakota, Bill is a retired geologist/glaciologist with the Alaska Department of Natural Resources and college professor. He has climbed mountains in the Himalayas and has participated in five Antarctic expeditions. He also made the first ascent of Antarctica's highest mountain, the Vinson Massif. Family: Katie, wife; sons Bill and Brooke.

Sponsors: Arctic Recreational Distributors, Inc.

Cliff Tweedy



Big Lake, Alaska
1996 Arctic Cat EXT 580
In addition to racing in the 1992 and 1993 Iron Dog races with partner Bill Long, Sr., Cliff participated in the first friendship ride in 1994 where 17 riders from the United States and abroad traveled the Iron Dog trail, stopping at various schools to promote snowmobile safety and awareness. Cliff has lived in Alaska since 1948 and was self-employed and active in banking until retiring in 1987. Family: Delesta Fox, signifcant other; Scott 32; Todd, 31; Kirk, 28; Kevin, 25.

Sponsors: Arctic Recreational Distributors, Inc.

Continued on next page

Racer Bios Cont.

TEAM:
RAY DEBENHAM &
RANDALL MOSS



Ray Debenham
Anchorage, Alaska
1996 Arctic Cat XLT 590
Ray entered the Trophy Class of the 1995 Gold Rush Classic Iron Dog. This year he is back to compete in the Pro Class. He came to Alaska in 1958 as an employee for Line Material Industries. When the company closed its doors 10 years later, he bought the Alaskan assets and started Debenham Electric Supply Company, Inc., today a multi-million dollar operation and one of the state's largest businesses. In 1984 Ray was selected as Alaska's Small Business Person of the Year. In 1992, the Anchorage Convention and Visitors Bureau gave him the Seymour Award for his help in securing the 800-person Western Regional National Association of Electrical Distributors Convention. An alumni of Alaska Pacific University, he currently serves on their Board of Trustees. He also serves on the Iron Dog Board of Directors. Ray enjoys traveling, spending time with his family at their cabin on Crooked Lake, water skiing, trail bike riding, and snowmachining. Family: Rita, wife; children Debra, Julie, Michael, Shaun.

Sponsors: Moss Insurance Agency, Debehnam Electric Supply.



Randall Moss
Anchorage, Alaska
1995 Polaris XLT 580
Randall entered the Trophy Class of the 1995 Iron Dog with partner Ray Debehnam and returns this year to ride in the Pro Class. He has lived in Anchorage for 26 years and is the owner of Moss Insurance Agency. He enjoys motorcycles, airplanes, boats, snowmachines, and "Things that move fast." Family: Sharon, wife; Kelly, 29; Eric, 27; Blake, 24; Bradley, 21; Aimee, 18.

Sponsors: Moss Insurance Agency, Debehnam Electric Supply.

TEAM:
KEN LEE &
MARK TORKELSON



Ken Lee
Eagle River, Alaska
1996 Yamaha V-Max 600
Originally from Pensacola, Florida, Ken has lived in Alaska since 1978. In 1989 he was the Alaska Motor Mushers overall high points champion; in 1991 he won the Anchorage-Talkeetna cross country race and in 1994 and 1995 he raced in the Iron Dog but was forced to scratch due to mechanical difficulties. When he's not working at Cal Worthington Ford, he enjoys snowmachining, hunting and fishing. Family: Jana Lee, wife; Janaya, 11; Kari, 6.

Sponsors: Anchorage Yamaha, Cal Worthington Ford, Kingsberry & Sons Auto Body.

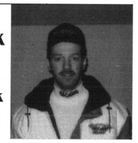


Mark Torkelson
Wasilla, Alaska
1996 Yamaha V-Max 600
A lifelong Alaskan, Mark has been racing sine 1972 and has a long list of snowmachine racing championships. His first

Torkelson cont.
Iron Dog was in 1985; he won in 1989. This year marks his tenth entry in the world's longest snowmachine race. He won the Talkeetna-Anchorage race in 1987 and the Hatcher Pass race in 1984 and 1985, in addition to several other top finishes. Mark works for Kingsbury and Sons Auto Body in Big Lake and spends his free time snowmachining, hunting, fishing and riding four-wheelers. Family: Travis, 16; Lyndsay, 13.

Sponsors: Anchorage Yamaha; Kingsbury & Sons Auto Body, Cal Worthington Ford. Special thanks to Cort Phalp and Bob Kowalke.

TEAM:
JAMES "*Jimmer*" DICK
& MARK CARR



James "*Jimmer*" Dick
Seward, Alaska
1996 Ski-Doo MXZ 583
Born and raised in Seward, Alaska, James "Jimmer" Dick has been riding snowmachines since he was 3 years old and started racing in 1987. This is his fifth Gold Rush Classic Iron Dog; he also entered in 1991-1994. Besides his Alaskan racing experience, he entered the I-500 in Minnesota in 1989-1991. Jimmer is a truck driver for Marathon Fuel Company. Family: Lisa, significant other; Jenna, 3; Chelsey, 2.

Sponsors: The Fish House, Ski-Doo, Subway, Seward Ship's Chanderly, Gary's Gas, Woody's International.



Mark Carr
Kenai, Alaska
1996 Ski-Doo MXZ 583
This is Mark's third Iron Dog; in 1994 he placed fourth overall. In addition to snowmachining, he has won 30 State championships in rife-pistol and shotgun competition. Mark is a commercial fisherman and commercial pilot. Family: Glenda, wife; Jennifer, 15; Jamie, 12.

Sponsors: Ski-Doo, The Fish House, Woody's International, Subway, Uptown Motel, Kimpex USA, Helly Hanson, Quality Foot Works, Marathon Fuel Company.



TEAM:
GENE LETTS &
LARRY WEISHEIM

Gene Letts
Anchorage, Alaska
1996 Ski-Doo MXZ 583
Gene has been riding snowmachines for seven years and has run the Iron Dog Trophy Class in 1994 and 1995 with back-to-back first place finishes. Originally from Gig Harbor, Washington, Gene is President of U.S. Fabrication & Erection and enjoys all outdoor sports. Family: Jackie, wife; Courtney, 5.

Letts cont.
Sponsors: U.S. Fabrication & Erection, BHP, Willis & Corroon, Burkeshore Marina, World of Travel, National Bank of Alaska, TCC Welding, Alaska Cargo Transport, Inlet Petroleum, Whalen Bar & Grill, McDermott Insurance Agency, Tom Plooy State Farm Insurance, Greer Tank & Welding, Local Iron Workers 751.

Larry Weisheim
Anchorage, Alaska
1996 Ski-Doo MXZ 583
Referred to by his riding partner as having "true grit", in the 1995 Iron Dog, Larry rode a machine with broken suspension from McGrath to Wasilla by securing a 4" spruce log under the shocks and against the suspension rail to elevate it off the track. The team won the Trophy Class. Larry has been riding snowmachines for 30 years. He works for Anchorage Sand and Gravel and enjoys hunting and fishing. Family: Mary, wife; Kristen, 27; Sydney, 18; Branden, 14.

Sponsors: U.S. Fabrication & Erection, Anchorage Sand and Gravel, Gene Cloud Insurance, McDermott Insurance, Diggins Concrete.



TEAM:
JOHN FAEO &
BOB GILMAN

John Faeo
Wasilla, Alaska
1996 Polaris 500 EFI
It is impossible to talk about the Gold Rush Classic Iron Dog without mentioning John Faeo's name. His Iron Dog accomplishments include championships in 1984, 1986, 1986, 1987, 1988, 1990 and 1991; he placed second in 1985 and 1992 and took home third place in 1989. A lifelong Alaskan, John has been racing snowmachines for 27 years. Other top honors in major races include seven Fur Rendezvous Talkeetna-Anchorage championships, six-time winner of the Hatcher Pass 60, five-time winner of the Kotzebue 300, and many other races. John has worked as a machinist for the Alaska Railroad for 21 years. He enjoys flying to the family's remote cabin, fishing, hunting, trapping, and other outdoor activities. Family: Vicki, wife; John, 17; Scott, 11.

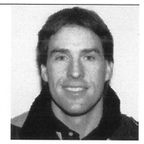
Sponsors: Polaris Industries, Nelson Kogane Accounting, Dean's Automotive, B&J Custom Aircraft, Anchorage Chrysler, Alaska Railroad, Takusko House, Woody's International, NGK Spark Plugs, Fine Line Upholstery, Carl's Cycle Sales, and Western Battery.

Bob Gilman
Anchorage, Alaska
1996 Polaris 500 EFI
This is Bob's ninth running of the Gold Rush Classic Iron Dog, including seven times with race partner John Faeo. In addition to two championships, Bob has placed second two times and finished in third place once. Bob is owner of GILCO Construction, one of the top 10 contracting companies in Alaska with

Gilman cont.
projects statewide and in the Pacific Northwest. Besides snowmachining, Bob's hobbies include flying, fishing and hunting. Family: Garrett, 7.

Sponsors: Polaris Industries, Woody's Traction Products, NGK Spark Plugs, GILCO Construction.

TEAM:
LEN STORY &
SCOTT DAVIS



Len Story
Anchorage, Alaska
1996 Arctic Cat ZR 580
Len enters his fourth Iron Dog with extensive racing experience in drag, oval, grand prix and cross country competition in Alaska. He has been racing and riding recreationally since the age of 6. An 18-year resident of Alaska, he is a land surveyor for R&M Consultants, Inc. Family: Barbara, wife; Cole, 4.

Sponsors: Arctic Cat, Hutchings Chev-Olds-Cad, Inc.



Scott Davis
Soldotna, Alaska
1996 Arctic Cat ZR 580
Scott has been racing snowmachines and motorcycles since 1972.
He has 17 motor cross titles, nine indoor titles, two snow cross titles, and three Iron Dog championships as well as seven top three finishes, and many other trophies from races in Kotzebue, Wasilla and Outside. He also enjoys riding four-wheelers and cars, jet skiing, waterskiing, and snow skiing. Originally from Grand Rapids, Minnesota, the Davis family moved to Alaska
in 1961 and settled in Soldotna where Scott now helps run the family business Davis Block and Concrete. Family: Connie, wife; Cory, 7; Carly, 5.

Sponsors: Anchorage Suzuki Arctic Cat, Davis Block and Concrete.

TEAM:
TONY RICHARDSON
& UNCH SCHUERCH

Tony Richardson
Kotzebue, Alaska
1996 Polaris EFI 500

Tony has raced for 15 years statewide, including entering the 1986 and 1993 Iron Dogs. In '86 he placed second, in 1993 he scratched. He is the owner of TRC Construction and enjoys snowmachining, flying, fishing and hunting. Originally from Oklahoma, he as lived in Alaska since, since 1980. Family: Janet Richardson, wife.

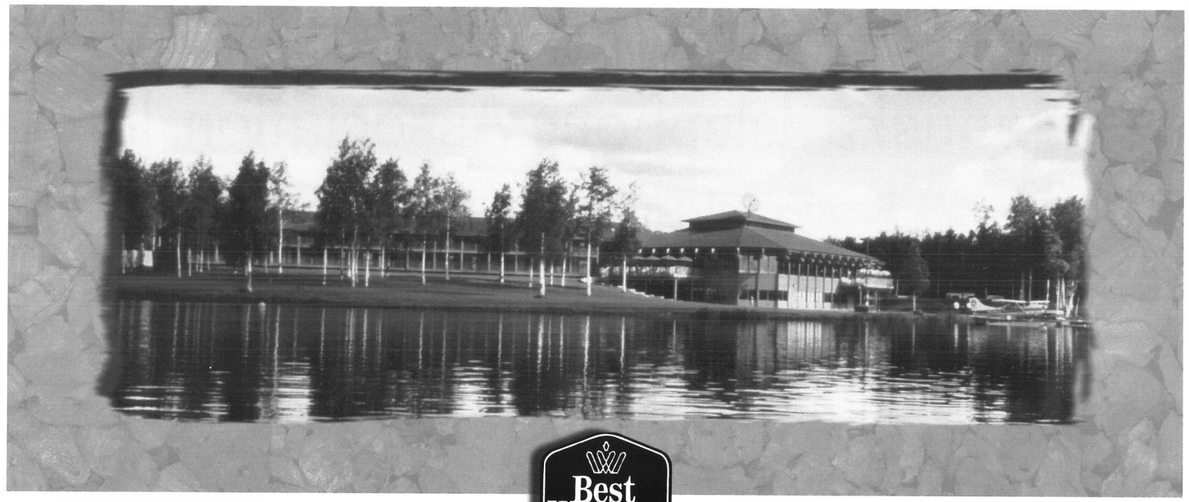
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Pay to Play or Drag to Brag?

By Lane Lindstrom, Editor
SnowAction Magazine

There are two types of racers: Those who follow a structured series or circuit, competing on a consistent basis, and those who have never lost a race on that frozen patch of snow somewhere west of town where everybody tunes, though they've never won an event that actually pays money.

For the structured racer, understanding the rules, conforming to race classes, early registration, advance travel planning, and countless personal sacrifices and commitment are all part of the racing experience. It doesn't matter whether he competes in the Pro, Semi-Pro or Sport classes. What matters is whether the racer feels competitive within the class, the circuit, or the level of competition.

These are racers who focus their energies and attention on specific sleds and events. They look for whatever edge they can find while staying on an equal playing field with their competition. Talking stops when the green flag goes up and questions are answered when the checkered flag drops. The results are final.

Then, there are the weekend warriors. There's no put up. And seldom any shut up. On any given weekend dozens of them line up on that patch of frozen snow west - or east, north or south - of town on snowmobiles varying in size and shape. There is no entry fee, no preregistration, no tech, and no class - literally. But there is a lot of noise from both man and machine.

To hear them talk, they have never lost a race except to some fluke mechanical problem which was immediately corrected. And all of their "top secret" tuning (offered free to anyone who has a week to listen to them) are high-performance tips that manufactures would kill for. (This is partially true. An average of 17.4 factory engineers are bored to death each winter listening to such claims.)

Watching them race is also a treat. On any given weekend, you will see the following scenario: Several racers line up (each trying to inch just a little further ahead of the next in order to get the holeshot. Some fat guy with a beer in one hand and his hat in the other gives the sign to everyone to start. Usually several will jump the start and the fat guy spills his beer trying to avoid oncoming snowmobiles. As the snowmobiles speed off, those who failed to get a holeshot will pull up immediately, serving notice to the world that they weren't a part of this race for one reason or another. Next to drop out will be those who find themselves sucking snowdust for the first 100 yards. Their excuse will be mechanical. Since they dropped out, of course, this doesn't blemish their flawless record.

Here's where the race gets interesting. That open, frozen patch of snow is only so long before it turns into a not-so-open patch of snow with fences, trees, creeks, whatever. And as racers near this transitional terrain, a defined "finish line" becomes extremely subjective. The snowmobiler who has the lead deems the race over, proclaiming himself the winner, champ, Mr. Cool, the next John Faeo, whatever, and backs off the throttle to prepare for the victor's spoils. As he shuts down, the rider in second place passes, claiming that after a bad holeshot he has finally captured the lead - and the victory. Now he pulls up while the next guy does the same thing. This can go on until you're either out of racers, or out of terrain. If the latter happens, you can certainly assume any racers still left racing will assume they were "pulling" the field and had the course been the legal length (this opens the door for an entirely new line of

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Willow Air Service
Yukon Don's Bed & Breakfast

Vince "Unch" Schuerch
Kotzebue, Alaska
1996 Polaris EFI 500
This is the first Iron Dog for Unch, though he has previous racing experience including taking third place in the 1988 Kotzebue Race and first in the 1995 Kiana Christmas Classic. Unch is originally from Kiana. Unch is a truck driver for Arrow Transportation. Family: Jennifer Williams, fiancee.

Sponsors: Sno-Pro Sales and Service, TRC Construction, National Bank of Alaska Kotzebue, Alaska Airlines, Kiana Lodge, Waylon's Sport Shop, Polaris Industries.

TRAIL RIDER TEAM: JAN MASEK, JIM PALIN, TONY PRICE , GARY SELK, BUTCH NOVAK, PHILLIP WILLIAMS

Tony Price
Anchorage, Alaska
1994 Polaris Trail DLX 440



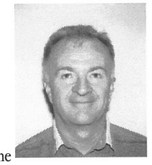
A recreational rider for the past six years, this is Tony's first Iron Dog, though he has gone on several four-day cross country trips. Tony is the cash manager for Alaska Housing Finance Corporation where he has worked since 1989. He has lived in Anchorage since 1983 and also enjoys fishing and hunting. Family: Debby, wife; Aaron, 15; Shanna, 23; Cole, 2, grandson; Hunter, 1 month, grandson; Scott, 25, son-in-law.

Gary Selk
Anchorage, Alaska
1995 Polaris XLT 597



A recreational rider for the past 10 years, this is Gary's first Iron Dog, though he has gone on several cross country trips within Alaska. Gary is a lifelong Alaskan and besides snowmachining enjoys golf, softball, fishing, and hunting. He has been a full-time Professor of business Administration for the School of Business at the University of Alaska Anchorage for 16 years. Family: Linda, wife; Shannon, 16; Megan, 12.

Jan Masek
Willow, Alaska
1996 Polaris EFI 500



Jan was born in the Czech Republic and escaped in 1967 with a race car during the annual Grand Prix. In the United States he moved first to Beverly Hills, California and later to Boulder and Aspen, Colorado before moving to Alaska. Jan is the President of his company Masek Group International, a consulting firm founded in 1989 after the revolution in the Czech Republic. Clients include Anheuser Busch Companies, Miller Brewing International, Gillette International, and Pratt & Whitney United Technology. Prior to starting his business, he was a personal advisor to the Czech Prime Minister. Jan also serves on the Iron Dog Board of Directors. Family: Beverly, wife; Michael, 10.

Jim Palin
Wasilla, Alaska
1996 Polaris EFI 500



Jim has been a recreational rider in the Copper River Basin and the Matanuska Susitna Valley since 1975. Professionally, he is a grants administrator for the Alaska Science and Technology Foundation in Anchorage. He also serves as President of the Iron Dog Board of Directors. He has lived in Alaska since 1960. Family: Faye, wife; Todd; J.D.; Kristi, D.D. Jim also has 10 grandchildren.

Steve "Butch" Novak
Anchorage, Alaska
1996 Ski-Doo MXZ 583
Butch enjoys snowmachining and old cars. Originally from Ohio, he works for Spenard Builders Supply Outdoor Lifestyles. Family: Becky, wife; Trevor, 25; Jeremy, 19.

Sponsors: Spenard Builders Supply Outdoor Lifestyles, P&S Plowing, B&B Snow Plowing, Fine Line Interiors.

Phillip Williams
Anchorage, Alaska
1996 Ski-Doo MXZ 583
A lifelong Alaskan, Phillip enjoys snowmachining and fishing. Family: Sandy, wife.

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Jim West, Owner
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