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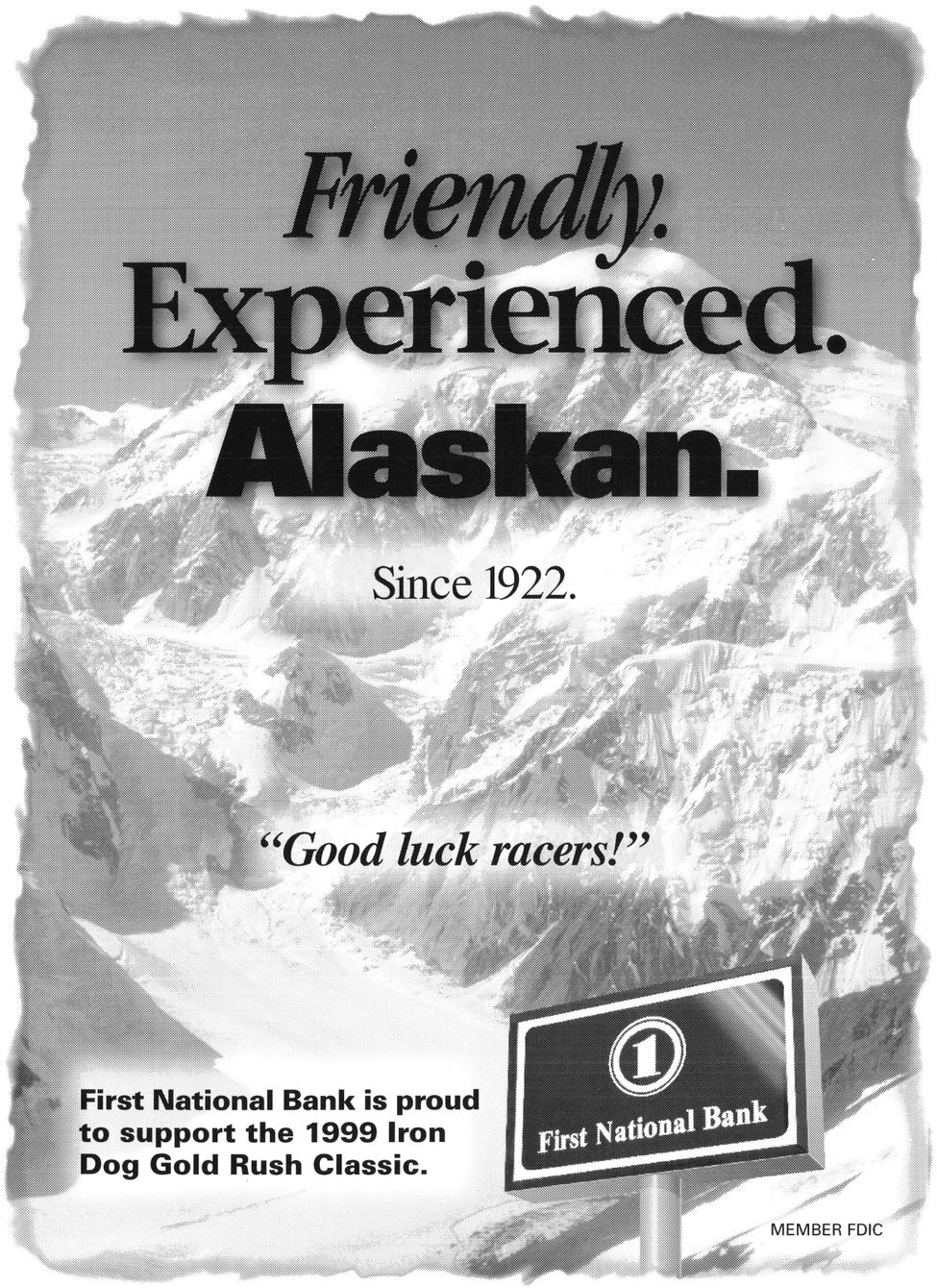
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1999 Gold Rush Classic



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Statewide Contingency

Awarded to Arctic Cat Racers in 440/500 and 600 STOCK classes, by event. Contingency Award Certificates will be redeemable at all Alaska Arctic Cat Dealers for parts, accessories or toward a new Arctic Cat Snowmobile. Racers must submit claims & liability release form.

	First	Second	Third	Fourth	Fifth	440 & 600 Total Posted
Klondike 400	$250	$200	$150	$100	$50	$1,500
Nome to Golovan	$250	$200	$150	$100	$50	$1,500
Pikes - Nenana	$250	$200	$150	$100	$50	$1,500
Cannonball	$250	$200	$150	$100	$50	$1,500
Archie Ferguson Memorial	$250	$200	$150	$100	$50	$1,500
Arctic Circle Cross Country	$250	$200	$150	$100	$50	$1,500
						$9,000

AMMC

Awarded to Arctic Cat Racers in 500 and 600 STOCK classes, by event. Contingency Award Certificates will be redeemable at all Alaska Arctic Cat Dealers for parts, accessories or toward a new Arctic Cat Snowmobile. Racers must submit claims & liability release form. The Motor Mushers will post at a later date which six events are paydates.

	First	Second	Third	Fourth	Fifth	440 & 600 Total Posted
AMMC	$150	$100	$75	$50	$25	**$6,400**

Fairbanks Racing

$2,500 total purse. Race dates posted later.

ZR Cup

The Perpetual Cup will be awarded to the winningest STOCK ZR racer in Alaska during the 1998-99 season. The individual with the highest dollar amount of Contingency Award Certificates from ARDI gets it! In the case of a tie, then the racer with the most firsts gets it! In the case of another tie, an elaborate scoring will be used to pick the winner! This Cup is passed on from year-to-year with each season's winning name engraved into the Cup. An additional award to the Cup winner is a free trip to the yearly Arctic Cat Performance Race Seminar, held at Thief River Falls in Autumn 1999. Airfare and Hotel accommodations will be paid.

Van Support - ARDI will be at selected events during the 1998-99 racing season to support Arctic Cat racers.

Arctic Man

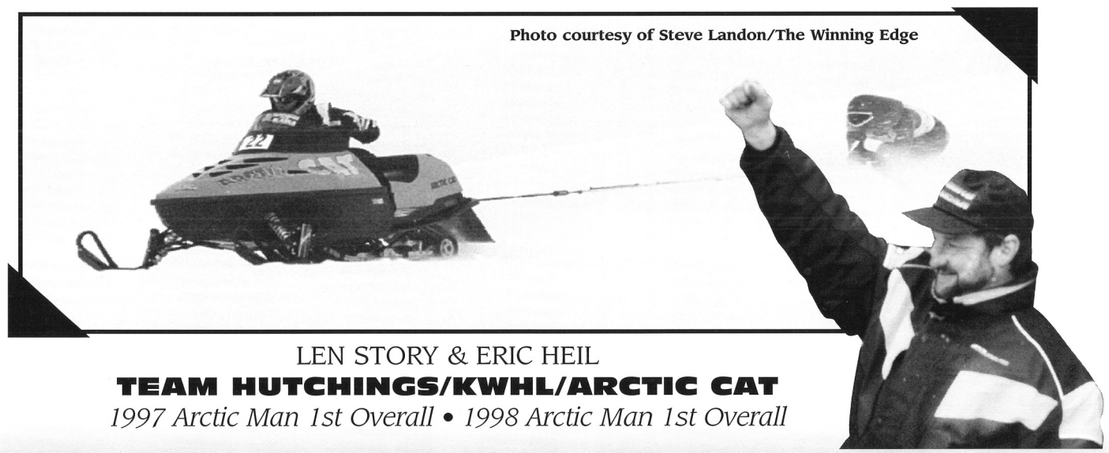
Contingency will be awarded in cash at this prestigious event. $2,000 to the Overall winning Arctic Cat driven team, or $500 to the Fastest Machine recorded on an Arctic Cat, or both! If an Arctic Cat team wins 1st Overall and has the fastest machine record, we'll pay $2,500.

First Overall	Fastest Machine	Total Purse
$2,000	$500	$2,500

Valdez & Alyeska Hill Climb

$2,500 total purse. Race dates posted later.

Photo courtesy of Steve Landon/The Winning Edge



LEN STORY & ERIC HEIL

TEAM HUTCHINGS/KWHL/ARCTIC CAT

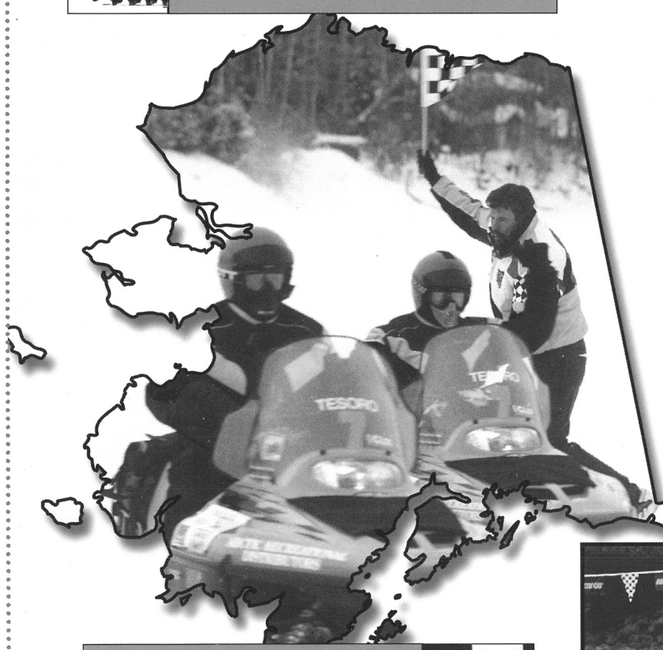
1997 Arctic Man 1st Overall • 1998 Arctic Man 1st Overall

DOMINATION



ARCTIC CAT





SCOTT DAVIS & MARK CARR

TEAM TESORO/ARCTIC CAT

1997 Iron Dog 1st Overall • 1998 Iron Dog 1st Overall



$40,000 PROGRAM

This 1998·99 Arctic Cat snowmobile race support program is brought to you by Arctic Recreational Distributors, Inc., (ARDI) based in Anchorage.

Iron Dog

Contingency will be awarded in cash at this prestigious event. ARDI will pay $5,000 to the first overall winners and $2,500 for second place racers on Arctic Cat. Combined with the $5,000 offered by Arctic Cat, Inc., a total purse of $12,500 can be won in 1999.

Alcan 200

Arctic Cat, Inc. is offering $1,000 for first overall on an Arctic Cat. ARDI will pay $500 for 2nd and $250 for 3rd on an Arctic Cat.

Ice Drags

$2,500 total purse. Race dates posted later.

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IRON DOG

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Gold Rush Classic
World's Longest Snowmobile Race
Wasilla>Nome>Fairbanks
1,971 Miles
Sunday, February 21, 1999

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MESSAGE FROM THE BOARD OF DIRECTORS

January 1999

The 1999 Iron Dog Gold Rush Classic will have the largest number of participants in the 16-year history of this exciting event. There will be 41 teams of two racers and their machines in the Pro Class and 53 riders and their machines in the Recreational Class for a total field of 135 participants. The Iron Dog will pay prize money to the first twelve finishing teams in the Pro Class. New this year, as part of the Pro Class, is a Masters Class in which at least one member of the team must be 50 years or older. The Master Class will be competing for trophies.

The 135 participant limitation was decided for a combination of reasons:

1) How many participants the villages could accommodate,
2) How many participants the **Iron Dog Inc.** could safely coordinate,
3) How many participants the Bureau of Land Management would allow on the Historical Iditarod Trail.

We are extremely pleased with the continued support of our many sponsors. Again, **Tesoro Alaska** as our major sponsor, along with other great contributors have made it possible for the **Iron Dog** to be where it is today – the ***Longest Snowmobile Race in the World!*** Thank you to everyone who has contributed; we will continue to provide you with as much exposure as possible throughout the 1998-1999 year.

In our continued effort to achieve great public awareness of the **Iron Dog, Inc.,** our Web Page at **http://irondog@ptialaska.net** provides information about the World's Longest Snowmobile Race. We continue to receive more and more inquiries about the race on the Internet every year. Also, you will see a new and improved up-to-date web page that provides current standings during the race, as well as, an improved **FAX BACK** system for you to access.

We are already beginning preparations for **Iron Dog 2000.** The Board is coordinating its efforts with the Iditarod Trail Committee, Iditasport, Bureau of Land Management, and villages along the race route to make sure we have the necessary support for an exciting, safe and special event bringing the **Iron Dog** into the new millennium.

We cannot give enough thanks to all of our sponsors, participants and volunteers of the **1999 Iron Dog Gold Rush Classic.** Just know that your combined efforts have established the **Iron Dog** as a premier Alaskan event! Wishing everyone a safe trip!

Board of Directors
Iron Dog, Inc.

The 16th running of the Iron Dog Race, is the last Gold Rush Classic event of the 21st Century. This event is dedicated to those individuals from the past and in the present who have contributed many hours and lots of hard work to the success of the only race of its kind, The Iron Dog!

Wasilla

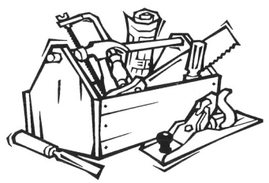
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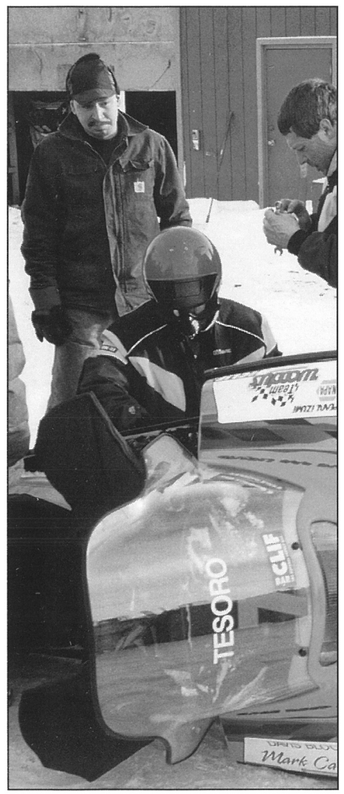
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1997-1998 Champ
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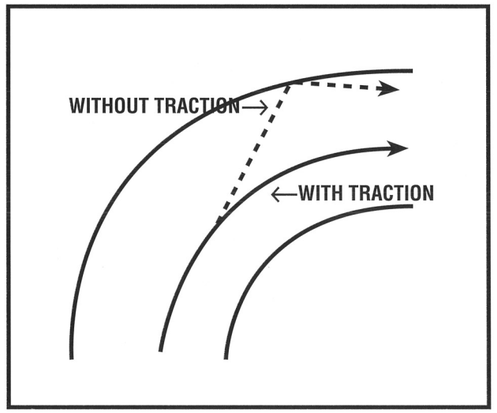
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Iron Dog
Gold Rush Classic Winners

(List includes drivers & sleds)

The race ran 1,049 miles up until 1992.
Todays race covers 1,971 miles round trip.

1984	**John Faeo & Rod Frank**	**Polaris**
1985	**Scott Davis & Gary Eoff**	**Yamaha**
1986	**John Faeo & Dan Zipay**	**Polaris**
1987	**John Faeo & Dan Zipay**	**Polaris**
1988	**John Faeo & Dan Zipay**	**Polaris**
1989	**Scott Davis & Mark Torkelson**	**Yamaha**
1990	**John Faeo & Bob Gilman**	**Yamaha**
1991	**John Faeo & Bob Gilman**	**Polaris**
1992	**Evan Booth & Dan Zipay**	**Polaris**
1993	**Scott Davis & Bill Long**	**Arctic Cat**
1994	**Evan Booth & Dan Zipay**	**Polaris**
1995	**Dwayne Drake & Todd Palin**	**Polaris**
1996	**John Faeo & Bob Gilman**	**Polaris**
1997	**Mark Carr & Scott Davis**	**Arctic Cat**
1998	**Mark Carr & Scott Davis**	**Arctic Cat**

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First Pro Class team to arrive at the Takusko House, official checkpoint for the Iron Dog, will be awarded a free night's stay.

Statewide Services, a division of Gana-a-yoo
Statewide Services will fly in a chef to Galena to prepare a 7 course meal for the first Pro Class team to arrive in Galena.

Contingency Awards:

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Arctic Cat Recreational Distributors
1st Place: $10,000
2nd Place: 2,500

Polaris Industries
1st Place: $5,000
2nd Place: 2,500
3rd Place: 1,250

Bombardier Inc.
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2nd Place: 2,500

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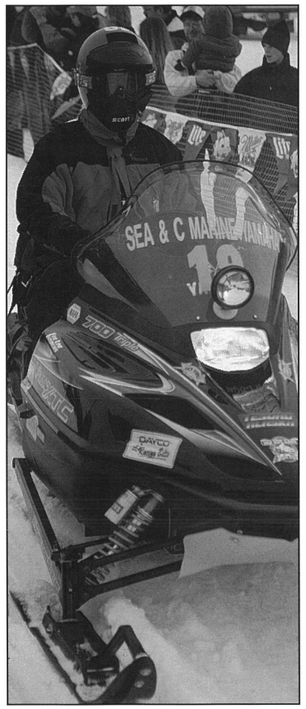
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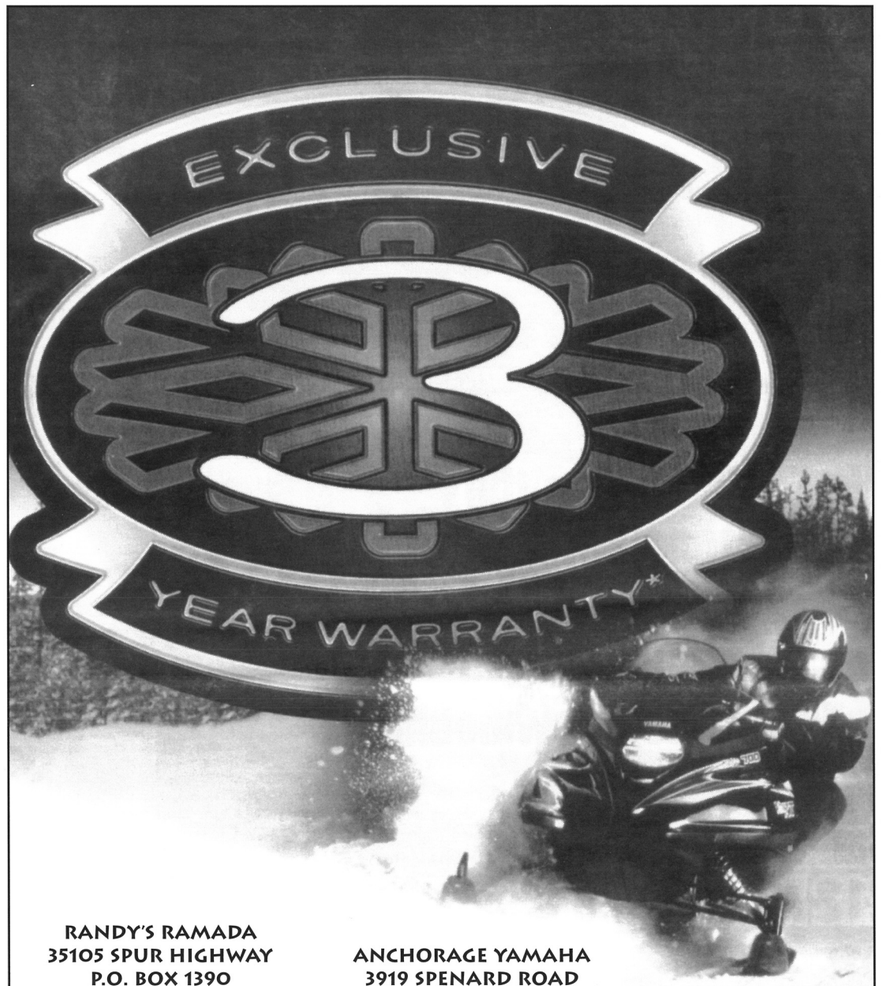
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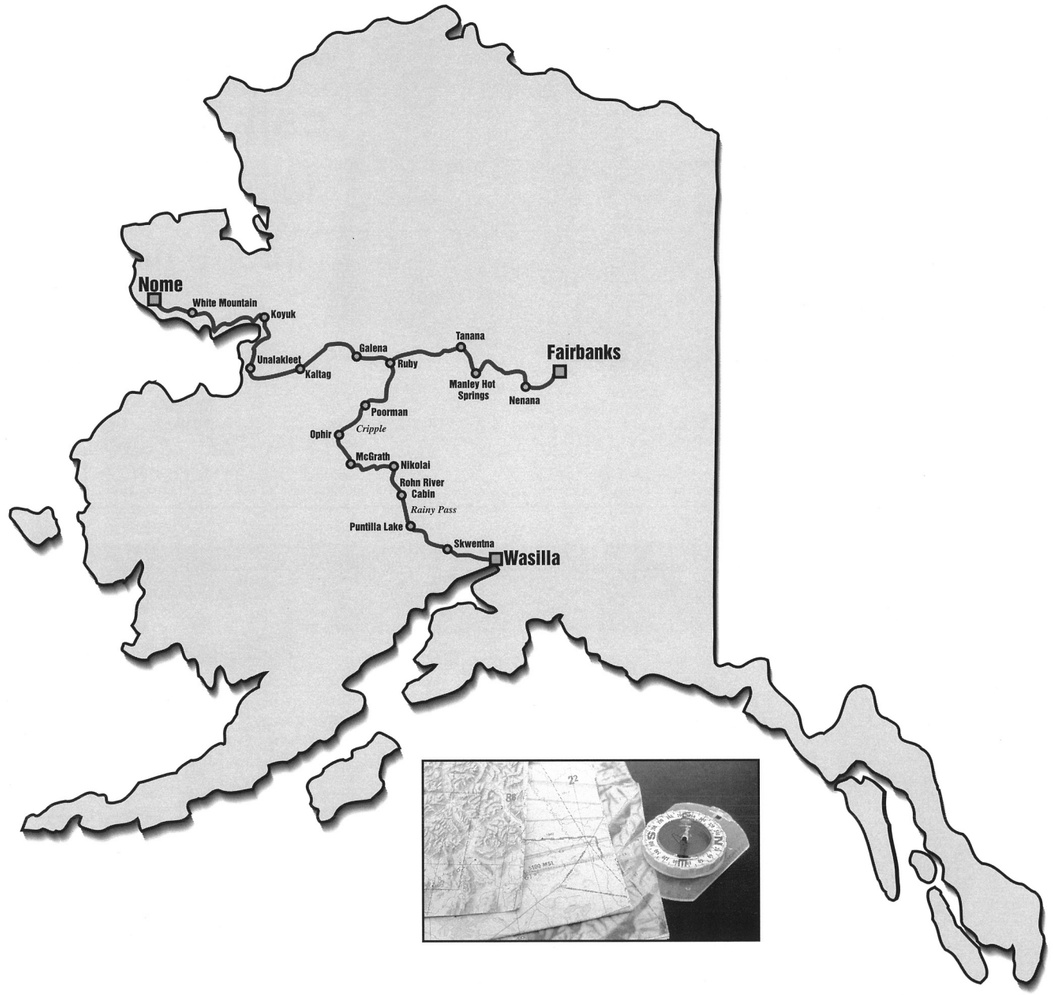
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Wasilla>Nome>Fairbanks

1,971 Miles



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Skwentna to Puntilla	72	Galena to Kaltag	98	Unalakleet to Kaltag	95
Puntilla to Rohn	75	Kaltag to Unalakleet	95	Kaltag to Galena	98
Rohn to Nikolai	74	Unalakleet to Koyuk	98	Galena to Ruby	52
Nikolai to McGrath	52	Koyuk to White Mountain	94	Ruby to Tanana	120
McGrath to Ophir	63	White Mountain to Nome	75	Tanana to Manley Hot Springs	69
Ophir to Poorman	99	Nome to White Mountain	75	Manley Hot Springs to Nenana	103
Poorman to Ruby	72	White Mountain to Koyuk	94	Nenana to Fairbanks	52

Northbound Mileage 1,108 Southbound Mileage 863

Total Overall Mileage 1,971

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Photo by Bill Roth

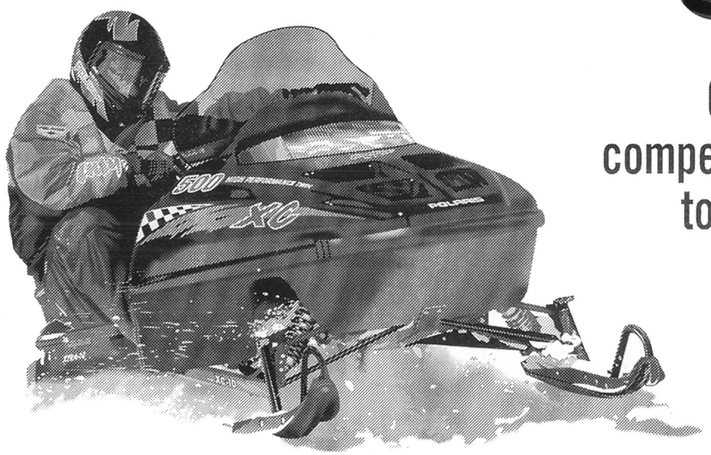
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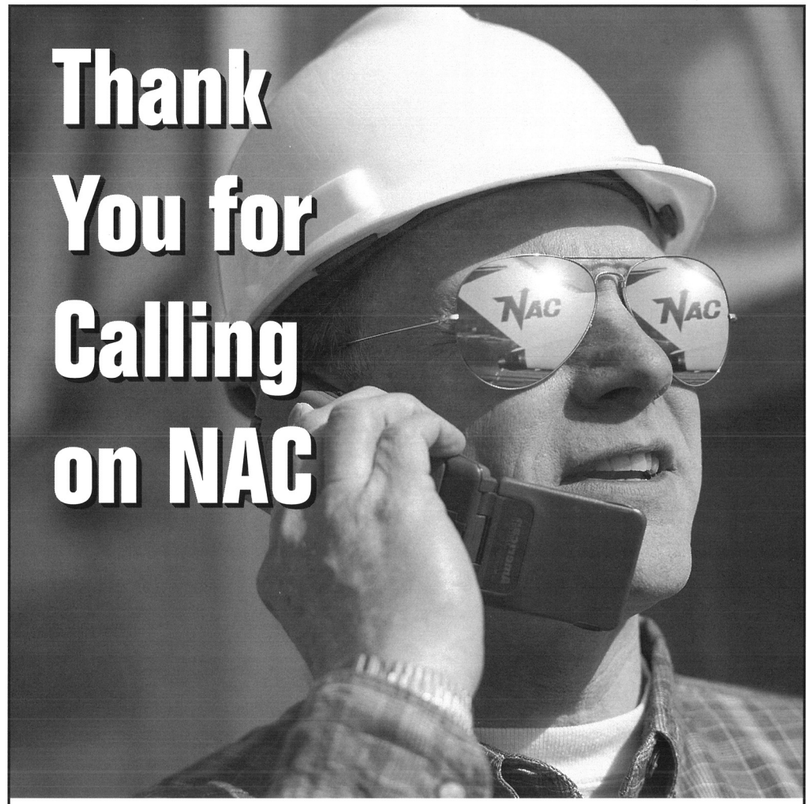
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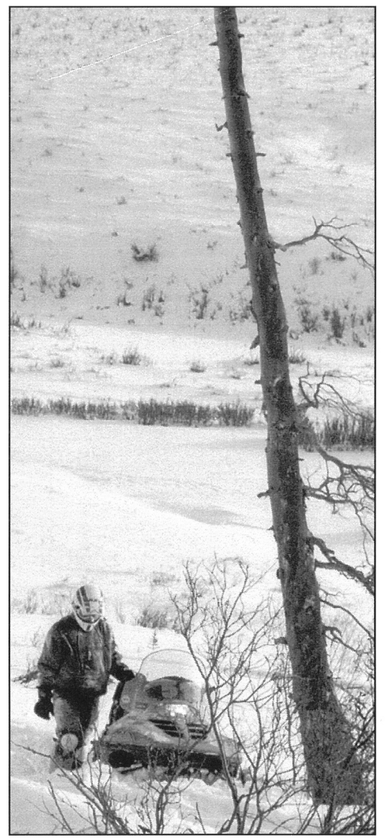
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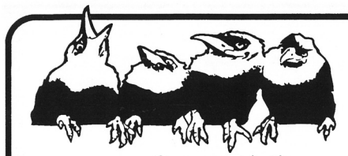
Ursa Minor [[L, lit, Little Bear]] a N constellation surrounded by Draco and containing the N celestial pole and the Little Dipper: see POLARIS

Polaris or Pole Star or North Star
Polaris or Pole Star or North Star
/pˈlaːrˈəs/
the bright star closest to the north celestial pole, and the brightest star in the constellation Ursa Minor. Its position is indicated by the "pointers" in Ursa Major. Polaris is a yellow supergiant about 500 light-years away.
It currently lies within 1° of the north celestial pole; precession (Earth's axial wobble) will bring Polaris closest to the celestial pole (less than 0.5° away) about AD 2100. It is also known as Alpha Ursae Minoris.

Po•la•ris (po lar´is) ***n.*** [[ModL<ML *(stella) polaris*, polar (star): see POLE[2]]] a lightly variable, supergiant, binary star, the brightest star in the constellation Ursa Minor, with a magnitude of 2.1; North Star; Pole Star; used for navigation, since it is the closest star to the north celestial pole and remains nearly stationary throughout the night.



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Second & C Street
P.O. Box 813
Nome, Alaska 99762
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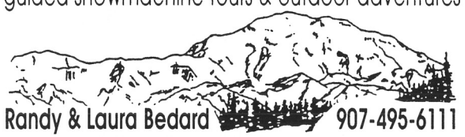
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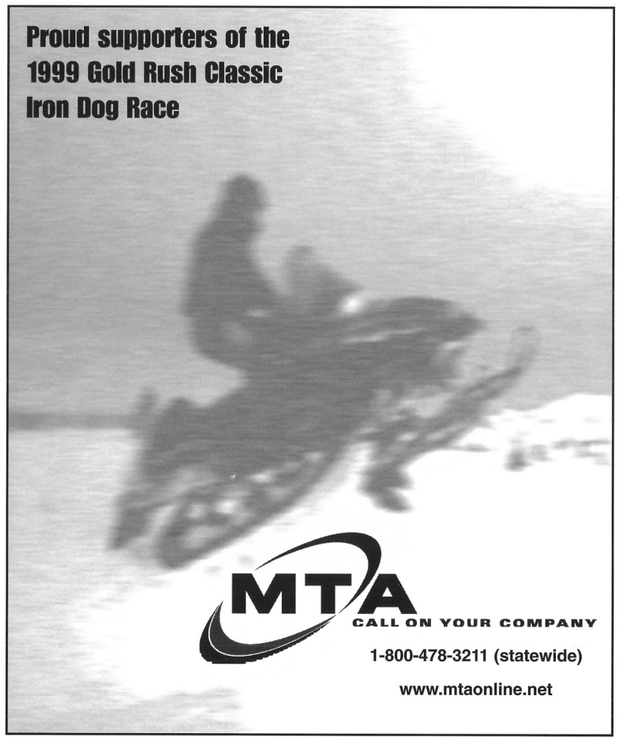
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Paul Sindorf, Palmer Alaska
36, married, 4 children, ARCO
ProClass - #25, Ski-Doo
'96-98 Iron Dog; '90, 91
Anchorge Point Champ Motor-XState Champ Moto-X

Stan Smith, Anchorage Alaska
52, married, 3 children, Spenard Builders Supply
Recreational - #58, Ski-Doo

Earl Sommer, Fairbanks Alaska
33, married, 3 children, Doyon Universal
ProClass - #10, Polaris *Rookie
'91 Nulato 24; '91 Galena 100; '97 Galena 100; '97 Tanana 400; '98 Iron Dog

Ron Soule, Wasilla Alaska
49, married, Arnell ICM
ProClass - #27, Ski-Doo
'94 Talkeetna; '96 Amoco Ultimate 500;'97 Amoco Ultimate 500; '97 Michigan Snowcross;'98 Iron Dog

Jim Stewart, Willow Alaska
39, married, 2 children, Anchorge Fire Dept.
ProClass - #30, Arctic Cat *Rookie
'84 Valdez Goldrush



James Sweetsir, Anchorage Alaska
24, married, 2 children, Doyon Drilling
ProClass - #24, Arctic Cat
'95-97 AMMC 500; '97 Fairbanks Ovals;
'98 Iron Dog

Rod Sutton, Kent Washington
56 The Erection Company
Pro-Masters - #17, Polaris *Rookie

Cliff Terwilliger, Anchorage Alaska
27, married, 1 child, Nugget Construction
ProClass - #42, Ski-Doo *Rookie
'96-98 Alcan 200

Mark Torkelson, Wasilla Alaska
42, 2 children, Mark's Repair
ProClass, #9, Yamaha
'87,89 &94-98 Iron Dog; '84-85 Hatchers Pass; '87 Talkeetna

Darryl Thurmond, Galena Alaska
34, married, 2 children, City of Galena
ProClass-#10, Polaris *Rookie
'98 Iron Dog

Dusty VanMeter, Kasilof Alaska
29, married, 2 children
ProClass - #23, Yamaha
See 1998 Top Iron Dog Racers

Ron VanWaveren, Willow Alaska
22
ProClass - #38, Polaris

Jim West Jr., Nome Alaska
38, married, 4 children, Board of Trades
Recreational - #50, Arctic Cat

Dwayne White, Anchorage Alaska
46, married, 5 children, Consolidated Ent.
Recreational - #56, Polaris



Homer White, Fairbanks Alaska
36, married, 3 children, K&K Recycling
ProClass - #24, Polaris
'85,86,91,94,98 Iron Dog



Jeff Whitstine, Palmer Alaska
34, married, 2 children, VECO
ProClass - #5, Polaris
'97 Iron Dog

James Wilke, Anchorage Alaska
47, married, Alaska Power Sports
Recreational - #55, Polaris
'87,97 Iron Dog



Bill Wilkes, Anchorage Alaska
30, Wilkes Quality Floors
ProClass - #34, Arctic Cat *Rookie
'96,97 Lake Lucille Heat Races & 150



Theodore Wingerter, Fairbanks Alaska
31, AHTNA/AGA
Recreational - #62, Arctic Cat



Dan Zipay, Anchorage Alaska
Married, 7 children,
ProClass - #23, Yamaha
See 1998 Top Iron Dog Racers



Ronnie Zugg, Palmer Alaska
38, married, 1 child, BPX
ProClass - #5, Polaris
'97 Iron Dog

James Newell, Skwentna Alaska
37, married, 4 children, Dowell Schlumberger
ProClass - #28, Polaris *Rookie
Tok-Dawson; Eureka-Valdez

Robert Newell, Skwentna Alaska
18 years old
ProClass - #28, Polaris *Rookie



Jospeh Nosko, North Pole Alaska
36, married, 2 children, AHTNA/AGA
Recreational - #62, Arctic Cat

Butch Novak, Anchorage Alaska
50, married, 2 children, Spenard Builders Supply
Recreational - #58, Ski-Doo
'96 Iron Dog



JD Palin, Dillingham Alaska
30, 1 child, Fishing Guide
ProClass - #16, Polaris *Rookie



Todd Palin, Wasilla Alaska
34, married, 3 children, Commercial Fisherman
ProClass - #21, Arctic Cat
'93-98 Iron Dog, 1st in 95 Iron Dog

Greg Pearce, Chugiak Alaska
35, GCI
ProClass - #14, Ski-Doo
'98 Iron Dog



Wes Perkins, Nome Alaska
42, married, 2 children, Arctic/Suzuki
Recreational - #50, Arctic Cat

Cort Phalp, Anchorage Alaska
47, married, 1 child, Anchorage Yamaha
Recreational - #53, Yamaha
'90 Iron Dog



Jeff Pieper, Wasilla Alaska
39, married, Carlile KW
Recreational - #57, Polaris

Chris Provost, Bethel Alaska
42, married, 1 child, Attorney
Recreational - #61, Polaris
'97,98 Iron Dog

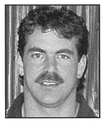
Tony Richardson, Kotzebue Alaska
41, married, General Contractor
ProClass - #1, Arctic Cat
'86,93,96,97 Iron Dog



Bret Robinson, Palmer Alaska
36, married, 2 children, Corporate Pilot
ProClass - #29, Polaris *Rookie
'98 Iron Dog



Eric Robinson, Anchorage Alaska
35, married, 2 children, Northern Air Cargo
ProClass - #29, Polaris *Rookie
'95,98 Iron Dog



Jeff Roskelly, Anchorge Alaska
30, 1 child, Quality Asphalt Paving
ProClass - #35, Yamaha
'95 Iron Dog; '95-98 Klondike 400

Zac Runyon, Nenana Alaska
22, married, Yutana Barge & AK Power Sports
ProClass - #7, Polaris *Rookie

Orlando Saavedra, Glenallen Alaska
41, married, O & S Construction
Recreational - #52, Polaris

Squeaky Schuerch, Kiana Alaska
24, Arrow Transport
ProClass, #40, Yamaha *Rookie
'97 Arctic Circle; '98 Nana;' 98 Coca Cola 200

Unch Schuerch, Kotzebue Alaska
27, 3 children, Arrow Transport
ProClass - #1, Arctic Cat
'96 Iron Dog;'88 Kotzebue; '95 Kiana;
'97 Coca Cola 200; '96 Acra Ovals & Drags

Larry Sheffert, Mt. Pleasant Michigan
40, married, 1 child, Denali Construction
Recreational - #56, Polaris

Jorge Simmons, Tok Alaska
25, married, 2 children, Takotna Construction
ProClass - #20, Yamaha *Rookie
'95-97 Iron Dog

Michael Simmons, Tok Alaska
45, married, 6 children, ATC-FAA
ProClass - #20, Yamaha *Rookie
'96,97 Iron Dog

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in Alaska, see: GCI.
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Joseph Klejka, Bethel Alaska
38, married, 6 children, Physician
Recreational - #61, Polaris

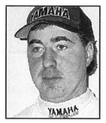
Kenny Kleewein, Willow Alaska
35, married, 4 children, Hatchers Pass Polaris
ProClass - #38, Polaris
'94,95,98 Iron Dog



Kevin Koechlein, Palmer Alaska
44, married, 1 child, Public Safety Mat-Su
Recreational - #63, Arctic Cat



Tommy Kriska, Tanana Alaska
36, Toogha
ProClass - #37, unknown
98 Iron Dog; '95,96 Pikes Nenana

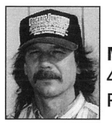


Gene LaMay, Palmer Alaska
37, married, 2 children, LaMay Fabrication
ProClass - #9, Yamaha
'94,98 Iron Dog

Chris Larson, Eagle River Alaska
40, married, 2 children, Consolidated Ent.
Recreational - #56, Polaris



Ken Lee, Eagle River Alaska
37, married, 3 children, Cal Worthington
ProClass - #11, Polaris
See 1998 Top Iron Dog Racers



Mike Lentz, Delta Junction Alaska
42, married, 1 child Aleyska Pipeline Serv. Co.
ProClass - #32, Polaris *Rookie

Fred Lind, Anchorage Alaska
54, married, 2 children, Consolidated Ent.
Recreational - #56, Polaris



Michael Lindeen, Anchorage Alaska
43, married, 2 children, Renegade Equipment
Recreational - #65, Polaris
'98 Iron Dog

Doug Longacre, Anchorage Alaska
46, married, 3 children, 1st National Bank of Anc.
Recreational - #55, Polaris
'97 Iron dog

Gary Mandzik, Halibut Cove Alaska
50, State of Alaska
Recreational - #59, Ski-Doo



Wayne Martin, Anchorage Alaska
33, married, 4 children, Anchorage Daily News
Recreational - #64, Ski-Doo

Jan Masek, Willow Alaska
55, married, 1 child, self employed
Pro-Masters - #39, Polaris *Rookie
'96-98 Iron Dog

David Matthews, Bethel Alaska
33, married, 1 child, State of Alaska
Recreational - #61, Polaris



Charlie McAllen, Anchorage Alaska
28, married, Pacific Asphalt & Paving
ProClass - #19, Polaris *Rookie
'96,98 Klondike 400; Big Lake 500;
96 Talkeetna



Jim McAllen, Anchorage Alaska
37, married, 2 children, Pacific Asphalt
ProClass - #19, Polaris, *Rookie
'96,98 Klondike 400; Big Lake 500;
96 Talkeetna

Marc McKenna, Anchorage Alaska
24, McKenna Bros. Paving
ProClass - #26, Yamaha *Rookie



Jerry Miller, Nome Alaska
46, married, 2 children, Miller Construction
Recreational - #50, Arctic Cat

Joe Mueller, Palmer Alaska
34, married, AT&T
ProClass - #14, Ski-Doo



Justin Esmailka, Kaltag Alaska
35, married, 3 children, self employed
ProClass - #31, Polaris
See 1998 Top Iron Dog Racers



Kevin Ewing, Delta Junction Alaska
41, married, 2 children, Alyeska Pipeline Serv. Co.
Pro Class - #32, Polaris *Rookie



John Faeo, Wasilla Alaska
42, married, 2 children, Alaska Railroad
ProClass - #8, Polaris
All Iron Dog races 7 times 1st Place; 8 Years Talkeetna; 4 Years Kotzebue 300; 8 Years Hatcher Pass 60; 9 Years Calcutta 120



Steve Foster, Anchorage Alaska
39, married, 1 child, Power Lineman
ProClass - #18, Polaris
'98 Iron Dog



Andy George, Wasilla Alaska
35, married, 2 children, Mr. Lube
ProClass - #6, Polaris *Rookie

Ed Harmon, Anchorage Alaska
36, D & S Concrete
Recreational - #51, Polaris

Shannon Hayden, Anchorage Alaska
30, married, Quality Asphalt & Paving
ProClass - #35, Yamaha
'92,93,95,97 Iron Dog;'95-98 Klondike 400



Steve Haynes, Anchorage Alaska
36, married, 2 children, VIP Dist. Inc.
Pro Class - #4, Arctic Cat *Rookie
'98 Iron Dog

Robert Himshoot, Dillingham Alaska
33, married, 2 children, GCI
Recreational - #61, Polaris
'97,98 Iron Dog



Chris Hubble, Anchorage Alaska
27, married, 1 children, Pacific Asphalt
ProClass - #15, Arctic Cat *Rookie
'98 Iron Dog



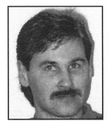
Andrew Hodson, Nome Alaska
25, 1st National Bank of Anchorage
Recreational - #50, Arctic Cat
'98 Iron Dog

Steve Johnson, Anchorage Alaska
56, married, 3 children, Tal View Resorts
Recreational - #58, Ski-Doo



Tyson Johnson, Skwentna Alaska
19, Northwoods Lodge
ProClass - #22, Ski Doo
'97,98 Iron Dog

Adam Jones, Redmond Washington
52, married, The Erection Company
Pro-Masters, #17, Polaris *Rookie



Rod Kinney, Eagle River Alaska
36, married, 4 children, Kinney & Assoc.
ProClass - #4, Arctic Cat *Rookie



Richard Hanna, Anchorage Alaska
47, married, 4 children, Anchorage Daily News
Recreational - #64, Polaris



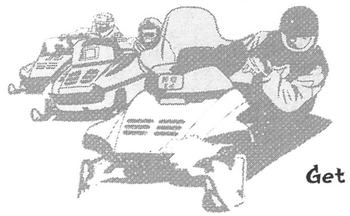
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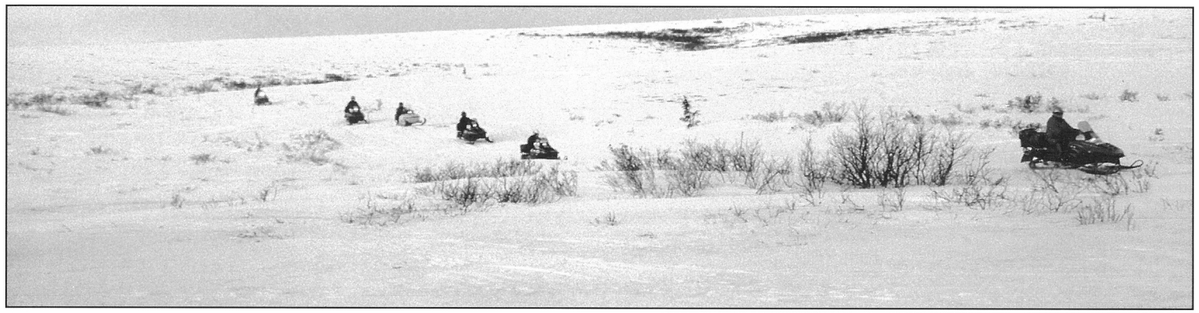
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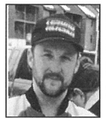


Gold Rush Classic

RIDER LINEUP



Pete Butorac, Glenallen Alaska
47, married, 3 children, Self-employed
Recreational - #52, Ski-Doo



Mark Carr, Kenai Alaska
39, married, 2 children, Alaska West Air
ProClass - #2, Team Tesoro/Arctic Cat
See 1998 Top Iron Dog Racers



Jack Carson, Tok Alaska
22, Forestry Technician
ProClass - #42, Ski-Doo *Rookie
'97 Tok 70; '97 Tok 140; '97 Lions Oval;
'97 Tok Grand Prix



Fred Chadwick, Anchorage Alaska
54, married, 2 children, Brady & Co.
Recreational - #53, Yamaha



Rich Chaffin, Valdez Alaska
41, married, 2 children, Aleyska Pipeline
ProClass - #3, Yamaha *Rookie
'84 Kenny Lake X-ctry; '86 Valdez Sno Cross



Rob Chaffin, Valdez Alaska
42, married, 3 children, Valdez Tesoro
ProClass - #3, Yamaha *Rookie
'78-87,98 Valdez Mayors Cup; '85,86 Valdez
Snowcross;'90,93,97 Mtn. Man Hillclimb



Richard Collins, Anchorage Alaska
41, married, 3 children, Self employed
Recreational - #64 unknown



Skeeter Creighton, Anchorage Alaska
34, 2 children, Alaska Pro Truck
ProClass - #26, Yamaha *Rookie
'97 Aleyska Hill Climb; Lake Lucille 500



Korey Cronquist, Eagle River Alaska
28, CC Ski-Doo
ProClass - #22, Ski-Doo
'95-98 Iron Dog; MSR World Nat'l Events; Drag
Racing; Ice Endures; Oval Champion;
AMMC & USSA High Point Titles



Dan Darrow, Palmer Alaska
27, APC
ProClass - #25, Ski-Doo
'97,98 RPM Moto-X; '91-95 Drag Racing Champion



Scott Davis, Soldotna Alaska
39, 2 children, Davis Block Concrete
ProClass - #2, Team Tesoro/Arctic Cat
See 1998 Top Iron Dog Racers



Mike Debenham, Bountiful Utah
28, Shell E & P
ProClass, #12, Arctic Cat



Ray Debenham, Anchorage Alaska
63, married, 4 children, Debenham Investments
Pro-Masters, #12, Arctic Cat
'95-98 Iron Dog



Gary Demientieff, Nenana Alaska
47, married, 2 children, Raven Screens, Inc.
ProClass - #7, Polaris *Rookie



Peter Demoski, Fairbanks Alaska
40, married, 5 children, Houston/NANA
ProClass - #37, unkwn



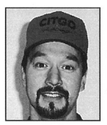
Mike Dennis, Eagle River, Alaska
35, married, 1 child, Ram Services
Recreational - #51, Polaris



Deborah Douglas, Harwich Massachusetts
49, married, 2 children, Patriot Video
Recreational - #60, Arctic Cat



Philip Douglas, Harwich Massachusetts
54, married, 2 children, Wiggins Airways
Recreational - #60, Arctic Cat



Dwayne Drake, Dillingham Alaska
33, 5 children, Delta Western
ProClass - #21, Arctic Cat
'94-98 Iron Dog



Earl Esmailka, Kaltag Alaska
30, married, 2 children, self employed
ProClass - #31, Polaris
See 1998 Top Iron Dog Racers

1999 IRON DOG
RACER AND

The following is a complete, alphabetical listing of the racers and riders entered in the 1999 IRON DOG Gold Rush Classic.



Jeff Allen, Anchorage Alaska
43, married, 1 child, Carlile Transport
Recreational - #65, Polaris



Ken Allison, Anchorage Alaska
44, married, 2 children, Service Oil & Gas
ProClass - #16, Polaris *Rookie



Mark Audie, Fairbanks Alaska
46, married, 1 child, TransAlaska Pipeline
Recreational – #62, Arctic Cat



Charles Baird, Eagle River Alaska
42, married, 4 children, Newbery Electric
ProClass – #18, Polaris



Gary Baker, Anchorage Alaska
57, married, Consolidated Ent.
Recreational - #56, Arctic Cat



Bert Baily, Big Lake Alaska
60, married, 1 child, Allstate Insurance
Recreational - #65, Polaris



Jim Baldwin, Kiana Alaska
23, married, 1 child, Cominco Alaska
ProClass - #40, Yamaha *Rookie



James Barndt, Anchorage Alaska
27, Alaska Petroleum Contractors
ProClass - #6, Polaris *Rookie



Gary Baugh, Anchorage Alaska
59, married, 3 children, Baugh Construction
Pro-Masters, #33, Polaris
'96,97,98 Arctic Man; '97,98 Iron Dog



Philip Beachell, Wasilla Alaska
33, married, 1 child, Carlile Transport
Recreational - #57, Arctic Cat



Randy Bedard, Willow Alaska
36, married, Extreme Alaska Adventures
Recreational - #54, Polaris
'81-93 Snowcross, X-Ctry, Ice Grand Prix;
'89,94 Iron Dog



James Blanning, Nome Alaska
44, married, 3 children, Self-employed
Recreational - #55, Polaris



Evan Booth, Nome Alaska
30, married, 3 children, SOA DOT & PF
ProClass - #8, Polaris
'90-95,'98 Iron Dog; '89,91,94,96,98 Nome to Golovin;
'95,96 Cannonball; '91,94,97 Kotzebue;'96 Klondike



Bruce Boyd, Wasilla Alaska
56, married, Commercial Fisherman
Pro-Masters, #33, Polaris
'98,98 Iron Dog



Jim Brady, Anchorage Alaska
39, married, Brady & Co.
Recreational - #53, Yamaha



Tracey Brassard, Anchorage Alaska
34, married, 2 children, Summit Paving
ProClass - #11, Polaris
See 1998 Top Iron Dog Racers



Doug Brewer, Nikkiski Alaska
34, married, 3 children, Alaska West Air
ProClass - #34, Arctic Cat *Rookie



Mike Brown, Anchorage Alaska
28, married, 2 children, Bob's Services
ProClass - #15, Arctic Cat *Rookie
'98 Iron Dog; '94 Talkeetna; '95 Sheep Creek



Stephen Brown, Wasilla Alaska
41, married, Anchorage Fire Dept.
Recreational - #63, Polaris



John Burke, Anchorage Alaska
52, married, 2 children, State Alaska Social Services
Recreational - #59, Arctic Cat

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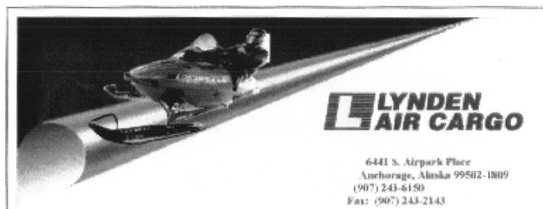
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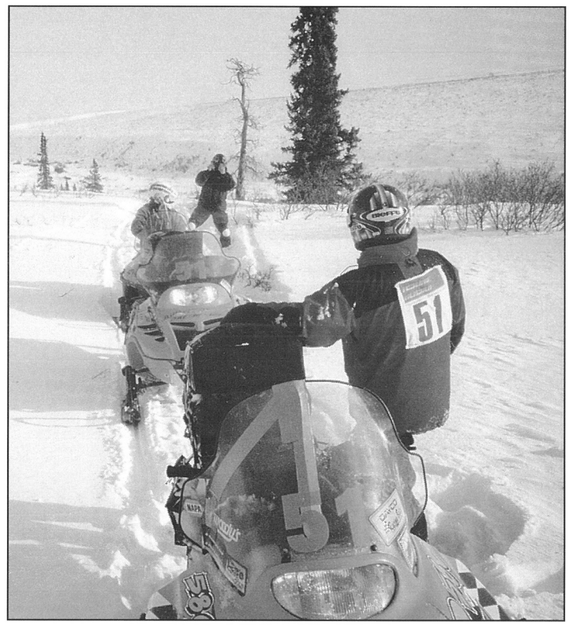


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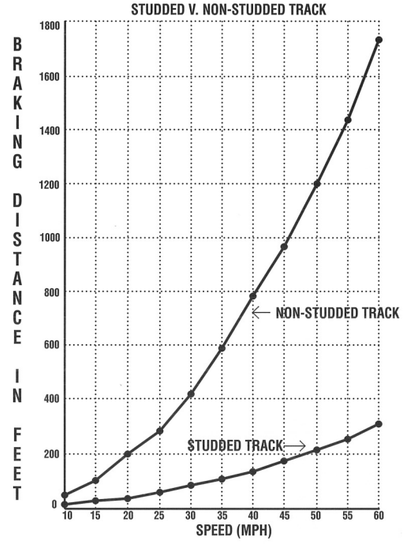
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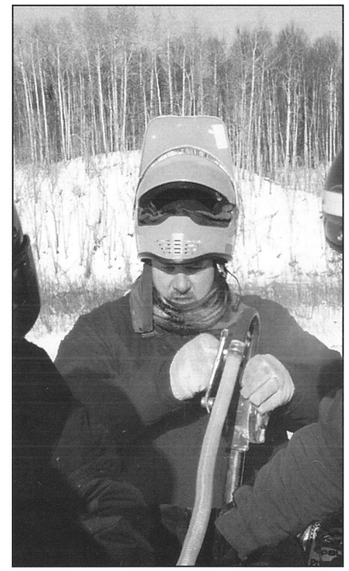
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Jerry Miller
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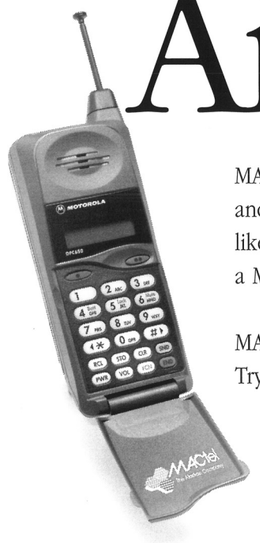
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Specialty Trucking & Auto, Anchorage Suzuki/Arctic Cat, Diamond Machine Works, TRC Construction, Kiana Lodge, NW Motor Sport WAVE, Smokin Joes Lodge - Soldotna, Black Magic Motorsports, Ambler Rons, Dorsey Kiana Trading Post, *Special Thanks to Keith @ Specialty Trucking & Auto, Aaron Ruger at Anchorage Suzuki/Arctic Cat, Donna & Harriet @ Iron Dog Headquarters

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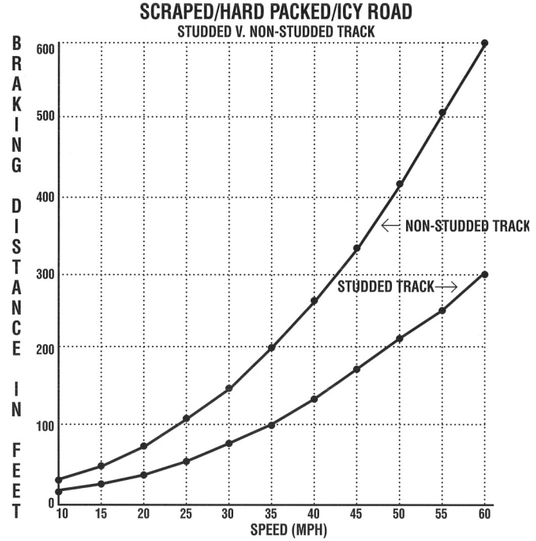
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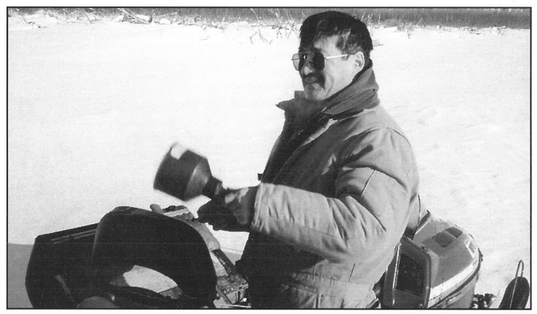
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Tanana River Volunteer

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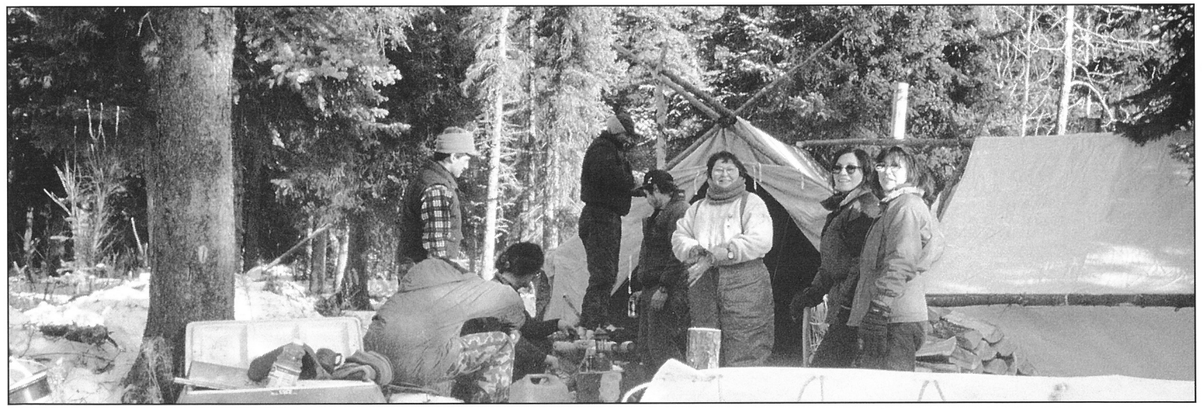
Stephen Brown & Kevin Koechlein
Brown's Country Market, Alpine Chiropractic, Chimo Guns, Anchorage Firefighters Local 1264, Alaska Snowmachine Directory. *This team is raising money for the American Red Cross by taking pledges along the trail.

Evan Booth & John Faeo
Evan - Polaris Industries, Alaska Power Sports, Morgans Snowmobiles, Fox Shox, Fineline Upholstery, Peter Glenn, Jim Wilke, Jim Blanning, Crystal Booth.
John - Polaris Industries, Alaska Power Sports, Morgans Snowmobiles, Anchorage Chrysler Dodge, Peter Glenn, Deans Automotive, Alaska Railroad, Fineline Upholstery, Fox Shox, Woody's, B&J Custom Aircraft, Kogane Accounting, Jim Wilke, Jim Blanning, Vicki Faeo

Dear Donna,
Thank you for putting me on your list for volunteer of the month, I realy liked it.
So I heard That you got that new Phazer it Sounds like a realy neat sled, it looks good too. I have an MXZ 440 98, its a fun sled, but, next year I'm gonna get a 600 RMK. When I'm old enough I realy want to run the IRON DOG, its Such an awsome race! I can't wait. If you ever need a Volunteer for anything or just need anything just contact me and I'll do my best.

Sincerly,
Matthew Krenzke

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September 1998



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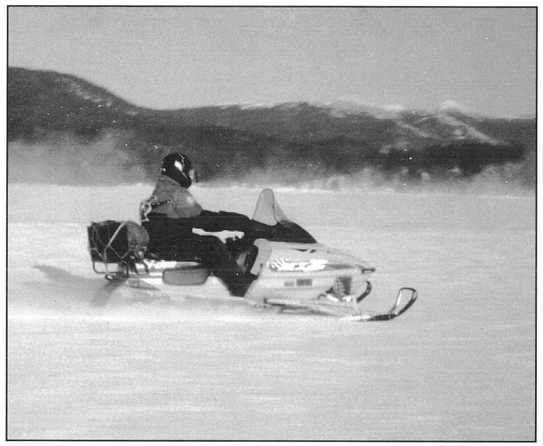
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Racing up the Tanana River

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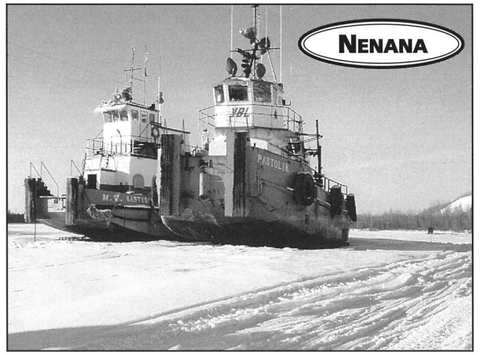
**TANANA: (Pop. 200) Mile 1730 Adopted by Reno Air and Hawaiian Vacations. After coming up the Yukon River the riders will swing onto the Tanana River where warm food, gas and lodging is available for a layover at the Erickson's Tanana Lodge. Known for their hospitality, the Erickson's have embraced the Iron Dog race, this second year of running to Fairbanks.

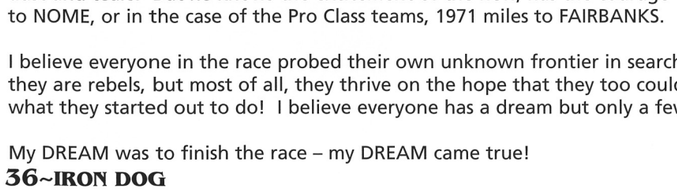




**MANLEY: (Pop 80) Mile 1809 Adopted by GCI and Air Cargo Express. A picturesque mining town with lots of history is home to the Manley Roadhouse. As the official check point, it offers hot coffee, warm food and fuel. This is a gas only stop. NOTE: The road in and out of town is off limits due to a dog sled race during this time – WATCH for the marked trail.

**NENANA: (Pop. 350) Mile 1919 Adopted by Raven Screens. Perched on the river banks of the Tanana River, the City of Nenana is an important shipping port. A warm enthusiastic welcome from the townspeople along with lodging, food and gas awaits the racers. The Race Marshal will hold the racers here in order to facilitate a daylight finish in Fairbanks. Last opportunity to satisfy mandatory layover time.





**FAIRBANKS: (Pop. 31,850) Mile 1971 Adopted by Carlile Ent., Pikes Landing, Princess Hotel, PTI. Alaska's second largest city located in the Interior of Alaska, gave the Iron Dog racers a warm welcome last year when the finish line was declared to be Pikes Landing in Fairbanks for the first time. Indeed this area has provided some great Pro Class racers!

Final notes:

The racer who crashed in BIG LAKE, broke a collar bone and was doing fine when we passed through GALENA.

Of the 33 Pro Class teams, 20 either scratched or dropped down to Recreational Trail Class to finish in NOME and 13 Pro Class teams arrived in FAIRBANKS. Of the 13 Recreational Trail Class, 12 finished in NOME.

What does it all mean? I can sum it up by saying: the snowmachiner is an adventurer, he is inventive, curious and fearless. Danger is his companion, fear is his foe, but he pushes back the Alaska Wilderness foot by foot, step by step. His face is marred with frostbite, red marks show where he has used "duck tape" on his face to keep the cold from freezing his skin...some blood.... lots of dust and tears. But he knows the excitement of the new, has the courage to leave behind the old and the stamina to go 1108 miles to NOME, or in the case of the Pro Class teams, 1971 miles to FAIRBANKS.

I believe everyone in the race probed their own unknown frontier in search of a better person. Maybe they are restless or maybe they are rebels, but most of all, they thrive on the hope that they too could be a winner, or in some cases, they too could just finish what they started out to do! I believe everyone has a dream but only a few try to achieve that dream.

My DREAM was to finish the race – my DREAM came true!

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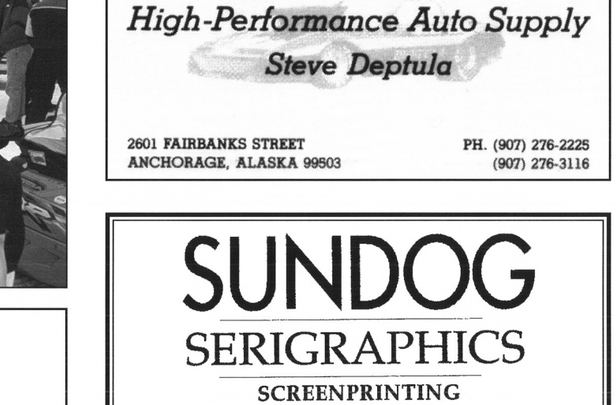
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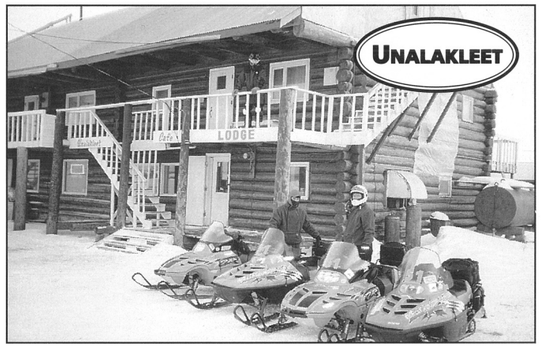
**GALENA: (Pop. 500) Mile 648/1558 Adopted by Dayco, KIYU, VIP Distributing. Whakatna Lodge is the new official checkpoint, offering warm beds, good food, hot showers and fuel. Statewide Services,a division of Gana-a-yoo Native Corporation, will be providing a 7 course meal to the first Pro-Class team to arrive in Galena. This is the last possible layover until Unalakleet.

By this time, we had traveled 648 miles and we were feeling a little weary. However, it felt good to take off again. The YUKON RIVER was so smooth allowing us to travel the 96 miles to KALTAG in less than 2 hours, even though we stopped to take pictures, talk to some men fishing on the river and to a couple of people in the villages along the way.

** KALTAG: (Pop. 24) Mile 746/1460 Adopted by Polaris and Woody's. From here, racers leave the smooth Yukon River and wind up over Old Woman Pass to the sea. It is a gas stop only.

At KALTAG, (746 miles from the start line) after fueling, we turned up and went over the top of another mountain called TRIPOD FLATS which would take us to UNALAKLEET, 95 miles away. As we started over the top, the real problems began. Just 10 miles out of KALTAG we broke another spring, which we replaced on the trail. Onward and upward over the top of the mountain towards UNALAKLEET we headed towards OLD WOMAN CABIN. Just as we arrived, the clutch on Guy's machine would not go into neutral. The bearings were burned out and the only way we could get the machine started was to pry it into neutral. However, after we got started, we couldn't stop or slow down and since the engine turns at 7000 to 8000 rpms, we couldn't run at high speeds for fear of loosing parts through the motor and cowling. We limped towards UNALAKLEET at 30 mph.

Just ten miles outside of UNALAKLEET, my machine went "flat". I had lost a back shock absorber. That night in UNALAKLEET, we called NOME and ordered a new clutch and 6 new springs from Wes Perkins. We spent half the morning putting the clutch in, because, as we pulled the clutch off, it broke in half and left part of it on the shaft. Since we could not get it off, we decided to weld the old part back onto the part that was on the shaft and then we used a clutch puller to pull it all off. It worked! We changed out the old springs in the other machines, replacing them with heavy-duty springs and then began replacing my back shock. However, we discovered the middle shock was gone too and the arm that holds it to the base was gone. Also, in checking Brad's machine, we discovered that we would have to rebuild the shock cross arm. We had to order more parts! After sitting around UNALAKLEET until the next day awaiting delivery of parts from NOME, we quickly installed them and off we went for KOYUK, 90 miles away.



**UNALAKLEET: (Pop. 755) Mile 841/1365 Adopted by Manco, Inc. and Greatlander Bush Mailer. Racers have reached the head of Norton Sound and may be plagued by storms off the Bering Sea. Here there is food, lodging, a variety of stores and enthusiastic Iron Dog fans offering Unalakleet as a layover option and a gas stop.

Crossing NORTON SOUND on ocean ice was just beautiful! It was smooth with snow ridges every 100 feet or so. Here we were able to put "the pedal to the metal" averaging 100 mph! We made excellent time traveling to KOYUK (937 miles from the start line).

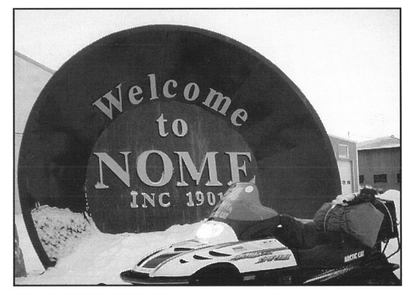
**KOYUK: (Pop. 250) Mile 937/1267 Adopted by Western Power Sports. Located on the north shore of Norton Sound, Koyuk marks the end of a long and sometimes dangerous sea ice trail. Lodging for the racers and riders is provided by the Koyuk School and is one of the two remaining opportunities to satisfy mandatory layovers.

In KOYUK, we gassed up and headed 90 miles toward WHITE MOUNTAIN. Traveling to WHITE MOUNTAIN, we had ice to ride on at 105 miles an hour and we had a bumpy mountain trail to go over at 20-30 miles an hour. However, we made good time and arrived at WHITE MOUNTAIN around 8 in the evening, just as it was getting dark (1033 miles from the start line)

**WHITE MOUNTAIN: (Pop. 180) Mile 1033/1183 Adopted by National Bank of Alaska. Lodging, food and gas are available in this last layover possibility. Here the racers will find Davis Lincoln and Nora Brown up at all hours helping to check them in before heading to Nome. The Nome-Golovin Racing Association has marked, broken and maintained the trail. Outside of White Mountain lies the Topkok Hills where the winds are infamous for being brutal. There are several shelter cabins available in Solomon, a small settlement on the trail.

We stayed in WHITE MOUNTAIN, sleeping in the City Hall on the hard floor in our sleeping bags. For dinner, we shopped at the store and bought some beef stew that we cooked in the microwave. The next morning, we woke to 35 degrees below zero and started out on our last leg at 9 am, north to NOME. After replacing another spring, we arrived at 12:00 noon for a total of 1108 miles.

**NOME: (Pop. 4500) Mile 1108 Adopted by Arctic Cat, Lynden Air Cargo, Tesoro. Nome is the half way point for the Pro Class and Masters Class teams and the end of the road for the Recreational Trail riders. After the Pro Class and Master Class teams complete their mandatory 36-hour layover, they will point their sleds back towards Fairbanks, going through White Mountain, Koyuk, Unalakleet, Kaltag, Galena, Ruby to Tanana. Nome is a first class city, home to more than 3,000 people offering a full assortment of accommodations for our racers and participants.



NIKOLAI is 74 miles away and this part of the trail has the reputation for being the worst part of the entire race. Well, it lived up to its reputation this year! There were approximately 15 to 20 miles of absolutely NO SNOW! We traveled over shell rock or grass bumps throwing us from one side to the next. The rest of the way was just plain bumpy and very little snow. It took us 7 hours to go that 74 miles with constant up and down bumping, jarring our bodies and weaving in and out of trees.

**NIKOLAI: (Pop 107) Mile 310 Adopted by Alaska Printing Co., MacTel. A friendly Athabaskan village whose villagers turn out to cheer on the racers. It is a "gas stop" only.

We arrived at NIKOLAI (310 miles from the start line) around 6:00 that evening, took on fuel and continued 54 more miles to MCGRATH. Weaving in and out of sloughs, we traveled along the KUSKOKWIM RIVER. The river was too rough to ride this year, so the trail took us in and out of some side areas and through the trees. It was a beautiful ride...not too many bumps, making it in 2 hours. In MCGRATH (362 miles from the start line) we stayed at the TAKUSKO HOUSE, where we had a beautiful warm room and a very tasty meal. Here we picked up the "A" arm parts to repair our machine at our next layover.

**MCGRATH: (Pop 531) Mile 362 Adopted by Northern Air Cargo and 1st National Bank of Anchorage. At the confluence of the Kuskokwim and Takotna Rivers, McGrath is home of the Takusko House and BJ's Fuel, two major supporters of the Iron Dog. Buck and Sharin Griffith, owners of Takusko, welcome the racers with warm food and hot showers. BJ's Fuel stores our fuel during the summer and gets it ready for distribution in January and February. Residing in McGrath are many of the Iron Dog trail volunteers, trail breaker and markers, checkers and fuel suppliers making it a true hub for the Iron Dog. It is the last possible non-remote layover until Ruby.

Leaving MCGRATH at 6:00 in the morning, we started our run to OPHIR. The first 25-30 miles were all bumps, however, from there on in, the trail was a snowed-in mining road where we were able to get up to speeds of 70, 80 and 90 mph. This 63 mile stretch was enjoyable as we reached OPHIR about 9 am. (425 miles from the start line).



**OPHIR: (Pop 0) Mile 425 Adopted by Sundog Serigraphics. A ghost town named for a nearby creek that supported placer mining; it is a gas only stop. The "Loafer from Ophir" graciously donates his cabin for the Iron Dog. A team of students from Takotna High School, are the official checker and trail maintenance volunteers. The students undertake planning food schedules and other race duties for credit in a vocational training class.

Now we knew we had one of the hardest routes ahead of us! OPHIR to POORMAN is 99 miles of nothing but bumps, open stretches going through creek beds, down gullies and generally miserable terrain. It is this stretch of the trail, where the losers can become winners – where the poor riders can become the great riders and were you become educated on the art of riding a snowmobile in some of the wildest wilderness areas of ALASKA! Along this route, there are no people, no towns, and no cabins! Here, we had to lift all 4 snowmachines out of a ditch and up a 7-foot bank, then, breaking a spring, we spent an hour repairing the "right" spring on Guy's snowmachine. (524 miles from the start line).

We arrived in POORMAN at 5:30 p.m. SPENARD BUILDERS SUPPLY had set up one of the nicest camping places, serving hot dumpling soup and hot drinks to keep us warm. I should mention that the temperature is normally 40 to 50 below zero at this time of the year, but we were lucky, as it was about 18 or 19 degrees above! Thanking the volunteers, we left POORMAN and started towards RUBY, 72 miles away, where we enjoyed a great ride along the old mining road that was built in the 1920's. There the trail wove in and out among the trees and up and over the hills, crossing the top of ridges through the mountains to RUBY and the great YUKON RIVER.

**POORMAN: (Pop. 0) Mile 524 Adopted by SBS, C-1Aero Fuel, MTA Solutions. SBS employee volunteers man this "most remote" of gas stops, hauling in two ten-man wall tents and supplies to last a week. The volunteers offer warm coffee, hot chili and savory stew to racers or riders who need to take an extended rest or layover after a long haul from Ophir. The trail in is considered the bumpiest, so hold onto your kidneys!

We arrived at the YUKON RIVER (596 miles from start line) just about dusk. Leaving RUBY after we gassed up felt good, as we knew we had gone over some of the wildest areas left in the world. We rode 51 miles to GALENA running on a smooth river with beautiful weather. We raced 100 miles an hour down the YUKON RIVER to GALENA arriving in about 40-45 minutes. We stayed at HUNTINGTON's VENTURES, where we enjoyed hot soup for dinner. We felt like new people after a nice shower and a warm bed to sleep in that night (648 miles from the start line).

**RUBY: (Pop. 500) Mile 596/1610 Adopted by The Sports Authority. Located on the Yukon River, Ruby is a gas stop and a possible layover. It is located on the Yukon River and is a hug to the many villages in the surrounding area.

The next morning in GALENA, we spent half a day replacing the "A" arm on Guy's snowmachine and since we were need of springs, we bought a couple off an old, old machine. As they were a little too long, we used a welder to cut them off 2 inches so they would fit our machines. Then we were off for KALTAG at 1:00 p.m.

1999 RAFFLE PRIZE DONORS

Drawing will be held on January 15, 1999. For results please contact Iron Dog Headquarters.

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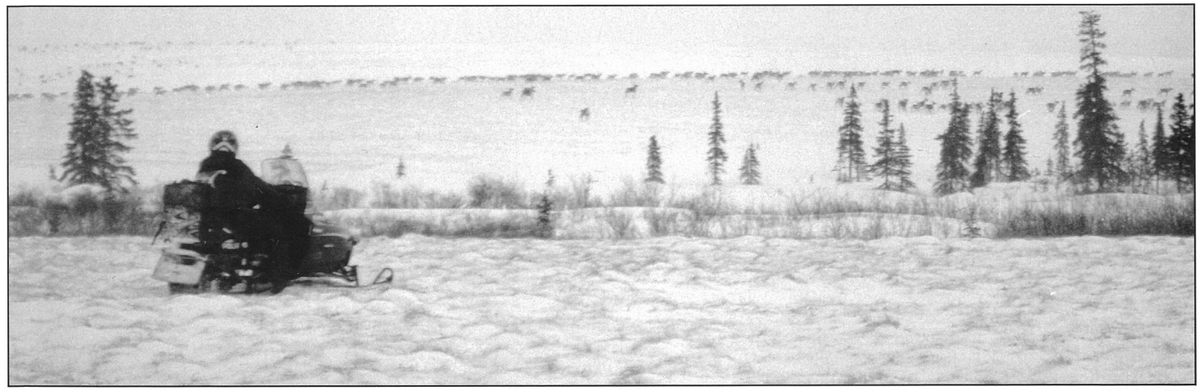
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"Great Alaskan Caribou Herd"
Photo Courtesy of Wilson Hughes



OFFICIAL TV AND RADIO STATIONS

Radio:
KENI 5500 AM – Anchorage
KIAK 970 AM – Fairbanks
KIYU 910 AM - Galena
KNOM – Nome
KMBQ 99.7 FM – Mat-Su Valley

TV:

Channel KFXF 7 FOX 7 – Fairbanks

KMBQ
NBC Radio Network
Valley Radio Q99.7 FM

THE OFFICIAL AIRLINES AND CARGO CARRIERS

Alaska Airlines – Again, Alaska Airlines has provided an event fare of $176 one-way Nome to Anchorage. Just present yourself at the counter, advise the agent you are with the Iron Dog and they will provide you a seat based on availability. In addition, they will provide transportation to the Race Officials to Nome & Fairbanks.

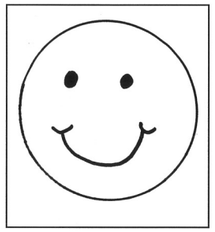
Air Cargo Express, as a new carrier for the Iron Dog, transports oil, iso and antifreeze to checkpoints in the interior, Manley, Nenana, and Tanana.

Northern Air Cargo provides tremendous assistance in hauling fuel drums, oil and isopropyl to the hubs of McGrath and Galena whereby it is distributed to Rohn, Nikolai, Ophir, Poorman, Ruby and Kaltag.

Lynden Air Cargo will haul fuel, oil and isopropyl to Unalakleet and Nome whereby it will be distributed to Koyuk and White Mountain. They also provide a discounted cargo rate to all Iron Dog participants to backhaul their sleds from Nome to Anchorage.

Carlile Enterprises is providing over the road transportation of oil and isopropyl to Fairbanks whereby it will be distributed to Nenana, Manley Hot Springs, and Tanana. Also they are providing enclosed transports for impounding the first twelve teams who arrive in Fairbanks for final inspection. Upon arrival at Pike's landing, the racers will be able drive their sleds onto Carlile transports as they have agreed to haul sleds to Anchorage, at no charge.

TRAIL COORDINATOR



Gordon

Born in Darby Montana in 1961, Gordon moved to Alaska because of the draw of adventure and wide-open spaces. He met his wife, Delene, in Anchorage where they married 10 years ago and have one son, Aaron. He is co-owner of BC Excavating, which he started in 1982 with partner, Bob Haines.

As a Ski-Doo rider, he competed with Mike Uher in the 1992 Iron Dog where they were forced to scratch and in the 1993 Iron Dog where they took 5th place. Trail breaking and trail marking every year since, he has volunteered to be the 1999 Trail Coordinator coordinating fuel, oil and iso deliveries, as well as, working with many volunteers in the crucial trail breaking and marking prior to race day.

Gordon answered when asked the question "What would you say to the 1999 rookies?" "Remember safety, have fun AND some weekend rides are more scary than running the Iron Dog!"

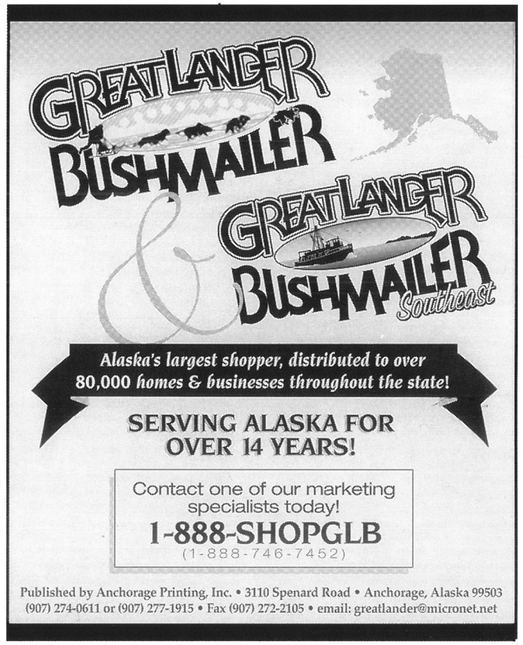
RACE MARSHAL



Michael "Mike" Leary

Residing in Eagle River, Mike was born and raised in Anchorage. He has been riding snowmobiles for four years logging over 10,000 miles including a '98 ride in the Iron Dog, the '97 Tok to Dawson and in Yellowstone, WY. Married to Linda (and Carlile Ent./K&W Trucking) they have two boys, Kyle and Lukas, who as The Great Alaskan Outdoor Family, enjoy hiking, camping, fishing, jet skiing, golfing and snowmobiling.

Answering the question, "What would you say to the participants of the 1999 Iron Dog Gold Rush Classic," Mike replied, "First – be safe, second – show respect for everyone including the volunteers, villagers, staff and each other and third – HAVE FUN!"





**BIG LAKE: (Pop. 2,000) Mile 1 Adopted by the Klondike Inn, McGhans Mini-Storage
The Official Race Clock starts here. The racers will officially start their race in 1 minute intervals. *The team numbers displayed in the racer bios are not necessarily their starting order.

We were Team #51 – out of a total of 108 individual racers, who left out of the gate every 60 seconds. We started approximately 35 minutes after the first team of racers left. We zoomed out of the starting gate and down BIG LAKE doing 85 to 100 miles per hour, trying to miss the bumps, the cars and the people. As we went around a corner, we noticed an ambulance and a snowmachine completely demolished and little pieces of it were all over the trail. This was discouraging, but it was a great reminder that we needed to drive carefully. We raced toward the end of BIG LAKE across MUD LAKE and across FLAT LAKE and onto the real beginning of the trail network leading to NOME.

The next 10 miles were some of the bumpiest and hardest rock-like trails of the total race. Once we hit the BIG SUSITNA RIVER and crossed and started up the YENTA RIVER, we had approximately 70 miles or so of beautiful racing ground.

**SKWENTA: (Pop. 100) Mile 90 Adopted by B&C Excavating, Debenham Investments
Located near the confluence of the Yenta and Skwentna Rivers and the first possible layover location hosted by John and Joyce Logan. They have been the official checkers since the race started in 1984. Skwentna is a bustling community and a favorite summer and winter recreation spot for Alaskans. Hundreds of snowmobile enthusiasts line the river, to cheer the racers and riders on the 90 mile trail.

Arriving in SKWENTNA, we hurried to fuel up for our next leg, which was to FINGER LAKE. Heading out and winding through the trees, I noticed that my 3 partners, Randy Moss, Brad Moss and Guy Moss were not behind me. I waited a few minutes and then went back. There I found that Guy had hit a tree and bent back the "A" arm on the ski, approximately 4 inches. Since we didn't have parts to repair the arm, we went on to the next possible place where we could fix it, SHELL LAKE LODGE. We located a garage and there we took the "A" arm off, used a welder and re-bent it back somewhat into the shape. This took approximately 3-4 hours so when we finished we rode on into FINGER LAKE (130 miles from the start line).

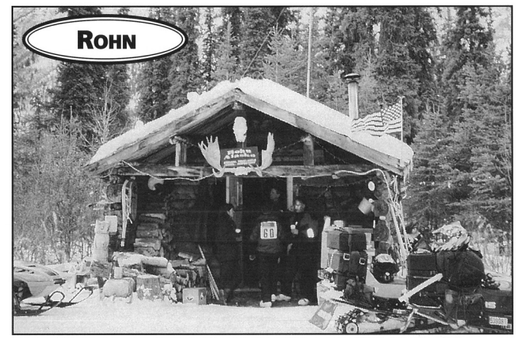
At FINGER LAKE, we rested for the night and had one of the best dinners we had on the whole trail. A small duckling with special potatoes, peas and carrots on the side and a wonderful cheesecake for desert, topped off by all of the Gatorade we could drink. Come to find out, the lady who runs the lodge, used to be a cook on TV for Julia Childs. She really showed us what a wonderful chef she was!

We got up at 4:00 a.m. to leave at 5:00 a.m. because we knew we had a long run up to MCGRATH. Some of the hardest part of the trail was after we left FINGER LAKE towards PUNTILLA LAKE. In prior years, it would take us as long as 12 hours to go that 30 miles. This year the trail was in absolutely beautiful condition and we only had to travel over bumps and not big holes in the ground where a person could lose his machine.

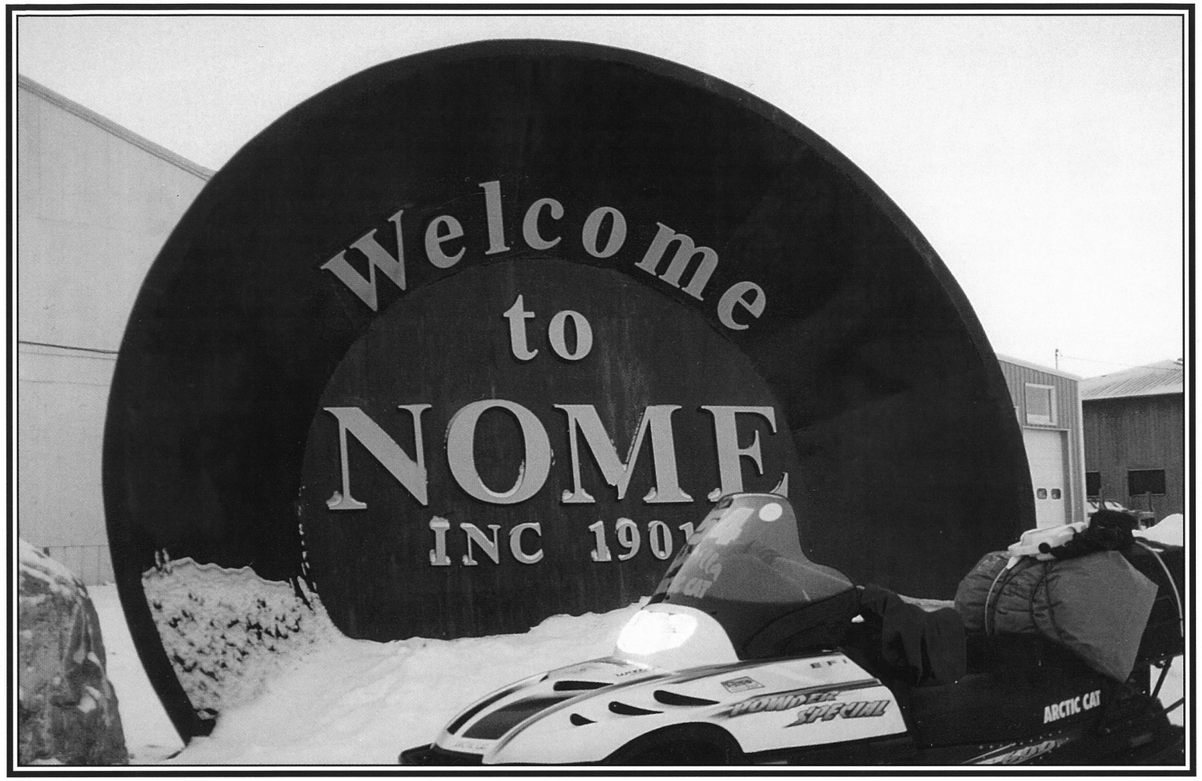
We made it to PUNTILLA LAKE, just as the sun was starting to come up. We got fuel and started to go up over the top of the ridge at RAINY PASS to PTARMIGAN PASS. This is a part of the trail where you can sometimes really get some high speeds. However, this year, Brad's machine broke a spring on one of the bumps, which took us an hour to replace with extra springs we had carried with us.

** PUNTILLA: (Pop. 2) Mile 161 Adopted by Yamaha Corporation, Service Oil & Gas, The Winning Edge . With a pass elevation of 3,160 feet, the trail from Skwentna to Puntilla can be tough with steep terrain, plenty of hazards, soft snow, trees and a narrow trail. The lodge, the second possible layover location, offers good food, running water, warm beds, luxuries found a little less often than racers would like later on the trail.

As we continued down the trail, the wind came up and blew snow over the trail, obscuring the trail and the surrounding mountains. We knew the general direction, so we kept going for approximately 30 minutes until we found the trail. We continued on down to ROHN RIVER, which is on the other side of the ALASKAN RANGE, located in a beautiful little canyon where large pine trees grow. Traveling at high speeds, we enjoyed the scenery and the caribou along the way. At ROHN we had a bite to eat, took on fuel and took off immediately for NIKOLAI (236 miles from the start line).



**ROHN: (Pop. 0) Mile 236 Adopted by Anchorage Daily News, Odom Mgmt. This checkpoint is near the remains of an old roadhouse and is one of the most remote on the trail. Hauling fuel, food and equipment requires expert planning and coordination. There volunteers erect a wall tent next to the BLM cabin which was built in the 1930's and recently remodeled. Racers tend to find the cabin crowded and have found it easier to sleep in the wood-stove warmed tent.



A LETTER HOME

By Ray Debenham

This is an account of the 1998 Iron Dog Gold Rush Classic by a rider running the race once again. **Indicates additional information provided.

Dear Family and Friends:

Well, it's time for my annual letter on "The Greatest Snowmachine Race in the World". It is certainly the LONGEST! The racers and riders come in all sizes and shapes...short, tall, skinny and fat.... serious and happy. They are the adventurers of the North. Born 200 years ago they would have been a buccaneer, a pirate, and a soldier of fortune. Born 150 years ago, they would have been a frontier scout, a stagecoach driver, and a rider for the Pony Express. Today, he or she is the entrepreneur, business owner, airplane pilot, truck driver and mechanic. Probably more independent than a newly elected senator and as temperamental as an opera primadonna, they are the modern day adventurer.

And, after every single race, he threatens never to race to NOME and to FAIRBANKS again. Saying he is getting too old or that his body won't take it or that his machine can't take the constant beating. But when the moon is bright, the stars are out or the sun is shining, a racer forgets all his complaints and has FUN!

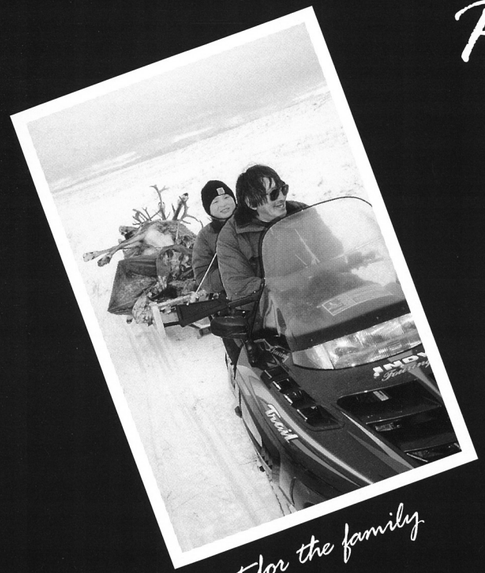
I hope the following diary of my trip will give you a little idea of what the Iron Dog Gold Rush Classic is all about.

Typically the Iron Dog Gold Rush Classic starts in the City of Wasilla leaving from the Mat-Su Resort with an "Indy Style" parade to Big Lake. This year, due to lack of snow, we had to forego the parade.

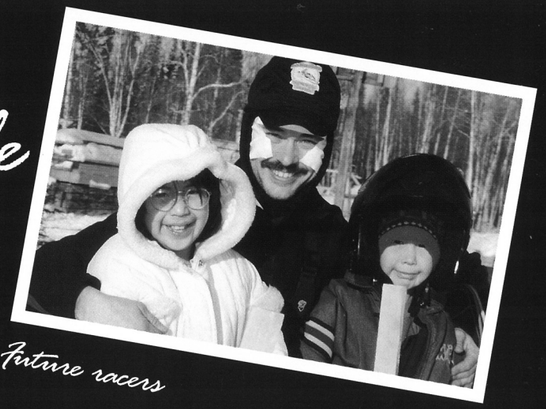
**WASILLA: (Pop. 5,624) Adopted by the City of Wasilla, Mat-Su Resort, MTA
This is the ceremonial start line of the Iron Dog Gold Rush Classic. The race starts at 8:30 a.m. on Sunday, February 21, 1999 at Wasilla's Mat-Su Resort. The racers will be escorted "Indy Style" to Big Lake's Klondike Inn.

The first phase of the trip was when we left the BIG LAKE area and started over the extremely bumpy trail to the BIG SUSITNA RIVER and on up to SKWENTNA, approximately 90 miles. There were literally hundreds of snowmachine enthusiasts at the starting gate.

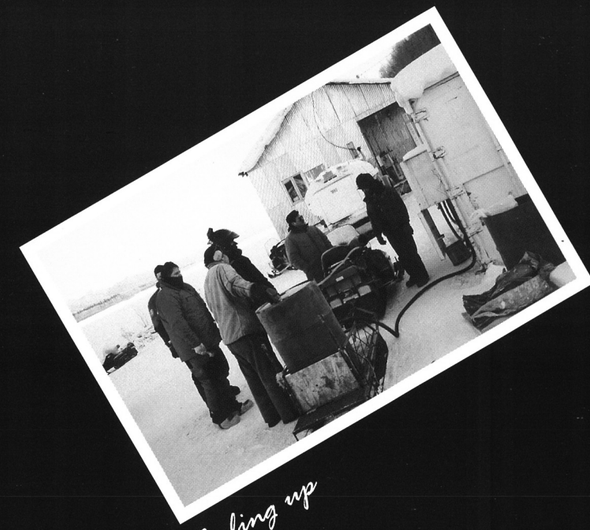
Villages and the People



Meat for the family



Future racers



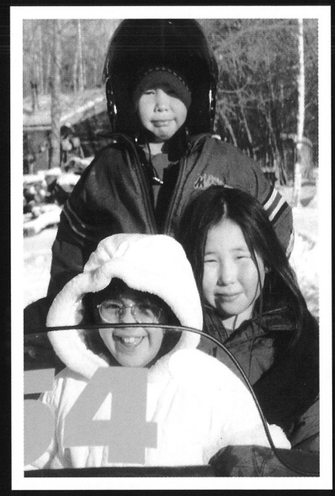
Fueling up



Mining town



A bush welcome



Village children

1998 TOP IRON DOG RACERS





1ST MARK CARR

Hometown – Kenai Arctic Cat

Snowmobile racing since he was 12 years old has paid off for Carr as he has won back-to-back '97 and '98 Iron Dog races. A competitive racer for several years, he has taken first in the '87 & '98 Arctic Man, '92 Pike's to Nenana, '96 Class Championship USSA 440, '96 AMMC,'97 AMMC 440, '97 AMMC Open, '97 AMMC Hi-Overall Points while wife, Glenda and daughter, Jennifer and Jamie have cheered him on. While working as a pilot for Alaska West Air and as a commercial fisherman, he finds time for other hobbies including golfing, competition shooting, hunting, skiing and Moto-X.

1st SCOTT DAVIS

Hometown – Soldotna Arctic Cat

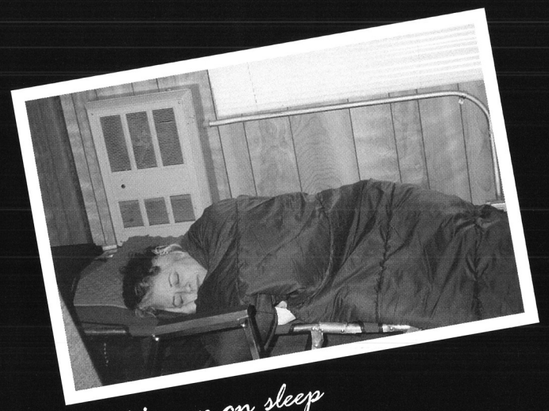
1998 marked a fifth win for Davis in 13 Iron Dog starts with three wins on Arctic Cat. Competing in snowmobile races all over Alaska he has ten top three finishes in the Iron Dog, 1st in the Big Lake 500 and Snowcross among many races in the last 25 years. Racing motorcycles, riding four wheelers, snow skiing, jet ski and snowmobiling with his children, Corey and Carly, are among the many interests Scott does while owning and operating Davis Block & Concrete in Soldotna.



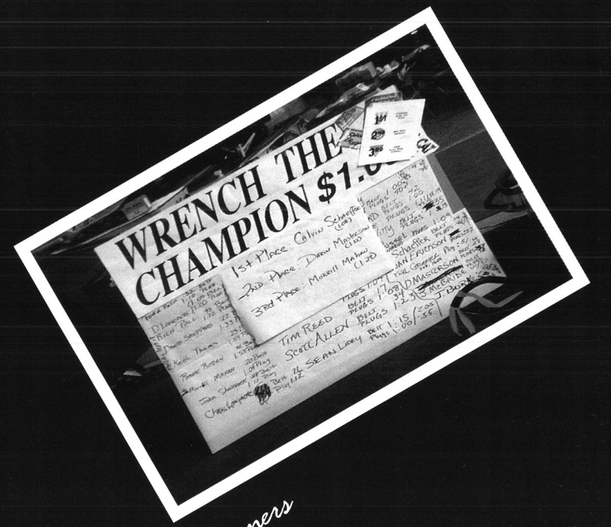
Six of the GCI seven at Nome



Cold morning



Catch'n up on sleep



Winners



Checks in the mail

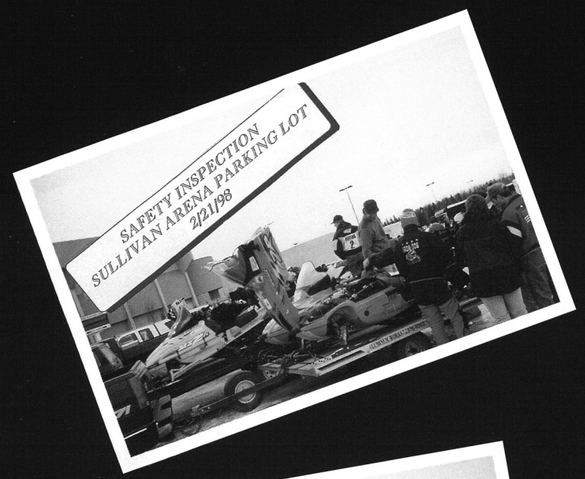


Enjoying Iron Dog friendships

Iron Dog Memories



Signing in





Farewell Burn



Fur Rondy Parade



Gourmet meal on trail at Finger Lake



Rohn – Team 60

2nd Place

No Picture

DUSTY VANMETER
Hometown – Kasilof Yamaha
From Kasilof, Dusty has racked up various finishes in the top four over several years including, '94 Iron Dog, '97 Big Lake to Skwentna, '97 Lake Louise Snowcross, '97 Woody Gold Star 350, '97 Tesoro Gold Star 350, '97 Open Money Snow-Cross, '97 Open Trophy Sno-Cross and '97 Gold Star Race Series. While enjoying other hobbies such as hunting, fishing, camping and hockey; he likes to spend time with his wife, Evelyn and daughters Kaitlyn and Shaelyn. He is a commercial fisherman.



DAN ZIPAY
Hometown – Anchorage
Yamaha
In thirteen years of racing in the Iron Dog, Dan has finished in the top three slots in '86,'87,'88,'92,'94 and '98.

3rd Place



EARL and JUSTIN ESMAILKA
Woody's Rookie of The Year
Hometown – Kaltag Polaris
As the first all Alaskan Native team to finish in the money and as Woody's Rookie of the Year recipients of $5,000, the Esmailka's dedicated the race to their mother, Marylene, who died of breast cancer two years ago. With a lot of racing experience in the local area, Earl has placed in the top in the Gal-Nul-Gal 100, the Kal-Unk-Kal 200 and the Tanana 440. He is a hunting guide and maintains a trapping line. Justin has been racing since 1990 and has placed in the top three slots in the Kaltag Portage 200 several times. Married to Georgiane, he and his children, Elliott, Devon and Travis live a subsistence style of living hunting and fishing.

4th Place

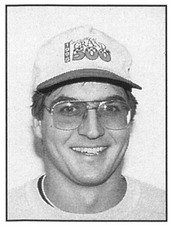


TRACEY BRASSARD
Hometown – Anchorage
Polaris
Tracey began snowmobiling in 1975 and has enjoyed racing since 1987 with the Alaska Motor Mushers every year since. Winning the 25th Anniversary Anchorage to Talkeetna to Anchorage race was the hi-lite of his '91-'92 season where he finished in the top 3 overall for the season. While enjoying hockey, downhill skiing, fishing and hiking, he likes to spend time with wife Patti and daughters Emily and Amy. He has worked as a heavy equipment operator throughout Alaska for 18 years.



KEN LEE
Hometown – Eagle River
Polaris
Ken's racing career spans over 15 years with five Iron Dog races, a 1st in the '89 Anchorage to Talkeetna to Anchorage, the '86-87 Hi-Points Champ, and a 2nd in '87 and '88 Talkeetna Cross Country. Born in Florida, his wife Jana and children Janaya, Kari and Kenney enjoy family adventures including fishing, snowmobiling and hunting. Ken works at Cal Worthington Ford.

5th Place



DAVID BOOTH
Hometown – Nome Polaris
David raced Nome-Golovon, the Ferguson-Goodwin in Kotzebue, '87 Iron Dog and Elim to Koyuk. He is a carpenter and enjoys his family, Cheryl his wife and daughters, Devola and Dana.



RUSSELL ROWE
Hometown – Nome Polaris
Eighteen years old, Russell has competed in the '97 Nome Golovin 200, '97 Nome Cannonball, '97 NSRA Grad Prix, '96 NSRA Snow-Cross. Raised in a cabin 35 miles north of Elim he learned to love snowmobiling, flying, hiking, and fishing. He is employed at Morgan's Snowmobile Sales & Service in Nome.

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The Fast Great Race.

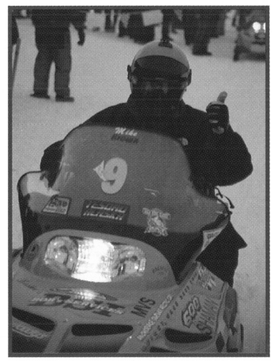


The Indianapolis 500 is a Sunday drive compared to the Irondog Classic. The Classic is ***four times longer,*** and covers some of Alaska's most treacherous terrain. No asphalt. No guard rail. No fear.

The Classic demands the utmost of driver and machine. Facing wind chills to 90 below zero at speeds in excess of 90 miles per hour, this is one race where every ounce of fuel is crucial. After all, if you want ***these*** dogs to run their best, you gotta feed 'em the best.

Tesoro is proud to be the presenting sponsor of the Irondog Classic, Alaska's ***fast, great race!***

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