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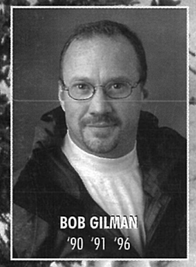
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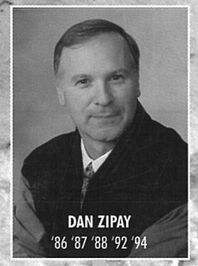
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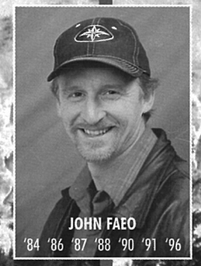
19th Annual

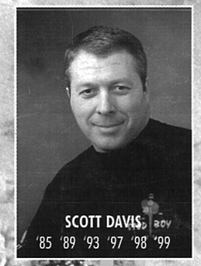
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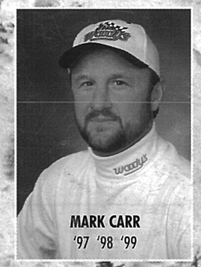
Eighteen Years of Champions

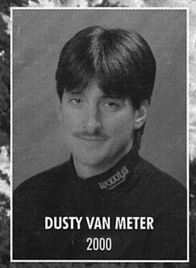

BOB GILMAN
'90 '91 '96

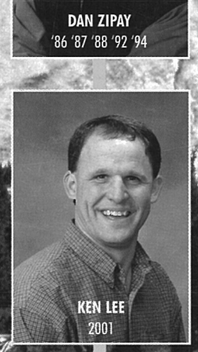

DAN ZIPAY
'86 '87 '88 '92 '94

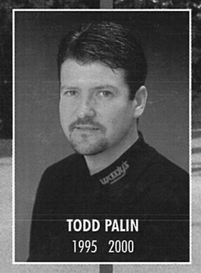

JOHN FAEO
'84 '86 '87 '88 '90 '91 '96

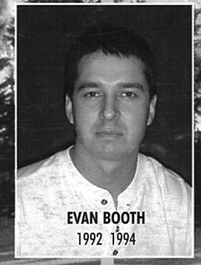

SCOTT DAVIS
'85 '89 '93 '97 '98 '99

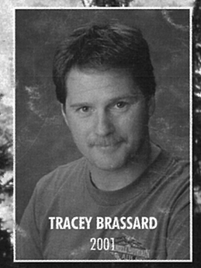

MARK CARR
'97 '98 '99

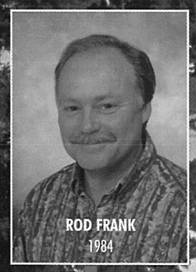

DUSTY VAN METER
2000

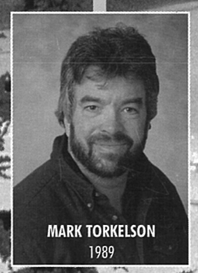

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2001

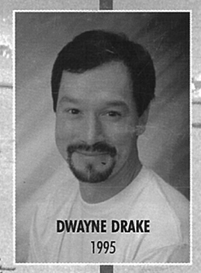

TODD PALIN
1995 2000

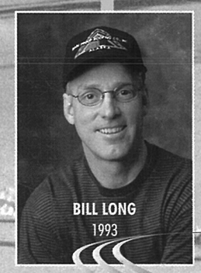

EVAN BOOTH
1992 1994

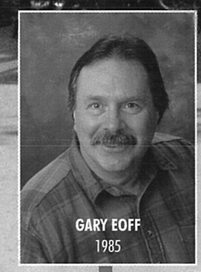

TRACEY BRASSARD
2001


ROD FRANK
1984


MARK TORKELSON
1989


DWAYNE DRAKE
1995


BILL LONG
1993


GARY EOFF
1985

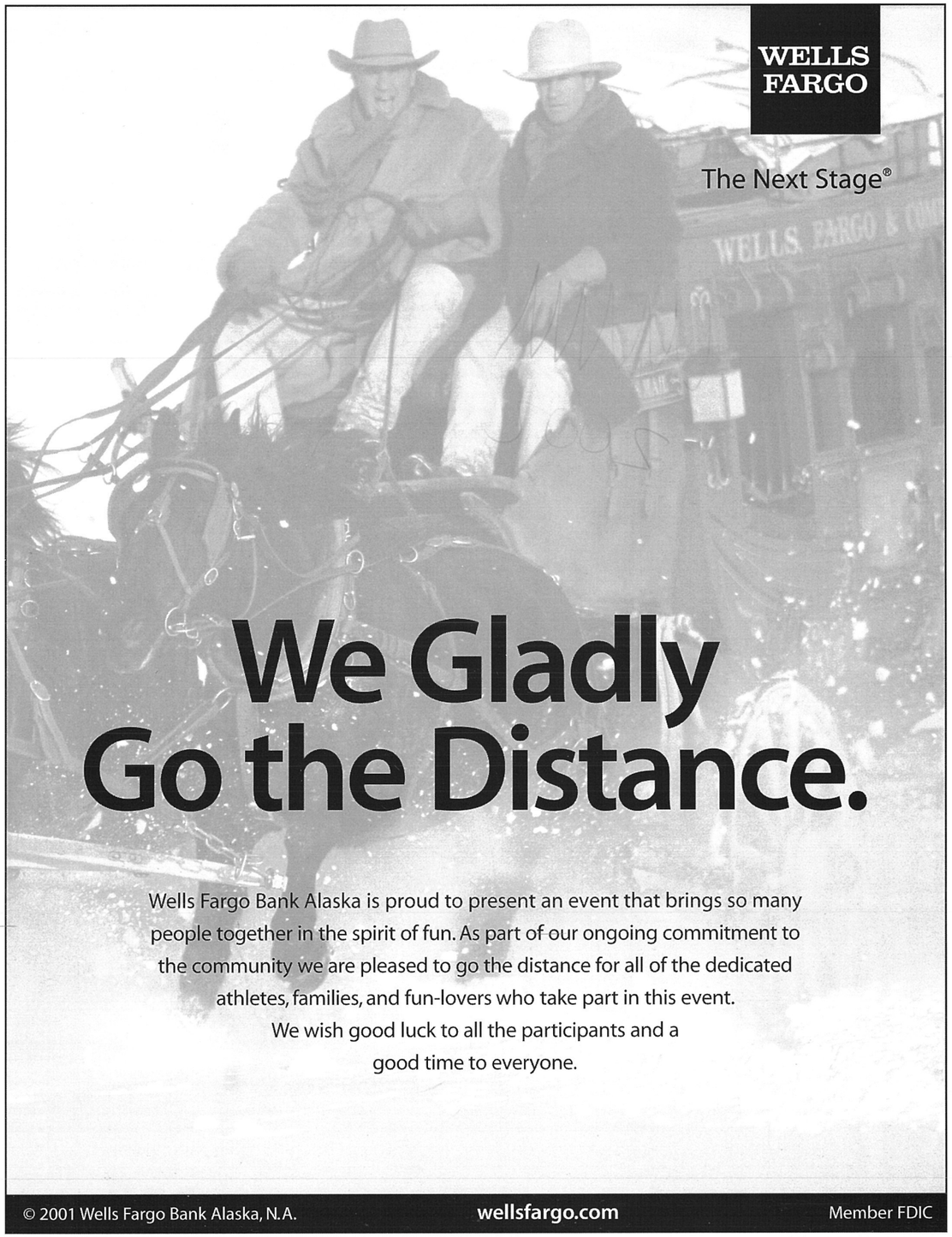


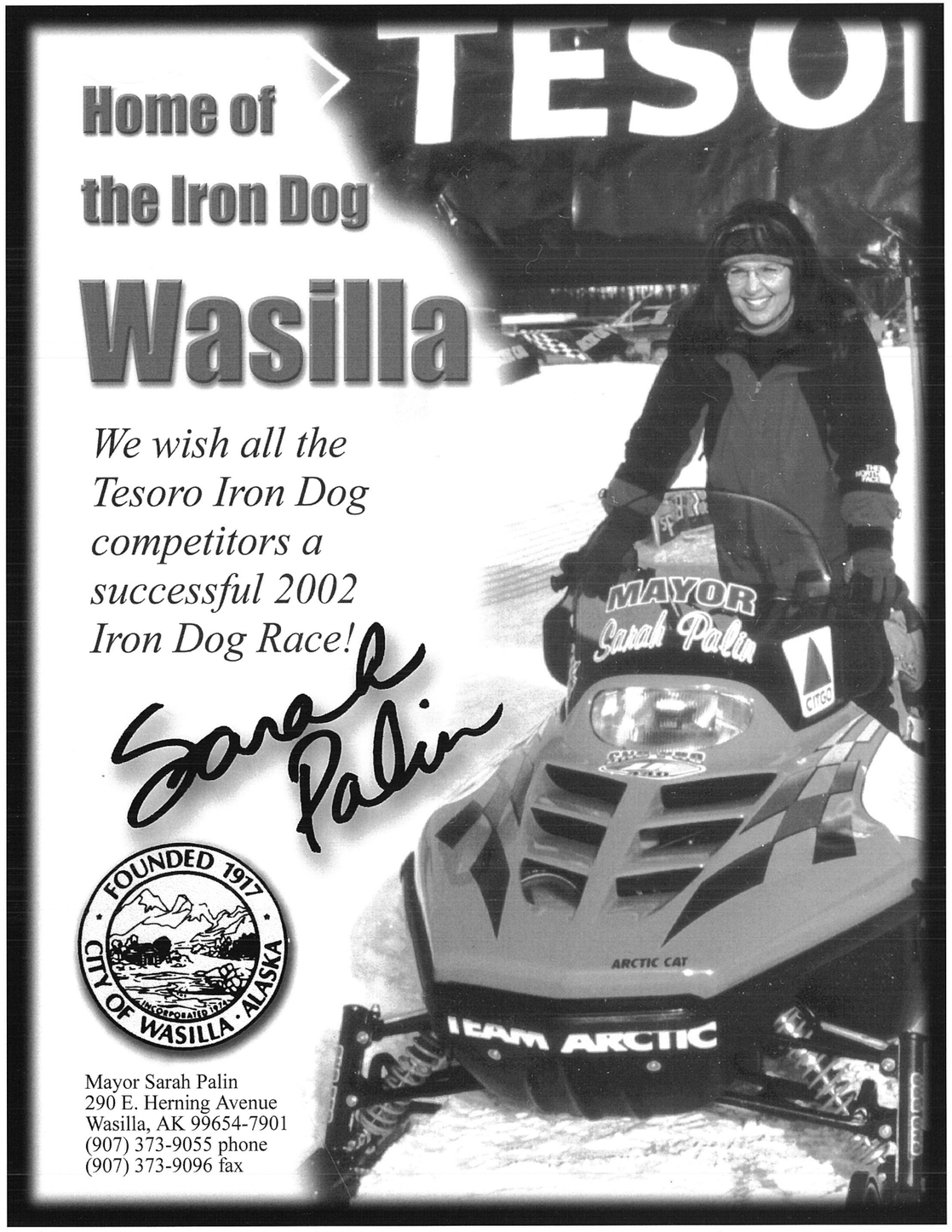
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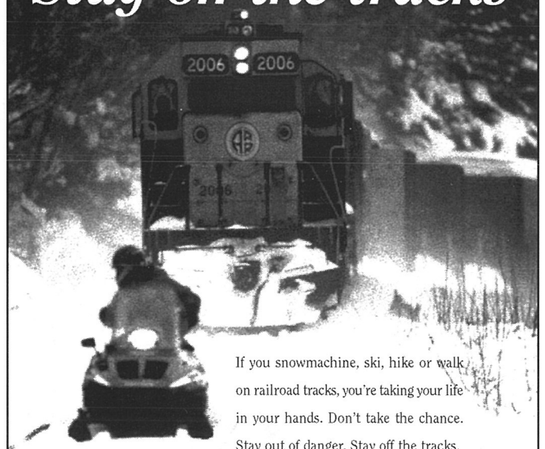

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always been close. Entering the Chena River is a great feeling, for just a short sprint puts you to Pike's Landing and the checkered flag. There isn't a better feeling than crossing that line and completing a 2,000 mile race across the most awesome wilderness I've experienced.

The Tesoro Iron Dog is as big as it gets, and all the villages, volunteers, officials and coordinators make this event a memory of a lifetime. Ken and I have enjoyed each year we've competed, and I couldn't ask for better friend to team up with. We just have a blast.

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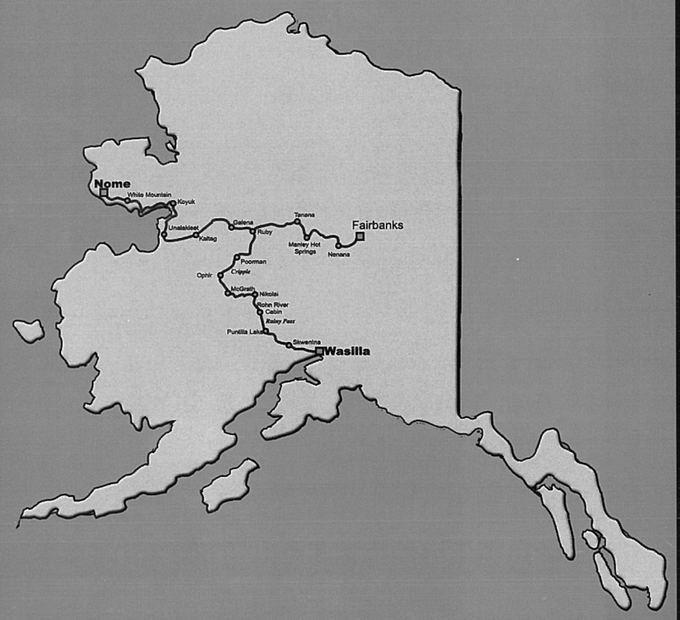
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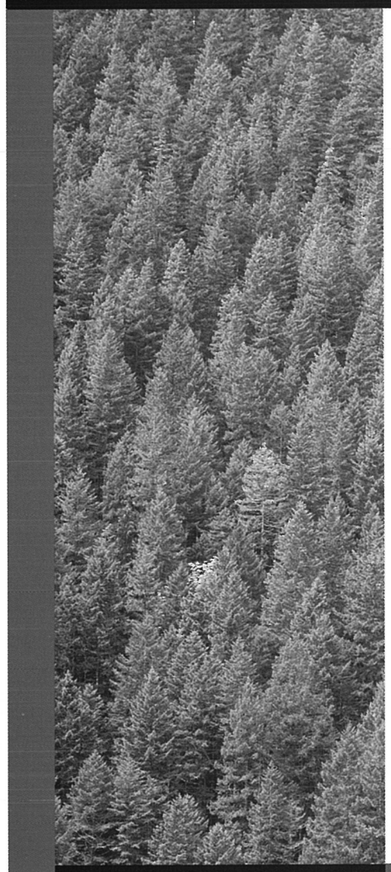
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Koyuk Checkers

through. Leaving Unalakleet puts you on a route that goes into the hills lining Norton Sound and dropping to the ocean onto Shaktoolik, then along or across the sound, depending on the conditions.

Last year the sound didn't freeze, so going around was mandatory, which was fine with me. My first time crossing the sound offered a weird experience when we came to an area out in the middle that just dropped three feet onto what I thought was fairly new ice. That gave me the chills since we weren't sure how hard the ice was. Boy, were we glad to get off that section.

Reaching Koyuk feels good, and the locals always gather around us to greet us. Then back out on the ice to Bald Head where we go overland and end up at Moses Point, and back on the ice until Walla Walla, going overland to Golovin, and on to White Mountain, which is the last layover opportunity before Nome.

The last leg is over Topkok leading into Nome. This can be a long run also if the weather is poor because visibility goes to zilch. There's a great feeling you get once you reach Nome. This alone is an awesome accomplishment and so relieving when you enter the garage and start that layover.

Nome is a cool place and would be nice to visit when there is time to explore. The time spent here just flies by and before you know it, the time has come to throw your leg over your seat and head for Fairbanks. Nome is were you see teams help other team's machines so they can make the trip back. This is the camaraderie that I think the race is all about.

Weather is the determining factor that makes the return trip along the coast fun or miserable. Ruby is the last place to stop before entering new territory. From here to Tanana is the longest stretch of the race and fuel supply is a concern every year. If it snows, then mileage goes down fast, and running dry can happen. We've been on fumes along this run.

Tanana is another welcoming village were everyone treats us great. If you're hungry, this is the place to be. These people can throw a feast. Once again, the heart gets to racing as the finish line is so close, yet so far. Some of this run is wind blown and rough, with no snow in places. This can be a long stretch to the finish line.

The final blast up the Tanana is a bit twisty and rough in places, and things can creep up fast on you. We've never had a chance to enjoy this part because another team has





Calendar of Events

Driver's Meeting
6 p.m. Friday, February 15, 2002
Mat-Su Resort, Wasilla

Safety Inspection
11 a.m. Saturday, February 16, 2002
Sullivan Arena Parking Lot

Parade to Big Lake
9 a.m. Sunday, February 17, 2002
City of Wasilla
Fred Meyer Parking Lot

Race Start
11 a.m. Sunday, February 17, 2002
Former Klondike Inn, Big Lake
Racers will leave at one-minute intervals

Finish Day
Saturday, February 23, 2002
Pike's Landing, Fairbanks



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South fork of Kuskokwim River

around so much; you swear you're going around in circles. Finally the lights of McGrath appear and a rest awaits. The Takusko House is a great place to stay with excellent food and hospitality.

You never know what to expect from teams as they prepare for the trip to the Yukon. This is were I think the Iron Dog turns into a series of smaller races and the jitters hit every time a layover is complete.

Leaving McGrath and heading to Ophir, Poorman and Ruby is kind of fun, though Ken doesn't like this run too much. It is long, but it's not the Farewell Burn! At Poorman the Spenard Builders Supply crew does a great job of getting teams in and out, with drinks ready and food if desired. The run to Ruby is fast, but can be ugly if a turn is overshot at high speed.

The next stop is Galena on the Yukon River. This river can offer very fast running, but can also be wind blown, dusty and cold. Galena is another popular layover.

Kaltag is the last stop on the Yukon. All the villages have really friendly people. The Esmailkas are great guys, competitors who became fast friends. From here we head through the portage and into the hills to Unalakleet. This is a long run and is always good to get through. The weather can snow, blow and create white-out conditions along here. Oh, and then there is the occasional herd of 5,000-plus caribou to maneuver through.

Unalakleet, the first coastal village, is always a welcome site, and often a layover. From here on its all coast and every trip is a wild adventure. Things can change so fast on the coast and can be different for each team passing

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We line up in starting order and leave at one-minute intervals. Waiting always seems to take forever, and then all of a sudden we're gunning off the starting line and heading across Big Lake to the trail system that leads us to the Big Su and Yentna rivers. Zooming toward Skwentna, the first checkpoint. It is always hard to settle into a groove and concentrate, although we know we must, because this is just the beginning and there is a lot of racing to come.

From Skwentna to Fairbanks we can't thank the volunteers enough. They are always there offering us encouragement, topping us off with oil and gas, giving us a hot drink and snack.

Rainy Pass is the stretch that can be the most challenging as we climb up above the timberline. One might ask why wooden tripods marking the route were set so close together—if you're lucky to travel this section on a clear day. There have been times where we wished they were closer than they are, as we've tried to navigate between them in a whiteout.

The drop to the south fork of the Kuskokwim River is fast, but can be rocky, or full of overflow and drift-wood. After visiting with the friendly Rohn volunteers the next run is my least favorite, though Ken doesn't seem to mind it. The woods here are tight and the trees are as hard as steel. One small error and you find yourself against those steel trees. The trees usually win, leaving you in awe of their strength.

Nickolai is a gas stop only. We grab a quick drink while gassing and head out to McGrath, always in the dark and trying to focus on the correct trail, as there are many branches that lead elsewhere. The river here twists

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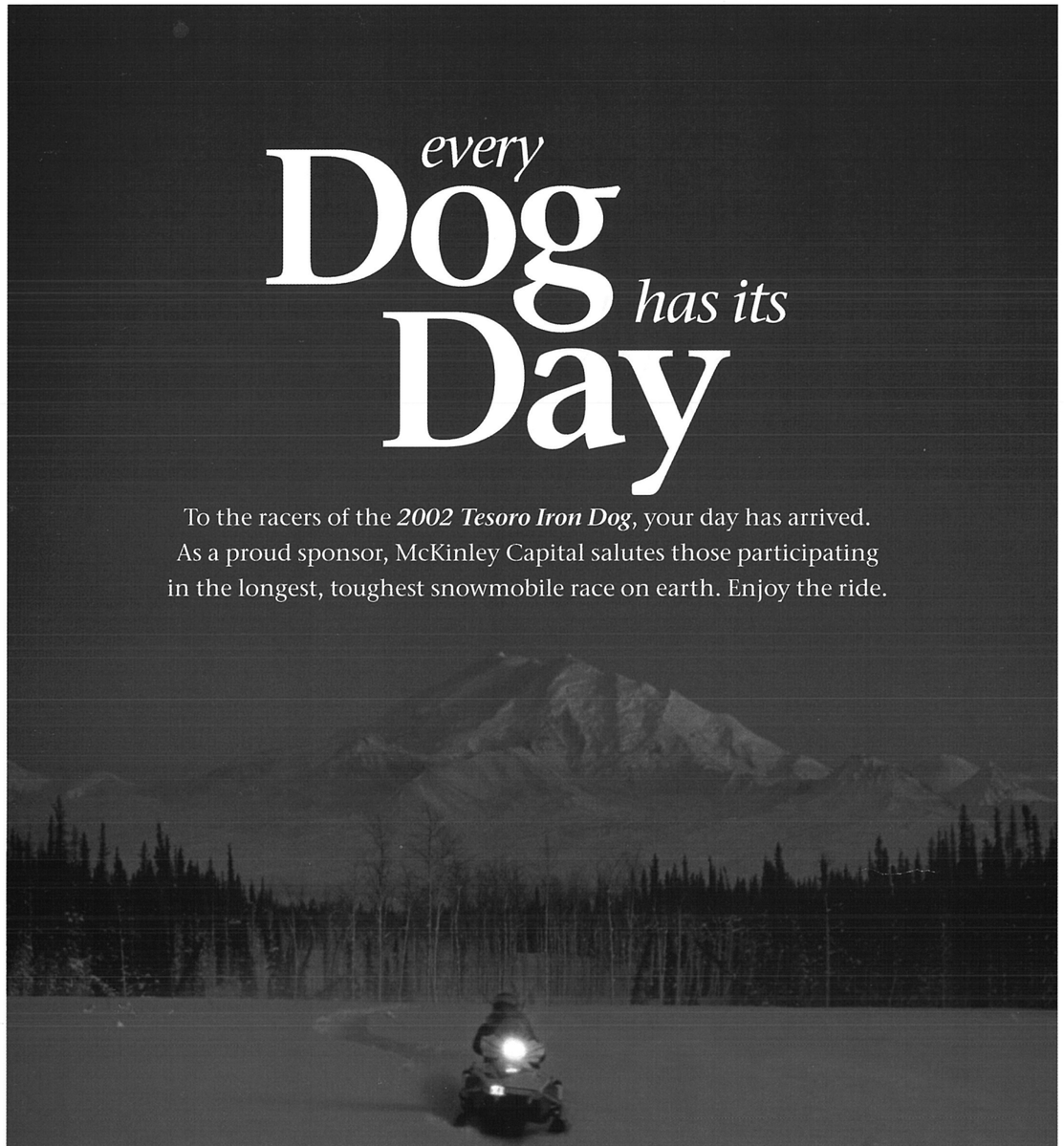
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Are We Having Fun Yet?

By Tracey Brassard



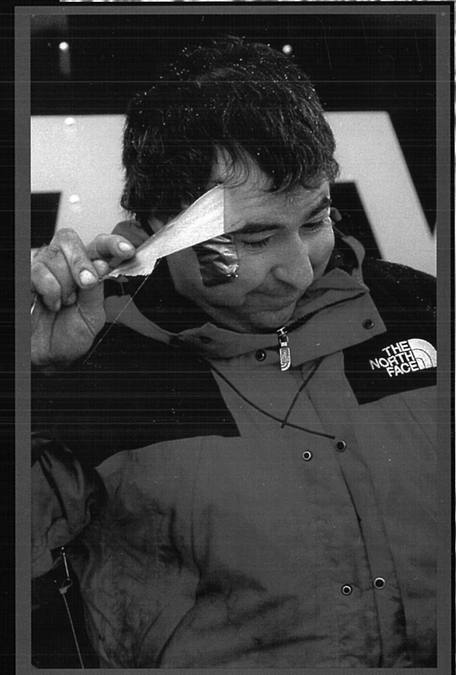
Excitement for the Iron Dog begins when fall approaches and new race sleds from the factories are ready for shipment to Alaska. Once the water begins to freeze and snow arrives Ken and I enjoy traveling north before most other riders go out. Each weekend brings a new adventure, as we never do the same thing twice. Our rides are always fun from the first time out until we put the sleds away for the season. Even some of the long days getting stuck the entire time or breaking down still give us the thrill of the adventure.

The key for Ken (Lee) and I is the fun we have going out with our family and friends enjoying the outdoors. As January comes around, our field and shop time increases as we study our sleds for things that may need adjustment or change. Gears, parts and tools change every year. New ideas take time to work out.

When February arrives our excitement and anxiety levels grow. Have we tested enough or re-enforced the right areas? Are we physically and mentally prepared for 2,000 miles of the unknown? Did we do our homework? These are some of the things we start second guessing as race day approaches.

Jitters hit hard the days before the race with the Friday night Driver's Meeting and Saturday's Safety Inspection. Despite the jitters, Ken and I enjoy this every year as we see all the new ideas and machines prepared for the race. We always appreciate seeing our family, friends and sponsors come out to support the Iron Dog, and it means a lot to us.

We're making final adjustments and going over the checklist. We try to spend some time with our families and just relax, then turn in early. Sunday is the big day. No turning back now. The adrenaline is high. Ken and I grab a bite to eat, try to hold it down, and gear up for the parade and then the drop of the flag.



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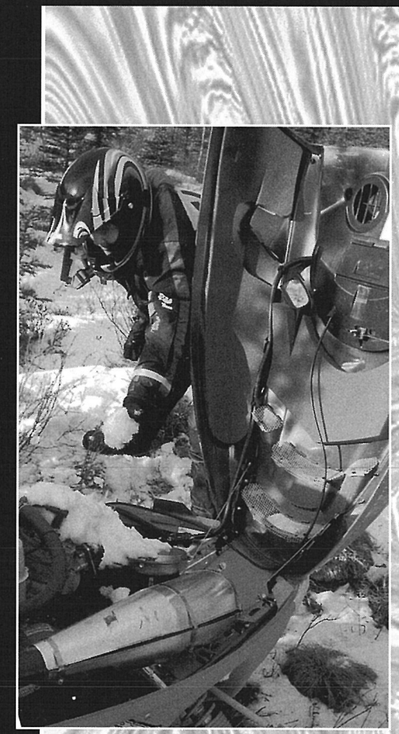
2001 saw the first women's team finish the Tesoro Iron Dog

By Jackie Page

I'm sure everyone in the Pro-Class has high hopes of winning, but in all reality just finishing this race has been rewarding all on its own. The Iron Dog is so much more than just going fast. It is an adventure where at times you're full-throttle and other times it feels like you're barely moving.

Being the first team of women to finish an Iron Dog was a goal that needed to be met. It was intimidating but I knew it could be done and I worked hard for three years getting ready. Now I needed a partner…and that can be tricky. Take my advice—pick your partner carefully, as this can make or break the race. You are out there facing the elements on no sleep; food or drink and you are beat…sometimes that doesn't make for the greatest personality. Tension can mount, so you need to be able to count on your partner in all situations.

Finding women who want to run this race is almost impossible. My original partner and I had high hopes of doing this race together. It was all we talked about and trained for. But three months before the race…I was asking Missy to run. How do you ask someone to give up the next three months of her life, go out buy a new sled and train like mad to get to the





starting line? It's tough. I will be forever grateful to Missy for saying yes. I couldn't have done it without her. Her experience was valuable along with her "it's-just-a-cup-of-soup" attitude. I can get a bit high-strung at times, and she is always so even mannered. It made for a great combination.

There is glory in saying you have finished the Iron Dog, but to be able to say you were the first women's team to finish…well, that's just awesome! The Iron Dog is the toughest race you could ever put your body through, not to mention the abuse your sled is put through. When I took my trailing arm out along with the entire right side, well that was a humbling experience. I had to limp it all the way to McGrath, from Rohn.

The sights you will see on the trail cannot be matched. All the eyeballs staring back at you in the buffalo tunnels…the herds of caribou, the ptarmigan coming into Nome…it's just endless beauty out there, unmatched by anything else. No racer can explain what doing the Iron Dog is really like, it's just something that has to be experienced. No two teams experience the same things. It's 2,000 miles of unknown territory for a Rookie.

This was the greatest experience in my life and I cannot wait to do it again. You wouldn't believe the camaraderie that goes on, the racers are so helpful out there it's amazing.

I want to thank everyone involved. Thanks to the Iron Dog staff and volunteers that put on the greatest race ever. They can't sleep during this race trying to keep up with all the teams. They keep smiling and they are there to help. Thanks to all the racers—all their help on the trail and at the checkpoints. All the encouragement they gave helped us get to the finish line. An even bigger thanks to all our family, friends, fans and sponsors for helping us smile. They had to put up with us setting everything aside for this race, including them. All the support from fans makes you smile; it feels good to have people believe in you. All our sponsors—THANKS! We couldn't have done it without you!

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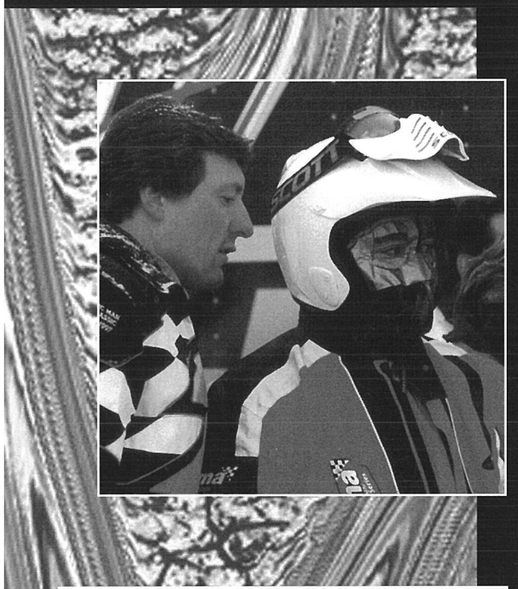
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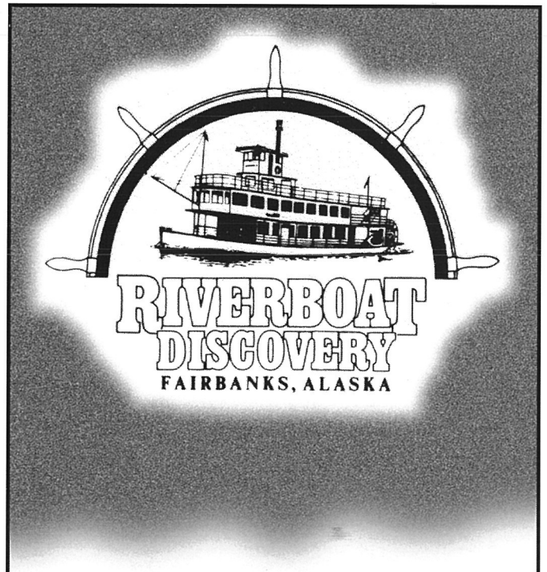
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Iron Dog's Mandatory Gear Bag

Technology has played a large part in most drivers' success. Eighteen years ago racers wore cotton underwear, blue jeans and insulated snow pants. Today, racers have personal gear that has been tested and improved, and put to uses the manufacturers couldn't conceive. Junior soccer shin guards, polypropylene, polar fleece, spandex bikini swimsuits, duct tape, zip ties, Velcro, hose clamps, foil, and the list goes on and on—these items and others have been borrowed from other disciplines and adapted by racers to ensure a finish in an Iron Dog race.

Sled Evolution...Engineering...Adaptation

The 1984 machines were weighted down with hundreds of pounds of gear, extra fuel tanks and heavy metals. A machine made in 1984 wasn't built to make a 99-mile run from Ophir to Poorman through ravines six feet deep, to run at top speeds of 70 mph for



"What they looked like 40 years ago.."

hundreds of miles on the Yukon River and Norton Sound. The suspension system was very different than the 10 inch cush of present day. Iron Dog racers have helped invent, engineer and patent a whole new machine over the past 18 years. They work closely with snowmobile engineers, passing on hot

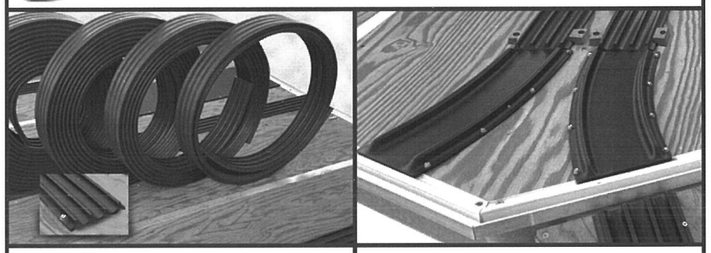
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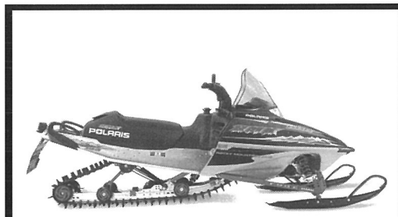
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tips so that the recreational rider can enjoy the more successful innovations as stock features, from trailing arm and tunnel reinforcements, to expanded fuel capacity and lighter-weight metals. There are also many accessories, with multi-use functions, that have been developed over the course of Iron Dog history: removable seats with extra built-in storage, helmet lights that help a racer use his head to scope out the next trail marker without having to move his machine off course, lighter weight helmets, earplugs, gauntlets, studs, carbides, fuel tanks, waterproof bags, GPS power mounts, to name just a few.

Holtzman answered a demand and engineered Tempa Flow so racers could drive through elevation changes and temperature fluctuations without stopping to adjust carburetors. The clothing changes in the past 18 years are extensive: It's all about layers—removable liners; clothing with snaps everywhere, not zippers, which break in sub-zero cold; and Velcro closures. A racer will not use a big fluffy down glove, so mechanic's gloves are the choice. With the added insulation of a gauntlet and the machine's hand warmers, a racer is good to go until he stops. Only then will a heavier glove be needed.

Randy Bedard believes he and his 1989 Trail Class partner, Dale Rosenbaum, were the first to use a Hot Dogger in an Iron Dog. They ate burritos and pizza all the way from Nome to Big Lake. He says, "I am still using the same cooker on my 2002 machine."

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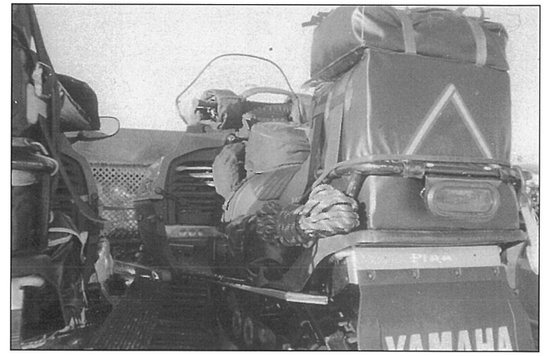
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in all varieties, from angle iron, to custom aluminum, to truck running board conversions. Trailing arm reinforcements are welded before leaving the start line. Field repair kits are as innovative as they come. Racers might have had a section of angle iron on board, but if they didn't, they have used logs mounted with wire, hose clamps and duct tape to shore up broken metal.

When Global Positioning Systems came out just a decade ago, they were bulky and powered by batteries only. Now racers have created a market for manufacturers to power a GPS directly from the machine. They've also added a thumb warmer to the battery pack to heat the GPS and ensure they will never be without navigation, other than the required maps and a compass.

Bags are everything on an Iron Dog machine. All drivers are required to carry more than 20 items for safety:

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two pounds of food for two people, maps, a minus 30-degree sleeping bag, one change of clothing, compass, flashlight, three flares and extra goggles. Teams are required to have: first aid kit, one two-man tent or two bivy bags, waterproof matches, arctic stove, two cans or sterno, 25 feet of 3/8" rope, hatchet or saw, five pounds of tools. Each driver is required to wear a helmet, goggles, bunny boots, race bib, adequate arctic clothing and have a machine with a clutch guard, single pipe, windshield, studded track, snow flap, headlight, water resistant bags, carbides, tail and brake lights, and all our Iron Dog sponsor decals displayed on the exterior of the machines. A racer will find a place to jam all of this stuff onto his machine using a bag that usually doesn't measure more than 1.5 cubic feet, cargo nets on the upper inside of the cowling, and custom-designed bags fitted to the interior waste space in and round the engine belly area.

One of the most useful racer innovations is expandable fuel capacity. From gallon-size jugs riveted to the machine's tunnel and stored in easy access bags, to gravity fed aluminum fuel tanks on the lower section of the rack system, to a Tour Buddy that is installed under the cowling hood. Chris Michaelson, a three-time participant in Iron Dog, has spent many hours thinking about Iron Dog drivers as innovators, and believes an Iron Dog racer becomes an engineer because, *"I haven't done this, but have seen it done numerous*

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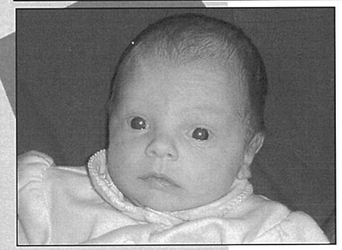
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SKI-DOO

Haley Elizabeth Olds



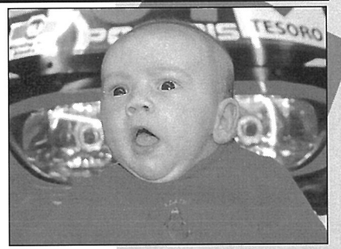
Born 11-13-01
6 pounds
10 ounces
19 inches

Haley was born to Chris & Christine Olds at 2:20 p.m. Chris and Christine's finish line reunion brought them quite a "gift" nine months later. Christine has been in Iron Dog training as Pit Crew to Chris' teams during the past two years and will for sure pass on all her knowledge to Haley Elizabeth so she will be ready to run in 2019!

– 2019 ROOKIE –

Maximus Alden Powell

Born 10-16-01
6 pounds
1 ounce
20 inches



Maximus was born to Scott and Cathy Powell as an "Iron Dog Baby." His parents believe he has Iron Dog in his future for sure. His mother rode in the 2001 Iron Dog Trail Class and made it to the finish line in Nome in the fastest time with her teammates. Upon returning home Cathy discovered she was three weeks pregnant. Congratulations to Scott and Cathy from the Iron Dog staff!

– 2019 ROOKIE –

Sponsors: Mr. & Mrs. Chris Olds, Mr. & Mrs. Scott Powell.

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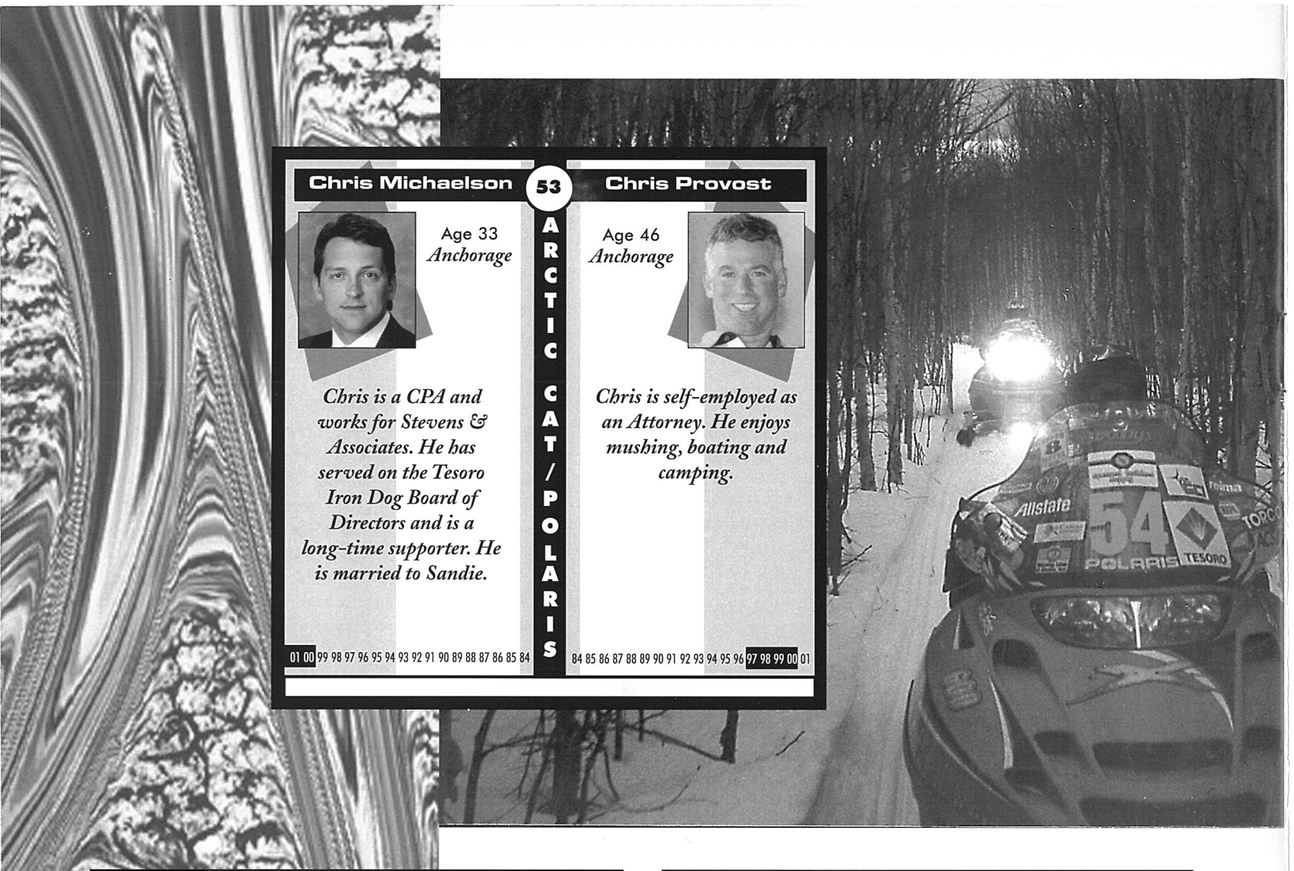
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times. This is a situation where the average rider turns into an Iron Dog racer, and becomes an engineer in the transition.

"The aluminum fuel tanks for use under the seat or gear bag are unique and custom-built. Spare tanks that occupy the rear storage area of the seat are not a new idea, and have been available for many years as a plastic tank insert in the rear cargo compartment of the seat as an aftermarket add-on.

"For Iron Dog purposes, you need that rear area of the seat for safety gear; people have been creative in the design and relocation of spare gas capacity. First, this forces a person to take a long hard look at their sled to find space for a gas tank. You have to think outside the box in this effort, because seat foam or a gear bag already occupies the space people find sometimes.

"Those with the ability to be creative and practical have a huge advantage. So now you have creatively located space, now you have to think about what you are



displacing and its elimination or relocation or modification (this can create a whole new problem such as if you decide to go with a smaller gear bag, you might need to get a smaller sleeping bag or relocate some gear). Then you have to come up with a shape for the gas tank. Again, anything is possible here. Also, you will need to do some quantum mathematics to reconcile the shape to the number of gallons gained and do a cost-benefit



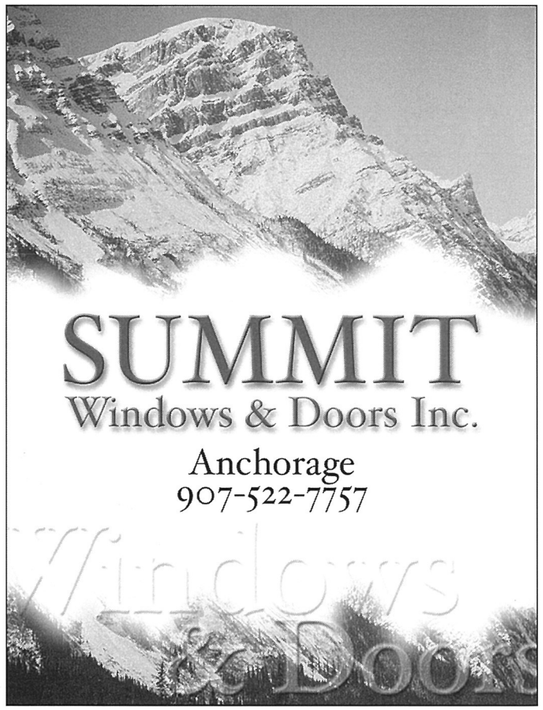
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Greg Pearce & Gene Riggs
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analysis. Now you are part designer, part CPA. Actually, cost-benefit analysis plays a HUGE role in your choice of equipment.

"Now you have your shape and capacity nailed down, what about materials and functionality of the tank? Most tanks are aluminum, but what thickness (gauge) of metal do you use? Consider the strength of certain gauges of metal versus their behavior when welded, weight, etc. Now function, do you need a baffle built into the tank to minimize sloshing? If so, where do you put it, in what proximity to the pickup hose? Now you are an engineer.

"Your reference materials are likely other people that have tried it, if you are lucky enough to get that information. And how are you going to get the gas to feed? Will the forces of gas tank ventilation work to feed into your main gas tank? If so, you may need to get a new gas cap for your main tank that is sealed (not vented), and you need to do the math on how the system will work. How will you mount the tank to the machine?

"Once you have those details planned out, you need a good accurate drawing with dimensions, then you need to go hunt for a good fabricator, and those guys don't come cheap. Then explain the whole thing to him and monitor his progress in building so that you end up with what you want. You could conceivably run to many materials suppliers and aircraft parts stores to get what you need if your fabricator isn't creative enough.

"Then, when you get the finished product, you might need to take it to the seat guy (or even take in your sled with the tank mounted) and have him

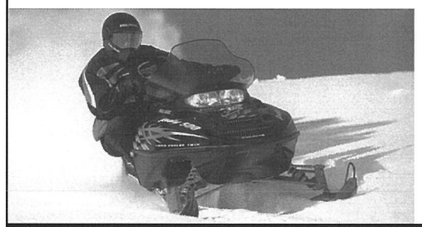
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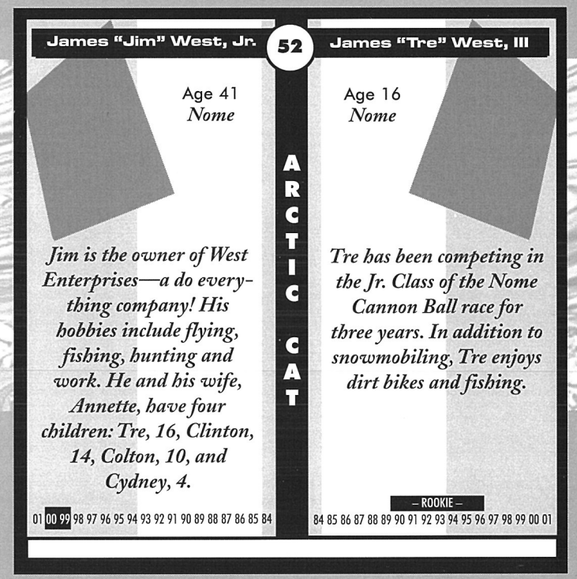
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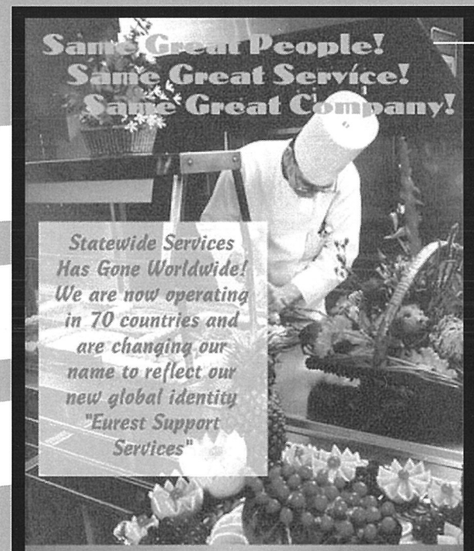


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2002 TRAIL-CLASS

Wasilla ↓ Ruby ↓ Nome

ARCTIC CAT

Jerry Miller

Age 50
Nome



Jerry is a self-employed general contractor for Miller Construction in Nome. He is married to Agnes and has two children: Trevor, 20, and Troy, 17 (who are also his team-mates this year).

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 **99 00** 01

50

Trevor Miller

Age 20
Nome

Trevor is an automotive technician at National Auto and Performance Marine.

– ROOKIE –

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Troy Miller

Age 17
Nome

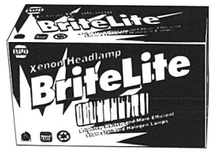
Troy is a student at Nome-Beltz High.

– ROOKIE –

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work his magic to make it fit under a seat or gear bag. Now you are a construction foreman, planning what gets done when and where and when these parts need to be where for your subcontractors to keep working efficiently and timely. One hiccup in the system and you've got to rethink the schedule on the fly, which may include canceling family time to mount the tank on the machine and get it all over to the seat guy. Don't forget, much of this work is "times two" to cover both machines, and if you want to try it out on your practice machine, the work is times 10.

"So now you have your gas problem solved, so don't forget you solved 100 other issues during the time you did all this.

"This comes from the perspective of someone that doesn't necessarily have much experience designing, fabricating and welding. Those with closer ties to this type of work will have an easier time with some aspects. But this gives you an idea of how much work and worry goes into just one issue, fuel capacity, and how it can affect other issues, like sleeping-bag size.

"It involves a lot of learning and patience, but it is worth it."

The Next 20 Years

As the racers prepare for the ride of a lifetime, Iron Dog has many volunteers laboring on the trail, breaking, marking and getting checkpoints ready to host the field of 72 drivers heading out on February 17, 2002.

There are sponsors that have been with us since we were just a concept; they have seen us grow, prosper and get better with the quality of racing. We are dismantling barriers to attract more participation to our event in both spectators and drivers. We hope the Iron Dog will get national exposure through a documentary production in 2002. As the Internet reaches more people we are able to keep thousands informed. There are plans to have a racing team outfitted with helmet cameras for the duration of the race.

These are exciting times and we look forward to the quantum leaps that are imminent to take the local Alaskan Iron Dog race to a worldwide audience by delivering a premier snowmobile race on the tracks of a few good machines and on the backs of a whole lot of *"Exclusive Company."*

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Brad Reich — **37** — **Calvin Schaeffer**

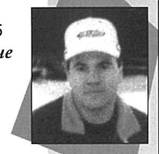
SKI-DOO



Age 31
Kiana

Brad works for the State of Alaska as an airport manager. He and his wife, Janice, have three children: Matthew, 10, Brad II, 8, and Lindsey, 4.

– ROOKIE –
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Age 35
Kotzebue

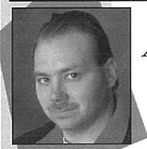
Calvin works for the State of Alaska DOT as an equipment operator. Calvin is the current record holder of the Nome-Golovin 200 (1hr 57 min. 11 sec.) He and his wife, Sonja, have two boys: Gabriel, 8 and Braedyn, 4.

– ROOKIE –
84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Dave Stoddard — **44** — **Mark Torkelson**

YAMAHA



Age 33
Anchorage

Dave has participated in AK snocross races. He is a technician for Cal Worthington Ford, and enjoys boxing, riding snowmobiles and motocross racing. He competed in the 2001 Iron Dog but did not finish.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 46
Big Lake
Champion:
1989

Mark's extensive race career includes Talkeetna to Anchorage and Hatcher Pass races. Mark is the owner of Mark's Big Lake Repairs. He enjoys hunting, fishing and motorcycles. He has two children: Travis 23 and Lyndsay 19.

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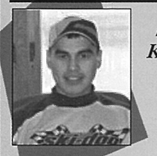
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Peter Reich — 35 — Ray Schaeffer

SKI-DOO

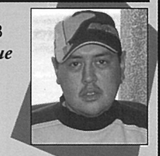


Age 24
Kotzebue

Peter loves to race and hang with his family, finance Sarah Randall and his three children: Kalene, 8, Teressa, 7, and Evan, 5.

– ROOKIE –

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Age 28
Kotzebue

Ray is employed by Nunavik as a plant operator. His racing career started in the '90s. His 2002 resolution is to finish the Iron Dog in his first year. He and his wife, LeAnn, have a baby girl, Alyssa Marie, 9 months.

– ROOKIE –

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2001 Woody's Rookie Team of the Year

Rick Bailey — 36 — Steve Sholin

ARCTIC CAT



Age 39
Soldotna

Rick is a drilling support foreman for Alaska Petroleum Contractors. He has been racing snowmobiles for 30 years and motocross racing for 20 years. He has one son, Rick Jr., 14.

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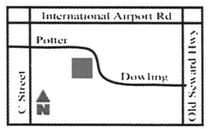
Age 34
Soldotna

Steve is an operator with the State of Alaska. He enjoys hunting, fishing, golf, 4-wheeling and coaching Pop Warner football. He and wife Crystal have two children: Ryan, 12, and Kaili, 9.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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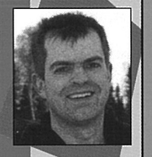
POLARIS



Age 32
Anchorage

Curtis enjoys flying, tennis and water skiing. He is a project manager for Inlet Electrical Contractors. He has two children, Katie, 11, and Gabrielle, 8.

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Age 40
Anchorage

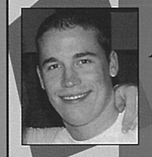
James is a self-employed electrical contractor for McAllen & Son Electric. He enjoys snowmobiling, skiing, hunting and construction. He and wife Beth have two children: Chloe, 9, and Zachary, 5.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Tyson Johnson — 2 — Chris Olds

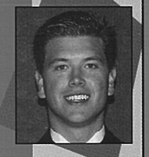
POLARIS



Age 22
Anchorage

Tyson is a Carpenter for Alaska Petroleum Contractors. He enjoys racing snowmobiles, fishing and basketball. He is planning his wedding in the summer of 2002 with his fiancée Susan Mattison.

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Age 30
Eagle River

Chris works for IT Corporation and enjoys fishing, motorcycle riding and racing snowmobiles. He and his wife, Christine celebrated the birth of their first child, Haley Elizabeth, on November 13, 2001.

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James Foster — 3 — Myles Wilson

POLARIS

Age 23
Kotzebue

James's racing experience is primarily in the Kotzebue area. He works at Cominco as a millwright apprentice.

– ROOKIE –

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Age 22
Kotzebue

Myles is a longtime racer in the Kotzebue and Kiana area. He has two first-place finishes in the Kiana races. He has one child, Kaylee, 16 months.

– ROOKIE –

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Sponsors: Amos & Teresa Foster, Art, Dyane, Kolyn & Mary Gray, Rex & Mary Lewis, NANA Regional Corp., South Port Marina, Teck Cominco Alaska, Inc.

Daniel Paajanen — 4 — Lahka Peacock

POLARIS



Age 27
Kotzebue

Daniel is a project manager for Drake Construction. He enjoys fishing, hunting & skiing. He ran in 2001 as a Trail Class rider.

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Age 31
Kotzebue

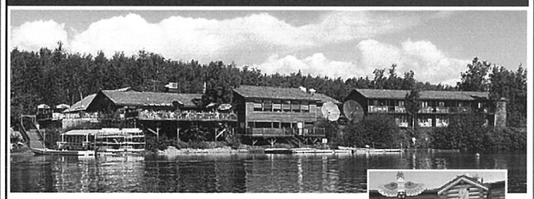
Lahka is a home loan specialist for NIHA. He has been planning on racing the Iron Dog for the last year until he went riding with Evan Booth…now he questions his rationality.

– ROOKIE –

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5 — SKI-DOO

David Harris



Age 39
Anchorage

David works for APC/Natchiq as a materials coordinator. He enjoys alpine skiing, mountain biking, camping and biking. He is married to Diane. David is dedicating his 2002 race in memory of Rodger Harris and Robert Larson.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Paul Sindorf



Age 39
Palmer

Paul works for Phillips Petroleum. He enjoys horseback riding, mountain biking, hiking, skiing and hockey. He and wife Lisa have four children: Heather, 13, Melanie, 11, Kristofer, 9, and Jonathan, 5.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Ski-Doo, Alaska Mining & Diving, GOPRO, Champion Technologies, Hatchers Pass Gateway Center, Moondoggies Bar & Restaurant Palmer, Frontier Automotive Service, Lisa's Hatcher Pass Cabins, Warren Gossett, Valley Insurance Service, MBRP Performance Exhaust.

31 — SKI-DOO

Mark Carr



Age 43
Kenai
Champion:
1999
1998
1997

Mark's racing career includes more than 30 championships. He is a pilot with Alaska Adventure Air. He enjoys golf, hunting and competitive shooting. He and wife Glenda have two children: Jennifer, 21, and Jamie, 18.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Korey Cronquist



Age 31
Eagle River

Korey has an extensive racing history. He is the general manager of Team CC/Valley CC. He enjoys snowmobiling, 4-wheeling, jet skiing and videos. His girlfriend is Barbara Harris.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Team CC/Valley CC, Woody's, Arai, Alaska Adventure Air, Compeau's, Lead Dog Helmet Light.

32 — SKI-DOO

Doug Brewer



Age 37
Kenai

Doug is a pilot for Alaska West Air. He enjoys hunting, fishing and racing. He and wife Kelli have four children: Doug, 16, Joel, 12, Duncan, 6, and Olivia, 1.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

James Dick



Age 38
Seward

James is a truck driver for Shoreside Petroleum. He and wife Lisa have 3 children: Jenna, 9, Chelsey, 8 and Amber, 5.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Team CC/Valley CC, Compeau's, Wilderness Ski-Doo, Shoreside Tesoro, Alaska West Air, Alaska Adventure Air, Woody's, Resurrection Bay Seafoods, Van Deusen Construction, Bear Creek R/V Park, Craig Compeau, Korey Cronquist, A & H Plumbing and Heating, Lead Dog Helmet Light.

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6 — ARCTIC CAT

Scott Davis



Age 42
Soldotna
Champion:
'99 '98
'97 '93
'89 '85

Scott has entered every Iron Dog but had to withdraw prior to the start of two of them. He has 14 top three finishes including six Iron Dog championships. Scott is a co-owner of Davis Block Company in Soldotna. He enjoys snowmobile and motorcycle racing, jet skiing, downhill skiing and mountain riding. He spends a lot of time riding the Caribou Hills with his girlfriend Regina and his children: Cory, 13, and Carly, 11.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Kirk Hibbert



Age 44
Minnesota

Kirk has 30 years of cross-country racing experience. He is an engineer for Arctic Cat. He made his first effort in 2001 with Scott and placed third in the Iron Dog. He and wife Teresa have four children: Quinn, 22, Kinzie, 20, Tucker, 17, and Ana, 15.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Harold Lambert 29 Unch Schuerch

ARCTIC CAT



Age 41
Kotzebue

Harold works a journeyman lineman for OTZ Telephone. He has been racing in Alaska for many years. He has eight children, Lucy, 20, Gary, 18, David, 15, Radar, 13, Ned, 11, Jacqui, 9, Paulianne, 6 and Qutan, 1.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Age 31
Kiana

Unch works for Alaska Petroleum Contractors on the Slope as a truck driver. He has three children, Sierra, 7, Brandi, 5, and Morgan, 3. He enjoys hunting, fishing and riding snowmobiles.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: AIC/Kobuk River Construction, Anchorage Suzuki/Arctic Cat, Alaska Village Services Inc., Jennifer Lewis, Jamie Schaeffer, Lambert & Schuerch Racing, AK Panorama RV.

Frederick Kruger 30 Gary Richardson

POLARIS

Age 38
Nulato

Frederick works for Village Safe Water (VSW). He has three children: Grace Stickman, 14, Rose Ann, 13, and Robert, 10.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Age 39
Anvik



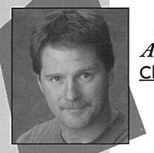
Gary works for Alaska Energy Authority as an equipment operator and carpenter. He started racing snowmobiles in the '80s. He and his wife Renee have three children: Tanya, 16, DJ, 13, and Curtis, 6.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Tracey Brassard 7 Ken Lee

POLARIS



Age 37
Anchorage Champion: 2001

Tracey's racing career began in '87. He is a superintendent for Summit Alaska. He enjoys hiking, biking, fishing, softball, camping, skiing and hockey. He and wife Patti have two children: Emily, 11, and Amy, 6.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Age 40
Eagle River Champion: 2001



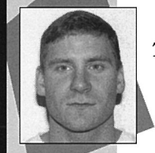
Ken is the collections manager for Cal Worthington Ford and enjoys hunting, fishing, snowmobiling, flying and adventures. He and wife Jana have three children: Janaya, 16, Kari, 12, and Kenney, 4.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Polaris Industries, AK Power Sports, V& H Enterprises, Cal Worthington Ford, Bruce Friend, Shaw Enterprises, R&L Trucking, Glacier Auto Works, Triton Trailers, Summit Construction & Paving, MGM Truck Accessories, Woody's, Jana Lee, Patti Brassard.

Jack Carson 8 Jeff Raymond

POLARIS



Age 25
Tok/ANC

Jack is a patrol officer for the Anchorage Police Department. His hobbies are motorcycling, boxing, hockey and riding snowmobiles.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Age 26
Tok/FBX

Jeff is superintendent for Summit Consulting Services.

– ROOKIE –
84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Jimmer Dick • Doug Brewer
Cliff Terwilliger • Tommy Krisko

Al Sottosanti — 9 — Ryan Sottosanti

POLARIS



Age 46
Anchorage

Al and his son, Ryan, have competed nationally as an off-road motorcycle racing team. He is employed in commercial sales for Keller Supply.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 24
Anchorage

Ryan is a plumber for Partusch Plumbing. He enjoys fly-fishing, snowboarding and mountain biking.

– ROOKIE –
84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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John Reed Dart — 24 — John Robert Dart

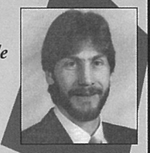
SKI-DOO



Age 49
Manley Hot Springs

John has been riding in Interior Alaska for 35 years. He says he is suffering from a mid-life crisis but has the blessing of his wife Deborah to run with his cousin John Robert Dart. He has one child, Corinna, 11.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 45
North Pole

John works for ELP as a grade checker. He has two children, Matalyn, 14, and Nathalie, 11. They, along with his wife Chris, are his biggest supporters. John used to drive Scorpion snowmobiles as a kid and his love of the sport progressed from there.

– ROOKIE –
84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Deborah Vernet, Chris Dart, Compeau's.

Jess Carson — 27 — Pat McGraw

SKI-DOO



Age 25
Tok/ANC

Jess is an all around outdoor kind of guy. He enjoys hockey, snowmobiling, golf, boxing, karate and mountain biking. Jess competed in the 2000 Iron Dog race but did not finish.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Age 38
Fairbanks

Pat is employed by Alaska Communications Systems as a communication technician. He competed in the 2000 Iron Dog but did not finish. He is married to Marcy and has four children: Curtis, 18, David, 15, Steven, 7, and Blake, 4.

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Ken Harding — 10 — Kenneth Kleewein

POLARIS



Age 36
Wasilla

Ken is employed as a toolpusher with Doyon Drilling and enjoys riding snowmobiles, motorcycles and boats. Ken competed in the 2001 Iron Dog but did not finish. Ken is married to Marci and has four children: Jena, 15, Larisa, 13, Cara, 12 and James, 10.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

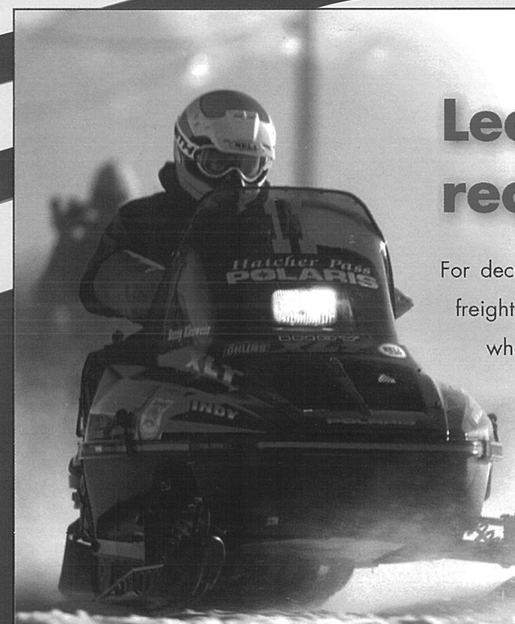


Age 38
Willow

Kenneth is the owner of Hatcher Pass Polaris. He and his wife, Bobbie, have four children: Kenny, 11, Dakota, 10, Laken, 7, and Kruz, 6.

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Marc McKenna — 22 — Eric Quam

POLARIS



Age 27
Anchorage

Marc is co-owner of McKenna Brothers Paving. He enjoys traveling, snowmobiling and hockey.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 31
Eagle River

Eric is employed by Sperry-Sun Drilling as an engineer. He enjoys hockey, jet skiing, dirt biking, fishing and downhill skiing.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Polaris Racing Department, Eagle River Polaris, Air Support provided by Capt. David H. Mersereau, Boss Seats, McKenna Bros Paving, Inc., Alaska Hydro Ax, Munro Ent, Inc., Auto Armor of AK, Smith International, Inc., Annette's Trucking, Inc.

Gloria Chythlook — 23 — Jackie Page

POLARIS



Age 37
Aleknagik

Gloria is self-employed as a commercial fisherman. She has raced snocross, drags and ovals since 1996. She has two children, William, 20, and Callan, 12.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 31
Wasilla

Jackie works for First National Bank Alaska in database administration. She was part of the first women's team to ever finish an Iron Dog race. In addition to snowmobiling she enjoys hiking, mountain biking and camping. She is engaged to Jake Robertson.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Dennis Bahnke — 11 — John Bahnke, III

SKI-DOO



Age 27
Nome

Dennis works for Kawerak as a work-force development specialist. He has been cross-country snowmobile racing since 1999.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 29
Nome

John is married to Nancy and is part owner of Wilderness Ski-Doo, his family's business, in which he works as a technician. He has been racing snowmobiles since 1995. He competed in the 1998 Iron Dog but did not finish. He has one child, Brayden, 1.

– ROOKIE –
84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Wilderness Ski-Doo, NOMAR, Nancy, Brayden, Kathy & John Bahnke.

Bill Haylor — 12 — Dennis Martin

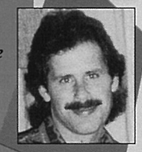
POLARIS



Age 43
Anchorage

Bill is self-employed as an electrical contractor at Haylor Electric. He loves spending time at the cabin, snowmobiling, hunting, fishing, hockey and just plain enjoying what life has to offer. He is married to Dorene and has two children: Travis, 10, and Alyson, 7.

– ROOKIE –
01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 42
Anchorage

Dennis is an auto technician at D&J Automotive & Matt's Auto. He enjoyed racing motorcycles in the late '70s and drag racing in the early '80s. He is married to Judy and has two children: Tia, 18, and Christopher, 14.

– ROOKIE –
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Sponsors: Haylor Electric.

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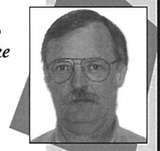
14 — Greg Pearce / Eugene Riggs — SKI-DOO



Age 38
Chugiak

Greg is a vice president of Long Distance for GCI. He enjoys riding snowmobiles, hunting, fishing and flying. He and his wife Jennifer have one son, Blake, 7 months.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 56
Big Lake

Gene is a retired commercial airline pilot. He competed in the 2001 Iron Dog but did not finish. He is married to J'Ann and has one daughter, Amanda 12.

– ROOKIE –

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: CC Ski-Doo, GCI, Burkeshore Marina, J'Ann & Amanda Riggs.

15 — James Nunley / Mark Nunley — ARCTIC CAT



Age 34
Wasilla

James has raced snowmobiles since '96. He is employed as a field crew manager for Fairweather. He enjoys golf, riding snowmobiles and traveling. He is married to Sue Sue.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 33
Wasilla

Mark is a respiratory therapist for Northwest Medical. In addition to snowmobiling he enjoys golfing and fishing. His two sons, Ryan, 10, and Kyle, 8, live in Arizona.

– ROOKIE –

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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Master

20 — Carl Nentwich / Ronald Soule — POLARIS

Age 32
Anchorage

Carl is employed as a carpenter by Davis Construction. In addition to snowmobiling he enjoys hunting. He has one son, Jesse, 10.

– ROOKIE –

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 52
Wasilla

Ron works for Arnell ICM as an estimator. He has extensive race experience throughout Alaska. He is married to Debera. Ron is dedicating his 2002 Iron Dog race to Cameron Engel.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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21 — John Faeo / Todd Minnick — POLARIS



Age 46
Wasilla
Champion:
'96 '91 '90 '88 '87 '86 '84

John has been racing in AK for 30 years and is the only racer to compete in every Iron Dog race, winning 7 championships. John was recognized in 1999 as one of the Top 25 snowmobile racers nationwide. John is a machinist for the Alaska Railroad. He enjoys guiding, hunting, flying, snowmobiling and spending time at Canyon Lake Lodge. He and wife Vicki have two children: John, 23, and Scott, 18.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84



Age 22
Wasilla

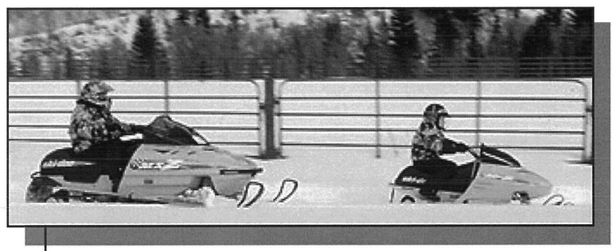
Todd has been racing since 1998, placing first in the K400 and K150, and Valdez Mayors Cup in 2000. He works for Big Dipper Construction as an operator. In addition to snowmobiling he enjoys hunting and fishing. His girlfriend Sharilyn Taylor is a key member of the team's pit crew.

– ROOKIE –

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

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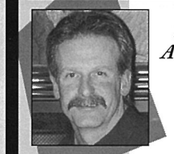
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18 — ARCTIC CAT

Calvin Frey, Jr.



Age 44
Anchorage

Calvin works for Discovery Drilling as a driller/mechanic. Calvin is an avid outdoorsman who enjoys hunting, fishing and competitive sports. He competes extensively in both snocross and motocross.

– ROOKIE –

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Lane Giesler



Age 34
Kenai

Lane is the owner of Arctic Motor Sports in Soldotna. In addition to snowmobiles, he enjoys hunting.

– ROOKIE –

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Arctic Motor Sports, Uptown Motel, Kenai Chrysler, R & K Industrial, G & S Construction, GLM Machine, AAA Fence, Oasis Environmental, AK Clutch, Stud Boy, Arctic Recreational Distributors, Noble Mechanical, Alaska Truck Center, Fairbanks Klondike Inn, Maine's St. Pierre Dry Wall, Noble Mechanical.

19 — SKI-DOO

Jeff Cizmowski



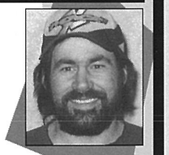
Age 46
Healy

Jeff works as a heavy equipment mechanic for Usibelli Coal Mine. He has been an avid snowmobiler since 1975 and has had dreams of running the Iron Dog since the late '80s. He is married to Debora and has two children: Kazimir, 8, and Zachary, 6.

– ROOKIE –

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Dan O'Connor



Age 41
Healy

Dan is employed by Usibelli Coal Mine as a welder. He is married to Tammy and has one child, Teal, age 8. He has been racing since the '70s.

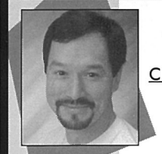
– ROOKIE –

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Sponsors: Access Alaska Ind., Tidee Didee, Teamster 959, Local Color Art Studio.

16 — POLARIS

Dwayne Drake



Age 37
Wasilla
Champion:
1995

Dwayne is an A&P mechanic for Pen-Air. He enjoys hunting, fishing and anything outdoors. He is married to Barbie Kemp and has five children: Crystal, Dwayne, Norman, Tyler and Carole.

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Jackie McGahan



Age 42
Kenai

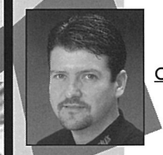
Jackie has run the Iron Dog just once, but has years of racing cars under his belt. He is married to Wendy and has two children, Cameron and Cody. He is a hydrocracker boardman for Tesoro Alaska Company.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Tesoro Alaska Company, Polaris Industries, Team Performance Solutions, A1 Enterprises Inc., Alaska Power Sports, Gray Video Productions, Woody's Traction Products, ROX SPEED FX, Tesoro 2GO Mart, Kenai Fabric Center, Audio Concepts, Outlaw Body and Paint, R&K Industrial, Back Door Bar & Grill, Media Center, TEMPAFLO, Devery Prince Insurance (Allstate), Barbie Kemp, Jackie McGahan, Huntington Bed & Breakfast.

17 — ARCTIC CAT

Todd Palin

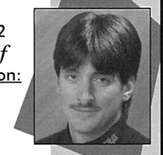


Age 37
Wasilla
Champion:
2000
1995

Todd is a production operator for BP Exploration, he enjoys hunting and flying when he is not commercial fishing in Bristol Bay. He and his wife Sarah, the Mayor of Wasilla, have four children: Track, 12, Bristol, 11, Willow, 7, and Piper, 8 months.

01 00 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

Dusty Van Meter



Age 32
Kasilof
Champion:
2000

Dusty is an operator for Tesoro. He also owns and operates a commercial fish site. He and his wife Evelyn have two children: Kaitlyn, 9, and Shaelyn, 6.

84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01

Sponsors: Alaska Pacific Leasing, Anchorage Suzuki/Arctic Cat, Spenard Builders Supply, Anchorage Hilton, Woody's Traction Products, IBEW, Pacific Alaska Forwarders, Kristan Cole, Remax of Wasilla, Peter Pan Seafood's, Great Northern Engineering, Anchorage Drag Bike, L & M Supplies Dillingham, V.I.P. Distributing, Wasilla Arctic Cat, Holtzman Engineering Tempa Flow, C & A PRO, Reima Sportswear, Silver Tip Design, Bill's Cat House, Lead Dog Helmet Light, Cuts Forth Products, Debenham Investments, Scientific Fisheries Systems, Courtney's Tudor Center, Team Arctic Alaska.



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