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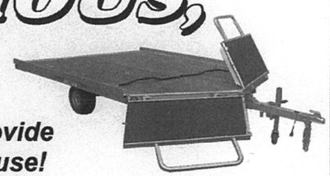
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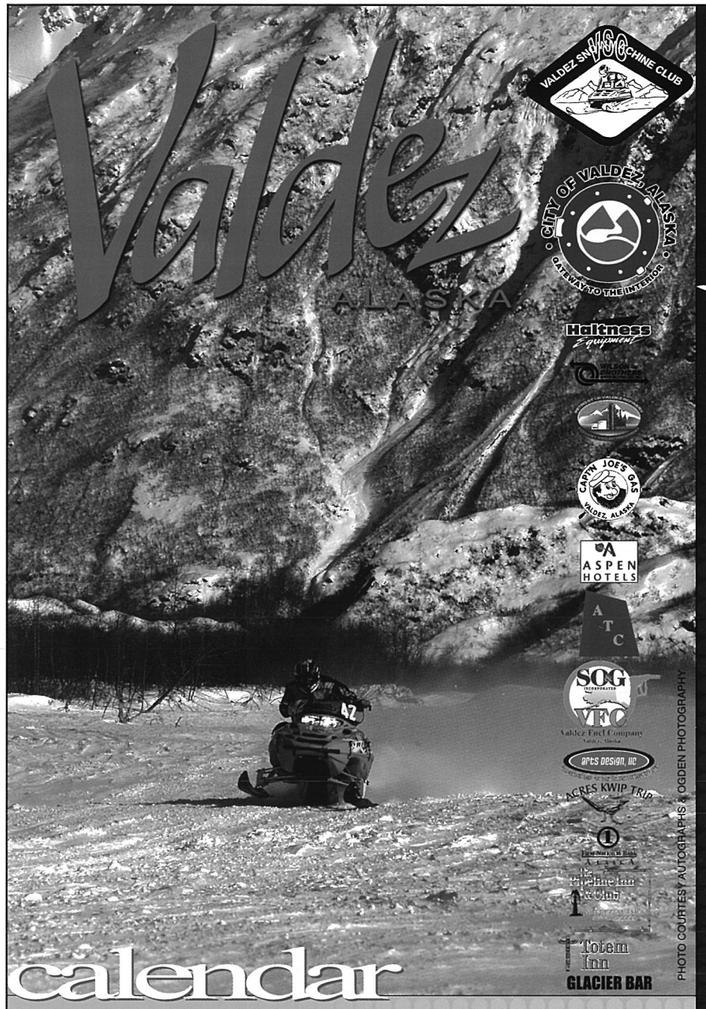


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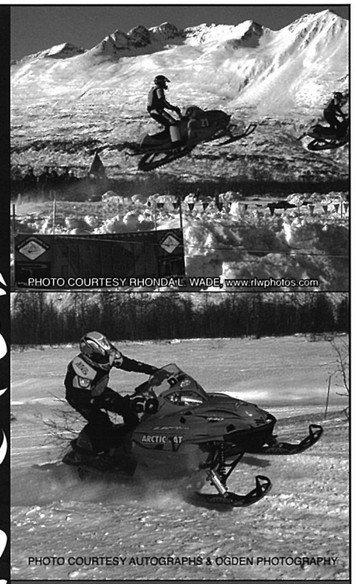


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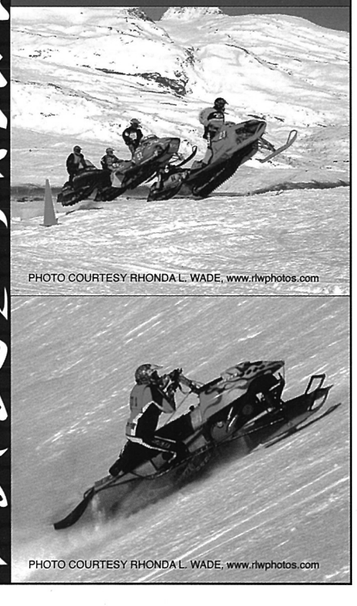
Valdez Snowmachine Club Events Schedule 2003

DATE	EVENT	PLACE
January 18, 2003	Sno X	Valdez Sno X Track
March 8, 2003	Mayors Cup	Valdez Pipe Yard
March 22, 2003	Sno X	Valdez Sno X Track
April 4-6, 2003	Valdez Mountain Man Hill Climb	Thompson Pass
April 6, 2003	Hill Cross	Thompson Pass
April 19, 2003	Sno X	Valdez Sno X Track

Valdez Snowmachine Club



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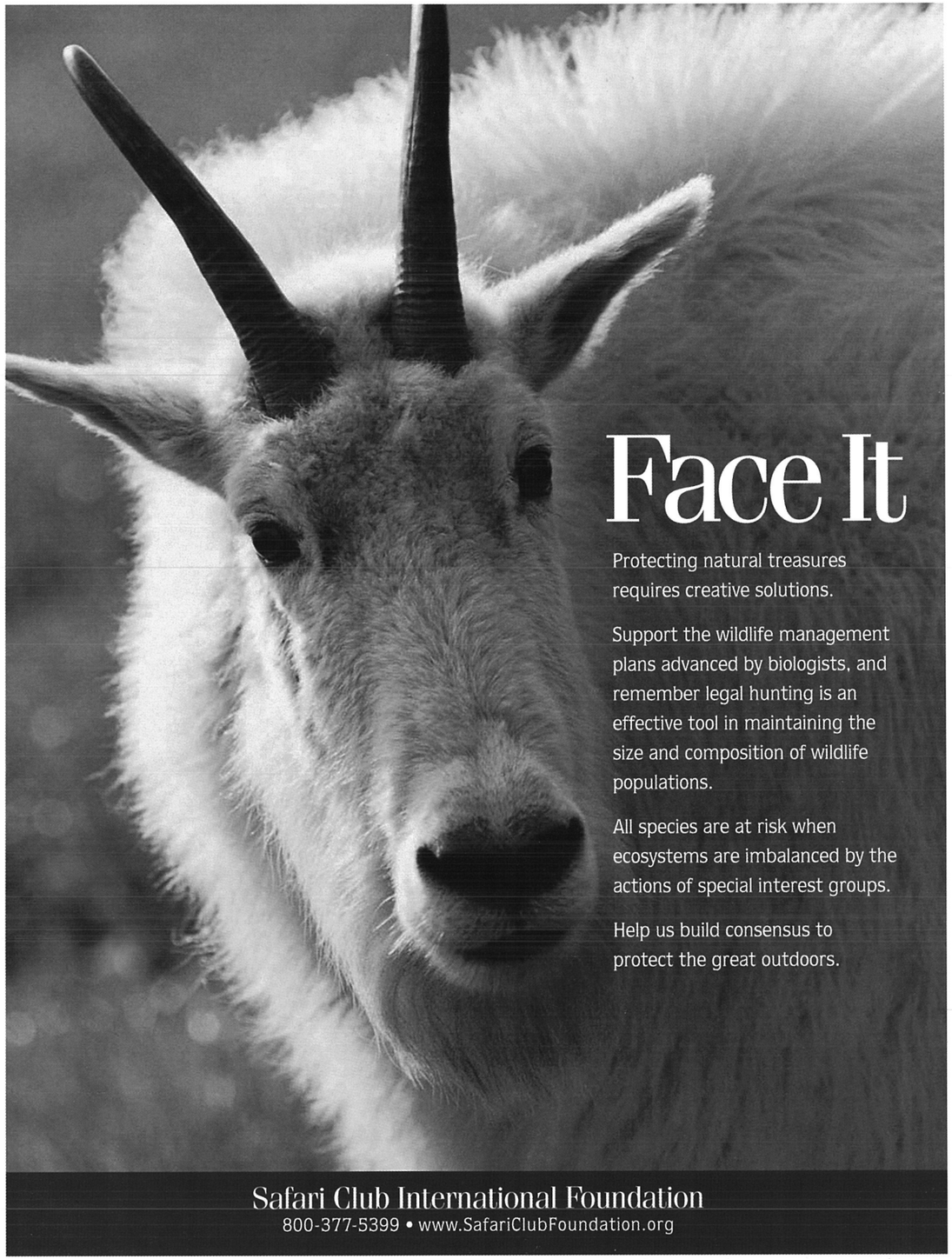
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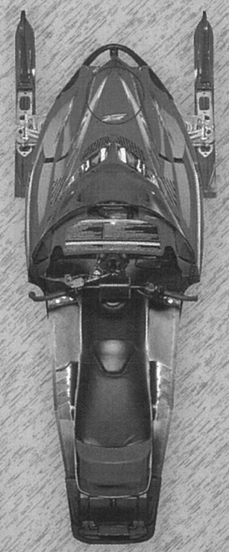
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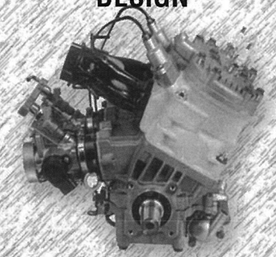
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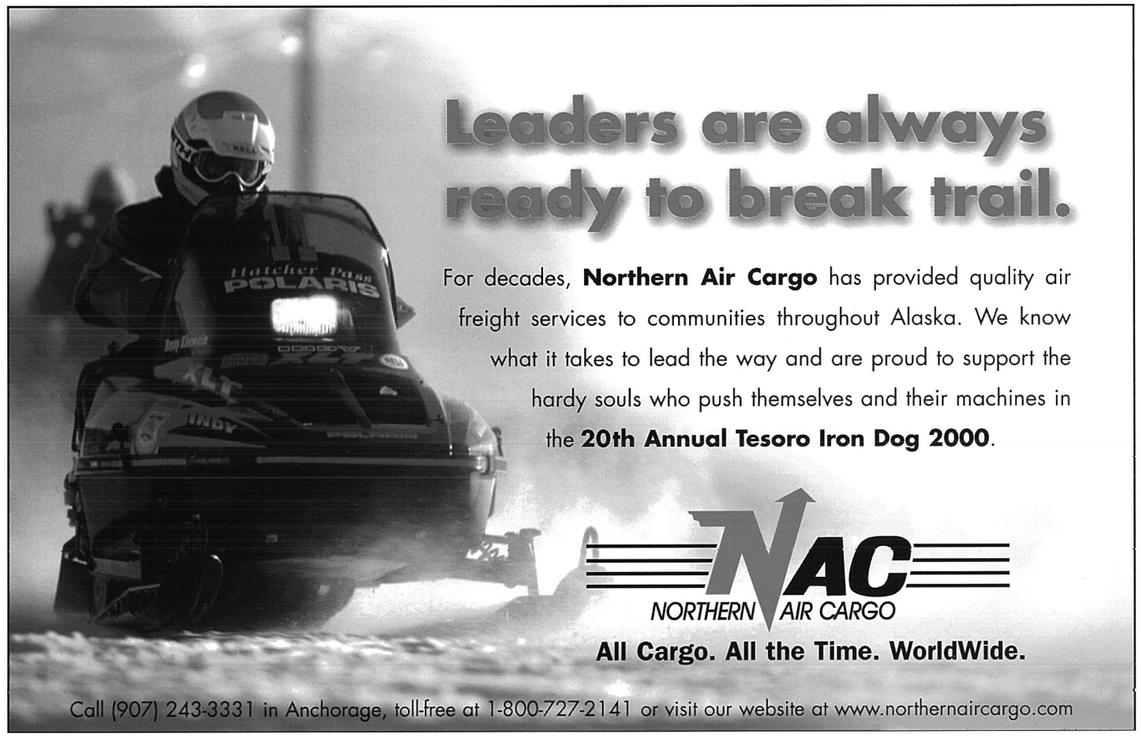
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"I wanted to have something different and kind of start off the whole Snow Hawk trend," he said.

And he does mean trend.

"This will definitely begin to be more popular. It's something new now, but once people start to experience it, it'll take off," he said. "It's a trip to ride."

Since Trounce purchased his machine, two of his friends have also caught the Hawk bug.

Trounce and his buddies are getting antsy for snow. They need the practice if they are to take riding the Hawk to the professional level, which Trounce says he eventually wants to do. Races are already taking place in the Lower 48.

The starting price of $8,699 seems a bit hefty, especially in comparison to a 250cc dirt bike, but then again, it isn't a dirt bike.

The 350-pound Hawk boasts a 60-horsepower engine, a length just less than 9 feet, an all-new Expert X rear suspension with 15" of travel, and an impressive 11-inch ground clearance, making the ride agile yet responsive.

"It takes a lot out of you—you have to be more aggressive," Trounce said. "It's easy to ride on powdered snow—similar to a stand-up jet ski. It just floats over the snow. It's a little harder on hard-packed snow. Down a really hard-packed trail you'll wind up in a tree if you're not careful."

Trounce could someday see the machine in the Iron Dog, although racers would need to consider the Hawk's slim shape.

"You could ride it in the Iron Dog, but those guys pack a lot of gear," he said. The racers would have to take backpacks or tank bags, but they'd definitely outride any machine."

Maxing out at roughly 70 miles per hour, the machine is designed to shoot out of turns similar to motocross bikes. And with that speed, stability increases because of the gyroscopic effect one feels on all bikes.

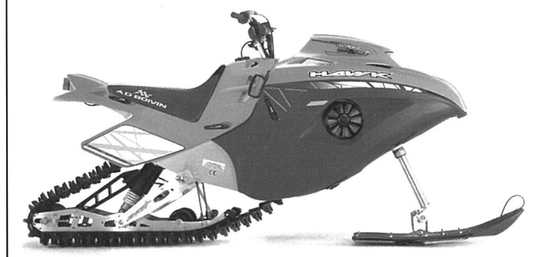
The bright yellow and blue Hawk, designed for the 16 to 40-year-old rider, may actually appeal to a younger age bracket.

For Trounce, it's the thrill of the ride rather than the length. He has jumped his Hawk and cleared about 70 or 80 feet.

"It's a really smooth landing. A lot like on a dirt bike," he said. "It's agile, quick and responsive—a whole new sport."

Keep your eyes open for the new machine on the trails this year—you definitely won't need to look too hard.

And like Trounce says: "Anyone who wants to be different, this is definitely their ticket."



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New to the Trails

Snow Hawk takes the snowmachine to a new level

By Kelsea Samuelson



Photo by Doug Ogden / AutoGraphs Photography

Something you won't see on the Iron Dog trail—at least not for a few more years—is the new dirt bike, jet ski and snowmachine hybrid by AD Boivin Design, Inc.

The Snow Hawk, named for its hawk-like appearance is an odd-looking sled unlike anything else on the market, especially because of its one-ski design.

"It's kind of like riding a mixture of a dirt bike and a stand-up jet ski, but pretty much it's like riding a Snow Hawk," Peter Trounce, one of eight Snow Hawk owners in Alaska explained.

Trounce, an Anchorage resident, wanted something different—from both other riders and from his other ATVs.

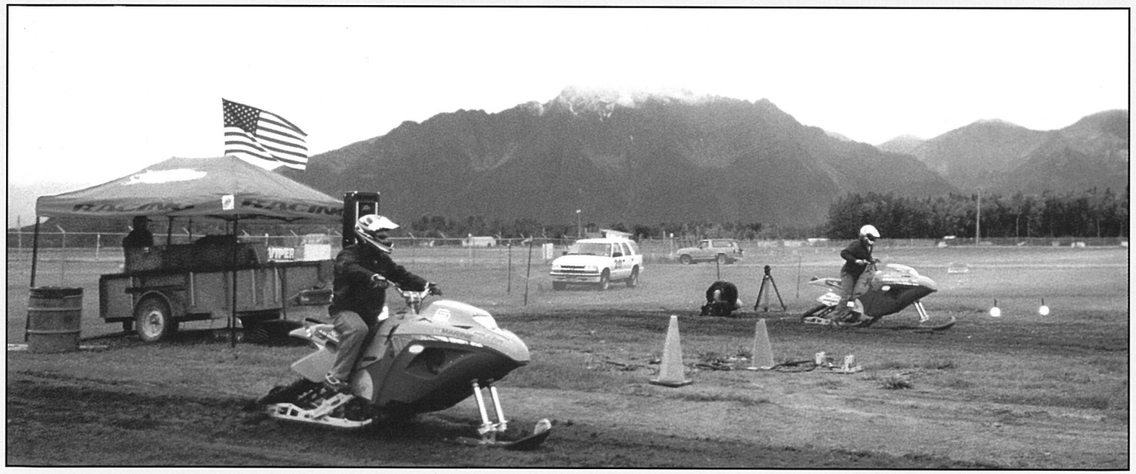


Photo courtesy of Peter Trounce

TESORO IRON DOG 2000

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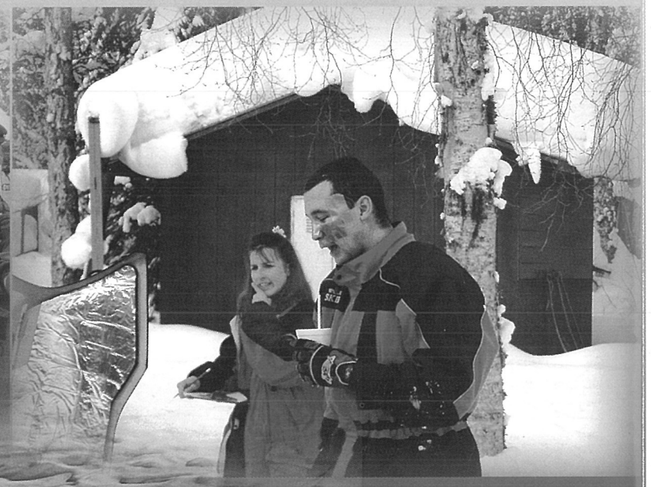
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Whose crazy idea was it anyway?

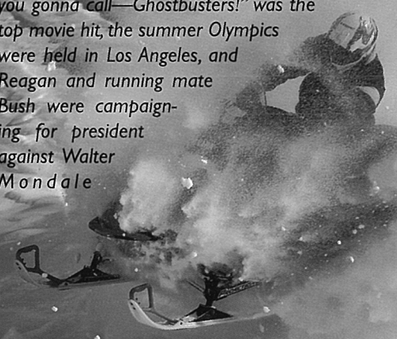




by Jackie Robertson

Article Photos by:
Doug Ogden / Auto Graphs Photography

In March of 1983, Bob Kowalke owner of Anchorage Cycle Sales and Jim Wilke, decided that the time was ripe for a new snowmobile race—one that would focus the attention of Alaska on the sport of snowmobiling. Although snowmobiling was already a popular sport, they felt what was needed was some sort of a showcase event. After discussing numerous race routes and formats, it was decided that a 2-man team race from Anchorage to Nome via the Iditarod Trail would be the most popular and logical type of race.



Twenty years ago: McDonalds sold its 50 billionth hamburger, Kenny Loggins was topping the charts with "Footloose," "Who you gonna call—Ghostbusters!" was the top movie hit, the summer Olympics were held in Los Angeles, and Reagan and running mate Bush were campaigning for president against Walter Mondale and running mate Geraldine Ferraro—the first woman on a major ticket, and 20 years ago, the Iron Dog Gold Rush Classic was born.

The twenty years have been an amazing series of changes all around, and Tesoro Iron Dog 2000 is no exception. In fact, in those days, it was called the Iron Dog Gold Rush Classic.

... continued from page 31

53. Arctic Cat

Peter Ljubicich, Age: 39, Anchorage
Peter is a Gifted Education Teacher for the Anchorage School District. This is the second time Peter has raced in the trail class of the Iron Dog.



John Estabrook, Age: 56, Anchorage
John in employed by Anchor Realty as an Associate Broker. This is John's second year racing in the trail class of the Iron Dog.



Ray Michaelson, Age: 43, Anchorage
Ray is a Youth Facility Superintendent for the State of Alaska. Ray and his wife Jenny have three children, Gregory 9, Helen 8, and Audrey 8.

54. Arctic Cat

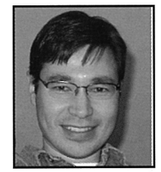
Bobby Antilla, Age: 35, Soldotna
Bobby is employed by BP exploration as a Production Officer. He enjoys fishing and playing in the Caribou Hills.

Russell Davis, Age: 47, Soldotna
Russell is the Co-Owner of Davis Block Co. He enjoys underwater photography and boating. Russell and his wife Barbara have three children: Angie 24, Amber 23 and Ryan 22 and 6 grandchildren: Jace, Jrew, Olivia, Kaden, Kennedy and McKenzi.

55. Polaris

Kenny Gallahorn, Age: 39, Kotzebue
Kenny is an Airport Manager for the State of Alaska. Kenny and his wife Gerty have two children, Kelli 14, and Heather 10.

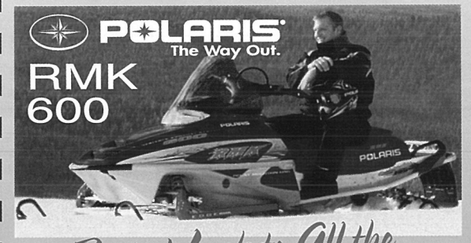
Robert Nelson, Age: 34, Kotzebue
Robert works at the Red Dog Mine as an Employment and Training Officer. He enjoys hunting, fishing, riding snowmachines and camping.



Toby Drake, Age: 35, Kotzebue
Toby is self-employed as a contractor. He and his wife, Amber, have two children, Callan 5, and Teijan 3. Toby enjoys sports and travel.

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EAGLE RIVER
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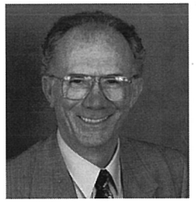
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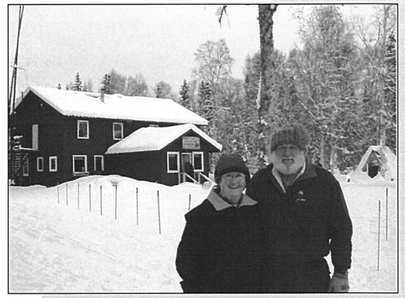
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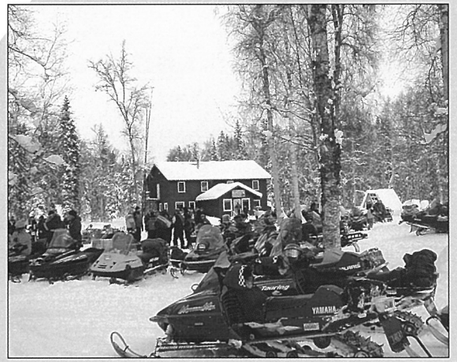
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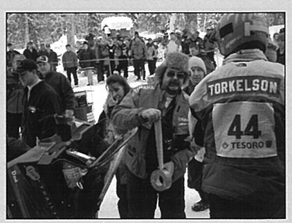
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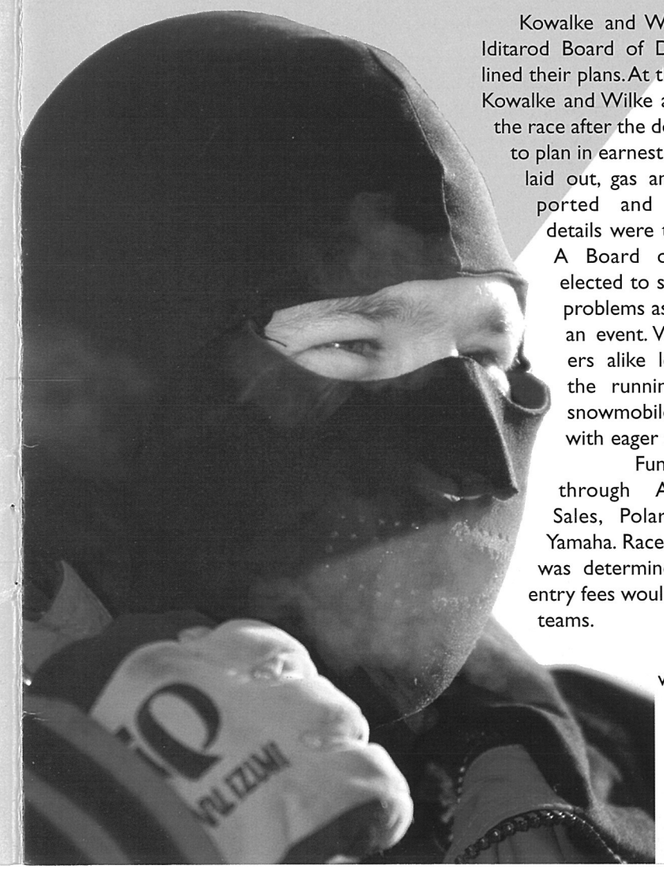






Photos Courtesy of Iron Dog 2000





Kowalke and Wilke met with the Iditarod Board of Directors and outlined their plans. At the Board's request, Kowalke and Wilke agreed to schedule the race after the dog race. They began to plan in earnest. Checkpoints were laid out, gas and oil were transported and numerous small details were tackled and solved. A Board of Directors was elected to solve the numerous problems associated with such an event. Volunteers and racers alike looked forward to the running of the longest snowmobile race in history with eager anticipation.

Funding was secured through Anchorage Cycle Sales, Polar Equipment and Yamaha. Racers were lined up. It was determined that all $1,000 entry fees would go to the winning teams.

Rules for the race were established—only those that could be enforced were considered. Since the racers would be out of view for most of the race, the board wanted to make the rules as fair as possible. In an attempt to have an even playing field for all teams, no outside assistance was to be allowed. Racers had to pack all the parts they thought they might need, with the exception of windshields and bulbs.

The Iron Dog was originally scheduled to depart from Big Lake March 17, 1984, but some reservations arose from the mushing community, and after further negotiations, the race start was moved to March 27.

1984

In February 1984, an uncommon wave of warm weather left many portions of the proposed trail completely bare. Many large areas of open water south of the range and patches of no snow made the planned start in Anchorage unfeasible. Logistics were again reviewed. It was determined that the race would have to start in McGrath.

Anchorage Cycle Sales stepped in and chartered a C-1 to transport most of the sleds, along with a smaller plane to fly the rest of the machines in.

Finally, the first Iron Dog Classic was underway. To make up for the mileage lost on the south end of the course, some additional miles were added on. The revised route ran from McGrath to Nikolai, back to McGrath, then on to Nome for the finish. The run continued under near ideal conditions from there on, and the race was a complete success and received high marks from all concerned. Still to this day, there is no race like it. John Faeo, seven-time Iron Dog Champion and Rod Frank won that first year on Polaris 440 Indy Trail sleds. Steve Deptula and Scott Davis ran a very close second.

According to Faeo, the first year's riding attire consisted of Levi jeans, nylon bibs, goose down coats and knit facemasks. No Gortex and…no suspension…imagine that for just one painful moment. The only consistent piece of gear may be that trusty roll of duct tape—an Iron Dog must-have.

At that time the only guidance systems were compasses and aviation maps—no GPS with pre-programmed trails. Out of the 20 teams to enter, only half finished. Most scratched by McGrath.

Racers were not allowed to receive any outside assistance whatsoever, including help between checkpoints with parts or fuel. On several occasions, Faeo and Frank were carrying fuel jugs in their laps to ensure they made it to the next checkpoint. They had to prepare their sleds for the entire race, and carry what they thought they might need with them.

Speed was not a real factor here. One had to ride conservatively to ensure a finish. The year Nye Ford sponsored Faeo, his post race machine was displayed on the showroom floor—without a scratch!

These were the days back before Iron Dog was granted the permit to cross the Farewell Burn. Instead, the racers had to conquer the South Fork of the Kuskokwim River, where conditions were always terrible. The racers would have to navigate the river in the dark at 30 below zero surrounded by open water. For many men, the race ended there. As a result of the permit for the burn being granted, the race was considered less hazardous and more teams were able to finish the race.

Back then, communication during the race was nearly non-existent. There was no contact with the racers or the checkpoints until they reached either Nikolai or McGrath. Iron Dog was unable to track the racers, and for a majority of the time, did not know who had reached what point until the very end.

1985 to 1990

From 1985 until 1990, the Iron Dog trail route continued from Big Lake to Nome and ended with a great party no racer wanted to miss. The race ran the entire route for the first time in1985. The race conditions were still very tough. Suspension springs needed replacing about every 200 miles and shocks were continually blown. Teams found themselves towing for what seemed to be every 10 miles.

Temperatures played a large part in the race, affecting the racers and machines. During a particular cold snap in 1990, one of the racers noted his thermometer reading 57 below zero when he left Ruby for McGrath and raced in temperatures as low as 71 below zero along the way. At this point, things can freeze instantly. Oil is the consistency of toothpaste, and the pumps are almost too stiff to work.

1991 to 1996

From 1991 through 1996 the racecourse was reversed to begin in Nome and finish in Big Lake or Wasilla, depending on the snow conditions.

In 1996, snow conditions were particularly terrible. The racers found themselves landing in, and having to lift their sleds out of 10 to12 foot ditches. The race had to be suspended in Galena because there was no trail beyond there to get to McGrath.

The sleds and racers had to be picked up and flown into McGrath to finish the race from that point. This was a slow year for the Iron Dog. Interest began waning and less than 5 racers finished.

1997

In 1997, the race was again rerouted. The course was set to start in Big Lake, head up to Nome and return to the finish line back in Big Lake. Interest in the race began to heighten once again. The race line-up included the first women's team. Unfortunately, they were unable to finish due to a ground storm, but a new milestone had been reached.

1999

In 1999, Tesoro became the presenting sponsor for the race and the name was changed to the Tesoro Iron Dog. Tesoro's sponsorship was a much-needed boost for the race. As a provider of fuel in many of the communities throughout the state, the match proved to be a perfect one. Tesoro has provided tremendous support to the race and greatly benefited the snowmachine community overall.

2000

In the year 2000, it was decided that instead of returning to Big Lake, the course would continue on to Fairbanks with

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To all friends and volunteers of the Tesoro Iron Dog,

Before I became involved with this race, like many of you, I followed it closely during race week. What I didn't know about was the tremendous amount of loyalty, time, effort and commitment put forth, and the amazing number of volunteers that give so much of themselves to make it happen.

It didn't occur to me how coordinating this race was actually accomplished. I didn't think about it. It just happened. But things of this magnitude don't just happen. In my blissful ignorance, I didn't have any concept as to the amount of coordination and effort it takes to put on this type of an event. I wasn't aware that it takes literally hundreds of people volunteering their time, muscle, energy and expertise. Now I do understand. And I also know without a doubt, that we couldn't do this without you.

To try and name each one of you, each individual that is an integral part of this race, who gives their time, advise, expertise and loyal support, would be impossible. As I am a rookie, so to speak, in this position, I would inevitably leave someone out. So I would like to openly thank everyone that takes part in this amazing race: all of the checkers and the army of volunteers at the checkpoints, your jobs are certainly not easy; the trail breakers expending tremendous amounts of muscle and energy; the coordinators of the start, halfway and finish, the safety inspectors, the race marshals, the trail groomers, covering our tracks; the volunteers that set up and staff the HQ, with very little sleep; and absolutely everyone involved in making this race happen.

Thank you for your unending dedication, determination and loyalty.

It is appreciated far more than you know.

Stacey Grohol
Executive Director

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the halfway point at Nome. This trail reroute offered the race increased exposure, by traveling through more communities in the Interior and ending in Alaska's second largest city. This was also the first year that actual mileage from start to finish received official recognition by changing the name to Tesoro Iron Dog 2000.

2001

In 2001 the race received some national interest with the entry of a racer by the name of Kirk Hibbert. Hibbert, from Minnesota, worked as an Engineer for Arctic Cat. He teamed up with veteran racer Scott Davis. They did very well that year, finishing third in a field of 32 teams. This year also proved to be a milestone for women racers. Jackie Page and Missy McClurg were the first women's team to complete the race.

Today

This year's race will be no exception for changes. The 2003 Race route has changed, beginning in Fairbanks, halfway point as Nome and the grandiose finish will be in Big Lake. Also, for first time, the new 4-stroke snowmachines will be allowed to run.

Twenty years—oh how time flies.

Today, instead of Levis and nylon bibs, the racers are will be decked out in high tech wicking underwear, gortex shells and balaklava face masks.

Putt-Putt-Putting along is something you won't hear from these racers. The faster, more efficient machines have state of the art suspensions, hot grips and thumb warmers, as much as 13 inches of travel versus maybe four way back when, fuel buddies that fit on the machines to ensure enough fuel reserves, and seats are custom made to adapt gear bags. The years have definitely improved the quality of the ride.

In addition, race communications are real-time. There is an incredible army of volunteers in each community that prepare for the racers, check them, and radio updates into the volunteers at the headquarters. Online updates are quickly inputted to allow family, fans, volunteers, sponsors and friends to keep track of their favorite teams.

Air support now plays a role in team strategy. Teams can have pilots fly in equipment and parts into the checkpoints to allow them to continue on.

Throughout the last 20 years, the trail has also become more civilized as a result of the untiring help of many volunteers. Many areas on the trail have been widened and bridges have been built to ensure safe passing. The trail improvements have allowed for more teams to finish the race.

The years have come and gone and





hundreds of racers have run the Iron Dog. Many have finished and many have not, but they all have one thing in common: they are the elite—some of the best racers in the world.

Today, the mission of the Tesoro Iron Dog 2000 race is to provide reliable, consistent, safe and honorable cross-country snowmobile racing and recreational riding in Alaska.

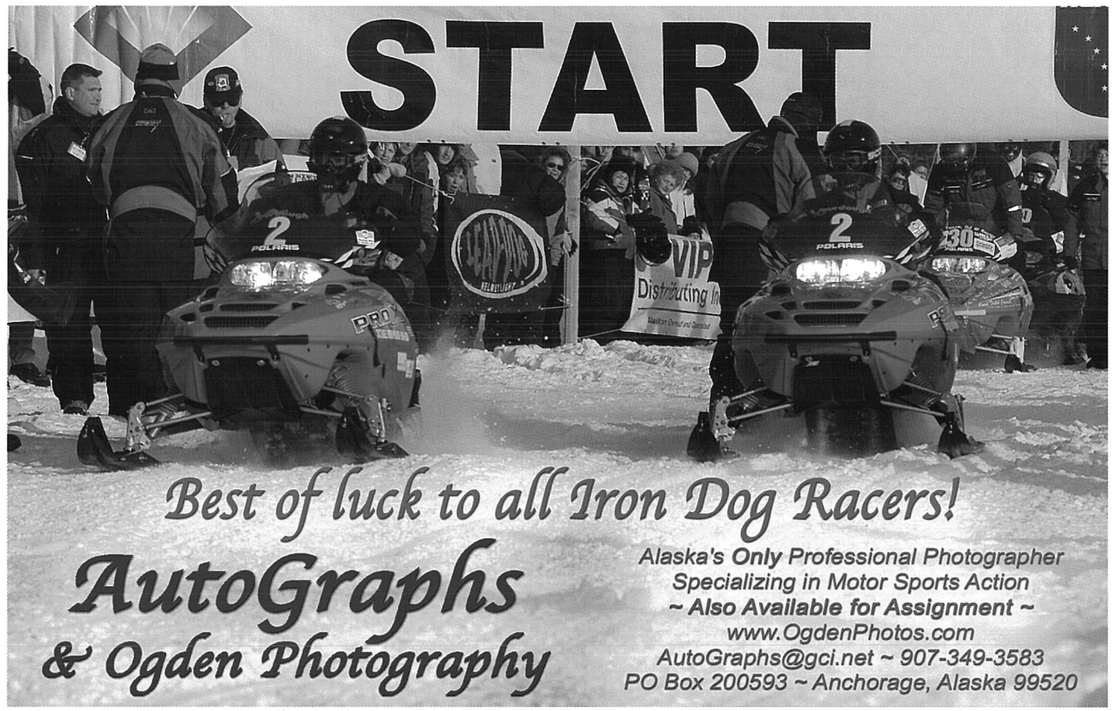
Twenty years ago, two Alaskans had an idea…to create an event, one that would capture the support and interest of all of Alaska…a great race focusing the attention of Alaska on the sport of snowmobiling.

And oh what a race it has become...

TESORO IRON DOG 2000

fairbanks ▸ nome ▸ wasilla

alaska



1992
Evan Booth & Dan Zipay
Polaris 29:58

1991
John Faeo & Bob Gilman
Polaris 30:10

1990
John Faeo & Bob Gilman
Yamaha 40:12

1989
Scott Davis & Mark Torkelson
Yamaha 69:18

1988
John Faeo & Dan Zipay
Polaris ..... Unknown

1987
John Faeo & Dan Zipay
Polaris 51:00

1986
John Faeo & Dan Zipay
Polaris 47:00

1985
Scott Davis & Gary Eoff
Yamaha 38:00

1984
John Faeo & Rod Frank
Polaris 23:50

Wasilla • Nome 1,049 miles until 1992
Wasilla • Nome • Wasilla 2,000 miles until 1997
Wasilla • Nome • Fairbanks 2,000 Miles 1998 to 2002
2003 Fairbanks • Nome • Wasilla 2,000 Miles

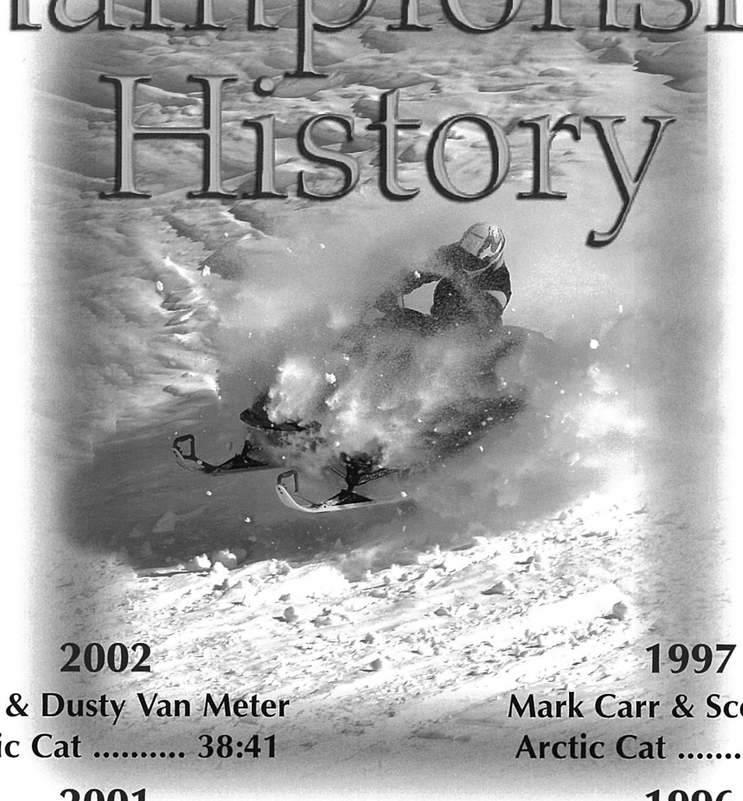
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Championship History



2002
Todd Palin & Dusty Van Meter
Arctic Cat 38:41

2001
Tracey Brassard & Ken Lee
Polaris 38:44

2000
Todd Palin & Dusty Van Meter
Arctic Cat 41:10

1999
Mark Carr & Scott Davis
Arctic Cat 38:30

1998
Mark Carr & Scott Davis
Arctic Cat 44:47

1997
Mark Carr & Scott Davis
Arctic Cat 61:08

1996
John Faeo & Bob Gilman
Polaris ..... Unknown

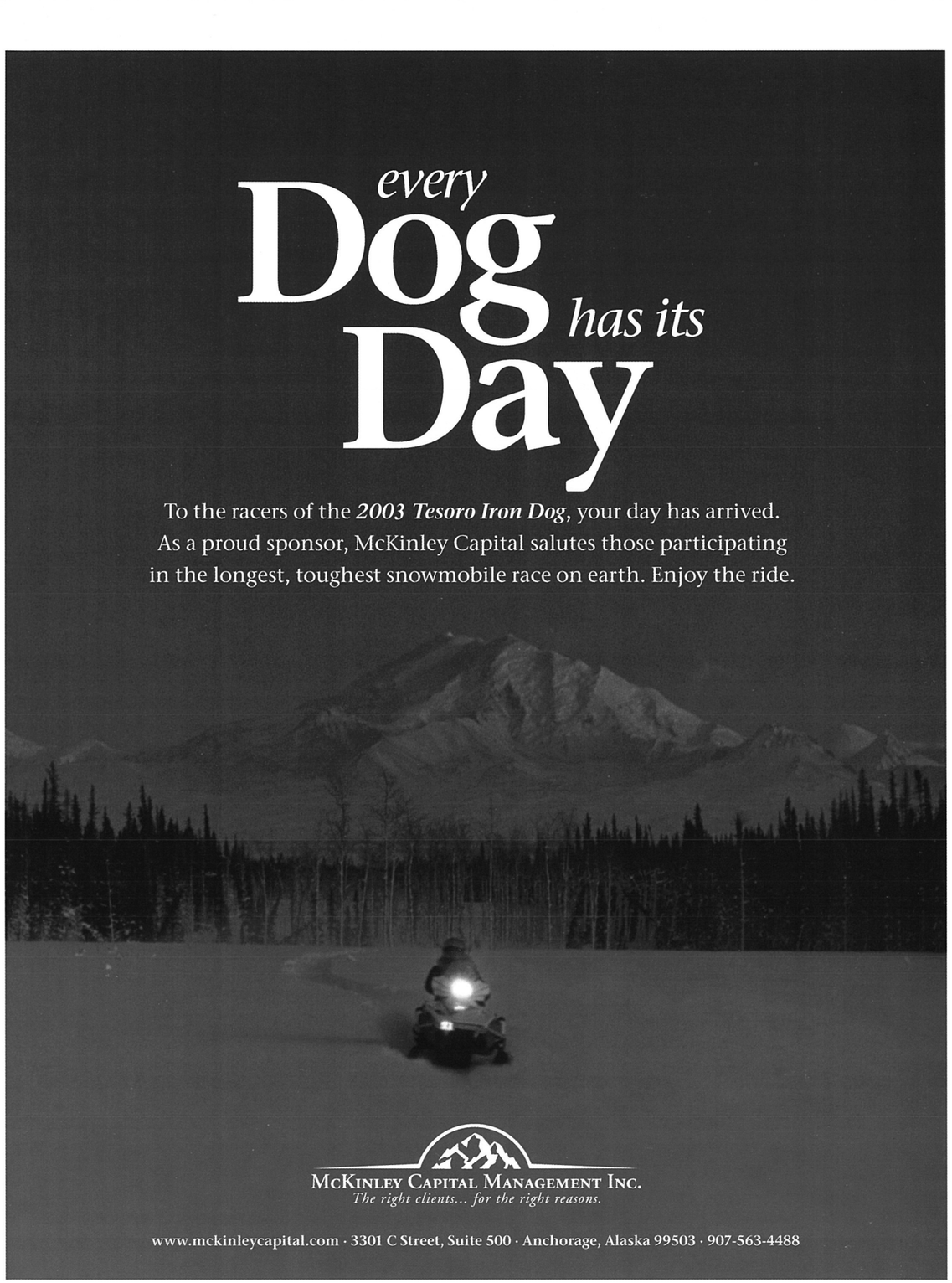
1995
Todd Palin & Dwayne Drake
Polaris 58:24

1994
Evan Booth & Dan Zipay
Polaris 71:38

1993
Scott Davis & Bill Long
Arctic Cat 58:36

every **Dog** *has its* **Day**

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IRON DOG 2000 - ALUMNI

Adkins, Robert; 1986
Aklestad, Ron; 1990
Anders, II, Allan; 1997
Anderson, Vigo; 1991
Bagley, Jim; 91-93
Bahnke, Dennis; 2002
Bahnke III, John; 98,02
Bailey, G.W.; 86,90-94
Bailey, Rick; 01,02
Bailey, James; 1993
Baird, Charles; 98,99,01
Baker, Mike; 1990
Baldwin, Jim; 1999
Barber, Shane; 00,01
Barber, David; 91,97
Barndt, James; 1999
Barnes, Dorvell; 1991
Barnes, Don; 1992
Bartel, Gordon; 1993
Beam, David; 2000
Beardsley, Jesse; 1998
Beech, Joe; 1996
Benson, Gene; 1987
Bielke, Terry; 1987
Bilman, Bob; 1993
Bishop, Archer, 2001
Blanning, Jim; 89,90,94
Boling, Tom; 1995
Booth, Evan; 90-94,98-01; 3 wins
Booth, Dave; 87,98
Borks, Bruce; 1993
Boulch, Bill; 00,01
Boylan, Roger; 89,90
Braden, Rollin; 1998
Brannon, Todd; 92-95
Brannon, Tim; 92-94
Brassard, Tracey; 98-02; 1 win
Braswell, Gerald; 1991
Braswell, Leon; 1991
Breeden, Richard; 90,92,94
Brett, Tim; 1986
Brewer, Doug; 99-02
Brinker, Gordon; 94-96
Bronner, Jack; 2001
Brown, Mike; 98-01
Brown, Bret; 95,97
Brueggeman, Carl; 2000
Bumgarner, Warren; 00,01
Burger, Sam; 1993
Byers, Jr., Bill; 1986
Carr, Mark; 94-02; 3 wins
Carr, Laura; 1997
Carson, Jack; 99,00,02
Carson, Jess; 00,02
Carter, Wally; 1985
Carter, Brent; 1998
Cass, Paul; 1991
Chaffin, Rich; 1999
Chaffin, Rob; 1999
Champagne, Shawn; 2001
Chase, Tim; 1998
Cherrier, Curtis; 98,00-02
Cheshire, Alan; 1990
Chythlook, Gloria; 2002
Cizmowski. Jeff; 2002
Clark, Gary Lee; 1991
Cooper, Jim; 95,97,98
Cordova, Michael; 1985
Corzine, Todd; 1986
Creighton, Skeeter; 1999;
Cronquist, Korey; 93,95,98-02
Darrow, Dan; 1999
Dart, John Reed; 2002
Dart, John Robert; 2002
Davis, Scott; 84-90,93-02; 6 wins
Davis, Jim; 1985
Davis, Ronnie; 1995
Davis, John; 2000
Debanham, Ray; 95-97,99
Debenham, Mike; 1999
Decker, Steve; 2000
Delia,Pat; 91-93
Demientieff, Ron; 1985
Demientieff, Gary; 1999
Demoski, Jr., Peter, 98-99
Deptula, Steve; 84,86,00
Dick, James; 91-94,96-98,01-02
Dick, Paul; 1994
Dick, William; 1995
Dickerson, Bob; 86-87
Dixon, Doug; 1999
Donlan, Jeff; 1989
Doughty, Michael; 1990
Drake, Dwayne; 94-99,02; 1 win
Dyer, Jeff; 2000
Eason, Chris; 1994
Eastham, Mike; 1990
Eastham, William; 1990
Egrass, Gary; 2001
Elder, Michael, 1985
Eoff, Gary; 1985; 1 win
Esmailka, Justin; 94,98-00
Esmailka, Earl; 98-00
Everts, Robert; 94,00
Ewing, Kevin; 99,00
Faeo, John; 84-02; 7 wins
Favde, Larry; 1985
Felton, Jack; 1993
Fields, Chip; 1987
Fitch, Micheal; 1985
Foldager, Mike; 1998
Foster, Steve; 98,99,01
Foster, James; 2002
Frank, Rod; 84,85,98; 1 win
Frey Jr., Calvin; 2002
Gallahorn, Bish; 85,86
Geiermann, Tim; 96,98
George, Andy; 99-01
Giesler, Lane; 2002
Gilamn, Bob; 87-92,95-99; 3 wins
Gingras, Frank; 1985
Goard, Kevin; 00-01
Godfrey, Douglas; 1986
Good, Joe; 1999
Goodman, Rusty; 98.99
Green, Curtis; 1998
Green, William; 1998
Greenstreet, Darrell; 1994
Gregg, Pat; 1993
Hammer, Gary; 1998
Hanson, Butch; 1995
Hanson, Brad; 1999
Harding, Ken; 2001
Hardy, Rob; 93,94,98
Harris, David; 01-02
Harrison, Pat; 1985
Havemeister, Bob; 1993
Hayden, Shannon; 92-93,95,97,99
Hayden; Mike, 1992
Haylor, Bill; 2002
Haynes, Steve; 98-00
Heariet, Bill; 1991
Hibbert, Kirk; 01-02
Hibbert, Rex; 1994
Hill, Sam; 87,91
Hill, Jim; 1990
Hill, Craig; 2001
Hilton, Susan; 1990
Himschoot, Jr., Robert; 97-98
Hirsch, Dale; 1991
Hoff, Steve; 1986
Hoffman, Ray; 85-86
Hollingsworth, Daving; 1994
Hordemann, Mark; 1985
Howard, Darrell; 85-86
Howard, Kenneth; 85-86
Hubbard, Tom; 88-89
Hubble, Chris; 98-99
Hudson, David; 1990
Hudson, Donald; 1990
Hughes, Wilson; 87,90-91,95,00
Hughes, Paul; 87,90
Jaunbral, Jack; 91-92
Johnson, Tyson; 97-02
Johnson, Jackie; 85,94,00
Johnson, Eric; 97-98
Johnson, Gary; 1985
Johnson, Frank; 1986
Johnson, Merlin; 1986
Johnson, William; 1994
Johnson, Travis; 1996
Jones, Ross; 1993
Kangas, Randy; 2001
Karmer, Bill; 2000
Katchatag, Frank; 1994
King, Brad; 1994
Kinney, Rod; 99,00
Kirk, Richard; 91,93
Klayum, Jack; 99-01
Kleewein, Kenny; 94-95,99-00
Kleinenberg, Berg; 1994
Knapp, Jim; 1985
Knapp, Terry; 1986
Kowalke, Bob; 85-86,88-90
Krajnik, James ; 2001
Kriska, Tom; 94,98-01
Kruger, Frederick; 2002
LaMay, Gene; 94,98-99
Lambert, Harold; 88,90,00,02
Lane, Frank; 85,87,88
Lane, Ryan; 2000
Laraux, Kenneth; 1986
Leary, Michael; 1998
Lee, Ken; 94-02; 1 win
Lentz, Mike; 99-01
Lentz, Rance; 2001
Lesehaum, Leonard; 1985
Letts, Gene; 95,96
Lewis, Adron; 1991
Lichter, Mike; 2000
Lie, Mike; 85-86,90,93,01
Lie, Chris; 85,86
Lindeen, Johnathon; 1995
Lindeen, Michael; 2001
Lithacum, Jake; 92,93
Long, Doreen; 1990
Long, Jr., Bill; 93-96; 1 win
Long, Sr., Bill; 90,93,96,98
Loyer, Andrew; 87-88
Luther, Lisa; 1997
Lyman, Douglas; 1987
Lyman, Melinda; 1987
Lythgoe, Lynn; 86-87
Macchiond, Eric; 1995
MacDonald, Brian; 2000
Maillelle, Rom; 1985
Marshall, Marlene; 2001
Martin, Brian; 1995
Martin, Dennis; 2002
Masek, Jan; 97-98
Maxwell, Sam; 2000
McAllen, Jim; 99-02
McAllen, Charlie; 1999
McClurg, Missy; 2001
McGahan, Jackie; 00,02
McGraw, Pat; 00,02
McKay, Dave; 92-93
McKenna, Marc; 99-02
Michaelson, Chris; 2001
Minnick, Todd; 2002
Mollozzi, Victor; 1990
Monette, Vern; 95,00
Morgan, Dave; 85-90,94
Morgan, Bruce; 85,88
Morgan, Stan; 85,90
Moss, Randy; 95-97
Mueller, Joe; 99-01
Nelson, Jeff; 2000
Nentwich, Carl; 2002
Nevada, Carl; 91-94
Newell, James; 1999
Newell, Robert; 1999
Norman, Billy; 85-88
Novak, Steve; 1997
Nunley, James; 00,02
Nunley, Mark; 2002
O'Connor, Dan; 2002
O'Hara, Bill; 1994
Oldham, Ken; 1994
Olds, Chris; 00-02
Paajanen, Daniel; 2002
Page, Jackie; 01-02
Palin, Todd; 93-02; 3 wins
Palin, JD; 99-01
Parrish, Dan; 95,98,00
Peacock, Lahka; 2002
Pearce, Greg; 99-02
Phalp, Cort; 1991
Piper, Steve; 94-95
Potter, Steve; 1998
Price, Rod; 85-87
Price, Richard; 2000
Provost, Chris; 97-98
Pruhs, Dana; 1995
Quam, Eric; 99-02
Raymond, Jeff; 2002
Reese, Rodney; 1998
Reich, Peter; 01-02
Reich, Brad; 2002
Reilly, Pat; 85-90,00
Reynolds, Jim; 1997
Richards, Bobby; 1985
Richardson, Tony; 86,93,96,99,00-01
Richardson, Gary; 85,00,02
Riggs, Eugene; 2002
Risch, Jeff; 1986
Robinson, Bret; 98-99
Robinson, Eric; 95,98-99
Rock, Delvin; 1998
Roskelley, Jeff; 95,99
Rowe, Russell; 1998

Continued on page ...16

burning fuel faster than anticipated, you may find yourself walking many miles—as some racers have. I'm sure there have been many more incidents like this than we've actually heard about.

WEATHER: FOR OR AGAINST?

Racing at 50 below zero on your way to Kaltag from Unalakleet doesn't provide you with optimum conditions to race in, especially with a torn windshield on an old Indy with the headlight pod. Blanning didn't think so either.

He found himself stuck in this situation and trying to make the best of it. As he continued on to Kaltag, he tucked himself in as far as he could behind the pod to keep as much wind out of his face as possible.

He developed a strategy to stay tucked in, where he would look down at the ice racing by, count to 10, peek up at the trail to make sure he was still heading in the right direction, then tuck back down.

Mark Torkelson shares some Tales From the Trail...

"THE Man"

"I was riding with Marc McKenna on Cats at Tripod Flats Creek, where a bridge crosses the 30 to 40 foot creek expansion. I knew of the bridge and was prepared to cross it, but up ahead the manly man McKenna was charging ahead full speed and didn't find the bridge...he found air, and lots of it," remembers Torkelson.

He crossed the entire expansion of the creek without the assistance of the bridge. Several guys have found themselves sunk in this creek, yet not McKenna.

"McKenna has a pilot's license for that creek," he said "I call him the man."

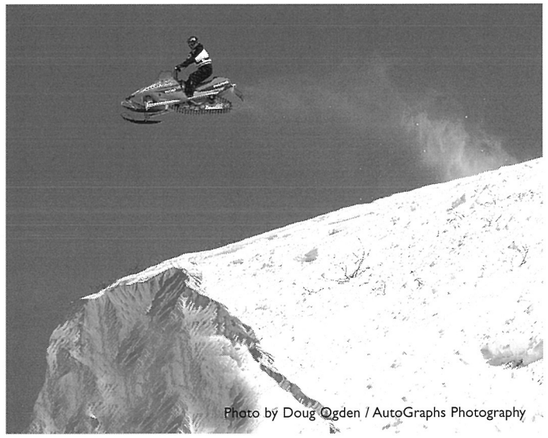


Photo by Doug Ogden / AutoGraphs Photography

Deflated Egos

Torkelson recalls a moment on the 1989 race with Scott Davis on Yamaha Exciters...

Going towards Galena, heading from Kaltag, the team was charging along. They were making great time and headway along the trail.

The feeling of winning was close at hand.

At about the time they were feeling really on top of the world, Mark noticed something out of the corner of his eye. Off the trail in the powder they were being passed.

They wondered what team could possibly be passing them. But after a second look, they realized it wasn't another racer.

What Mark saw was a couple of locals doubled up on a 650 Polaris. Not only were these locals doubled up and passing this *tough* Iron Dog team, they had their hunting gear strapped to the sled, as well as the Coyote they had just bagged strapped across the cowling.

"Now that is a deflating experience," Torkelson said.

Running on EMPTY

In 1996, before assistance was allowed, Torkelson, who was partnered up with Ken Lee experienced a fuel shortage.

Heading towards Kaltag, from Unalakleet, the snow conditions were deep and the racers were forced to break trail. This is an expense on fuel many racers cannot make. The blizzard raged around them and created an intense run. Decisions had to be made quickly. The team traveled close behind Joe and Tim to keep as safe as possible.

Only four teams finished in 1996, including Joe and Tim who took second place.

The temperatures were mild, but the blizzard was unforgiving. Thirty-four miles from Unalakleet, the racers made a decision to turn back. The fuel was getting low from breaking trail and 25 miles from Unalakleet, Torkelson ran out of gas.

Lee pressed on.

Torkelson, who expected to stay the night, used his sleeping bag for warmth in addition to a fire he built from wood available around him. But fuel wasn't the only thing running low—wood was scarce.

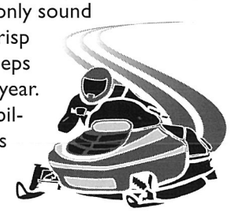
Along the trail, Lee ran out of gas four to five miles from the checkpoint.

Ken walked the miles and sent help to Torkelson, who had sat beneath the spruce tree for nine hours.

Yet no matter how bad something seemed at the time, Torkelson wouldn't trade his experiences in for anything. It's all for the love of the ride.

On the trail, you never know what's around the next turn. But one thing's for certain: there's no other race like it.

And racers like Torkelson say it is the moments where you find yourself surrounded by beauty—where the northern lights are so bright you can turn off your headlights, the sound of your machine is the only sound for miles, and the air is so crisp and clean you feel alive that keeps them coming back year after year. That compiled with the possibility of winning the World's Longest Cross Country Snowmachine Race.



ized his partner Tracey, was probably coming up on him and he needed to do something—fast.

He really needed to try to get around this guy, but the wolf was giving it all he had and wasn't about to quit.



Just as he was coming around the wolf, to where he could almost touch him, the wolf suddenly veers off the trail into the deep snow and turned to sit down to watch the racers past.

JR: There are other similar stories of racers seeing a lone wolf who likes to race… including myself. He may very well be the true Iron Dog. Many teams have seen lone wolves on the trail racing as fast as they can, not wanting to give up, just like every person out there. It can be inspiring to the racers. It marks one of those moments where you know you are lucky. You know it's not every day you find yourself on a trail with a lone wolf.

BUFFALO HEADS

There is one section of the Iron Dog trail known as the buffalo tunnels. The snow-laden trees overhang a narrow trail creating a tunnel about the size of a buffalo.

One year, a racer coming up on this area of the trail noticed a large dark object ahead and began to slow—bears aren't normally out this time of year.

As he approached the huge object, he noticed it was actually a buffalo huffing his way along. As this large creature breathed and snorted in the cold air, the steam curled and



rolled off of his horns with each forceful blow, creating an awesome effect in the beam of the headlights. Which created an interesting dilemma for this racer.

The trail was just about as tall and wide as the animal, and it is definitely was not big enough for both of them. Plus, these guys don't scare very easily—the buffalo, that is.

The idea of trying to pass this animal briefly crossed the racer's mind, but when he thought about how the huge animal could easily have smashed the sled and him to pieces, the decision was easily made.

While this unnerving image played across his mind, he cruised a safe distance behind the beast until he slowly made his way off the trail and the racer continued on. Buffalo tunnels…hmmm.

DOING THE WAVE

During one race, Tracey and Ken came upon a herd of Caribou that spread out as far as they could see. They had to have been at least 10,000 strong. The herd engulfed the trail in their mass.



Unsure of what to do, the team looked over the area to determine an alternate route around this assemblage. As they cruised slowly, assessing the situation, the herd slowly began to part.

As they watched in awe, the herd slowly split before them in a wave, as you might imagine the parting of the Red Sea. With little hesitation, the men carefully made their way between the divided herd. As far as they could see on either side was a sea of caribou: intimidating and awesome.

HIGH STAKES

Because other races, trail routes and systems exist near the Iron Dog trail, some racers have found themselves on the wrong path.

Once they have gone far enough to see things just aren't looking right and check their mileage, they realize they may have made a drastic mistake. One team learned this the hard way.

Finding themselves too far from the previous checkpoint and having to backtrack their trail, they used up all their precious fuel reserves. They went as far as possible to the next checkpoint before having to walk the rest of the way.

In this case, the situation turned out all right, but the end result could be much, much worse than not coming in first.

JR: This can be a deflating experience knowing precious time has been wasted. Ensuring you have proper fuel reserves is another factor of this race. If you get caught in deep snow and end up

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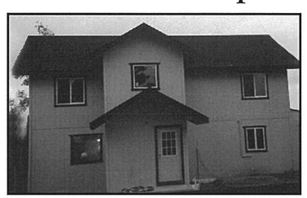
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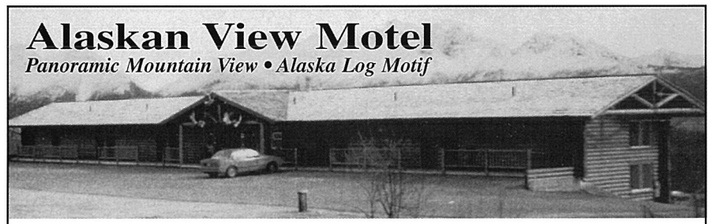


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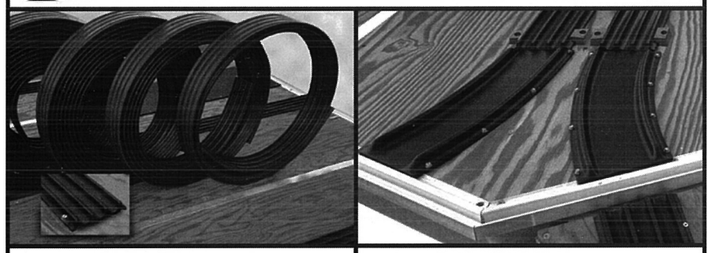
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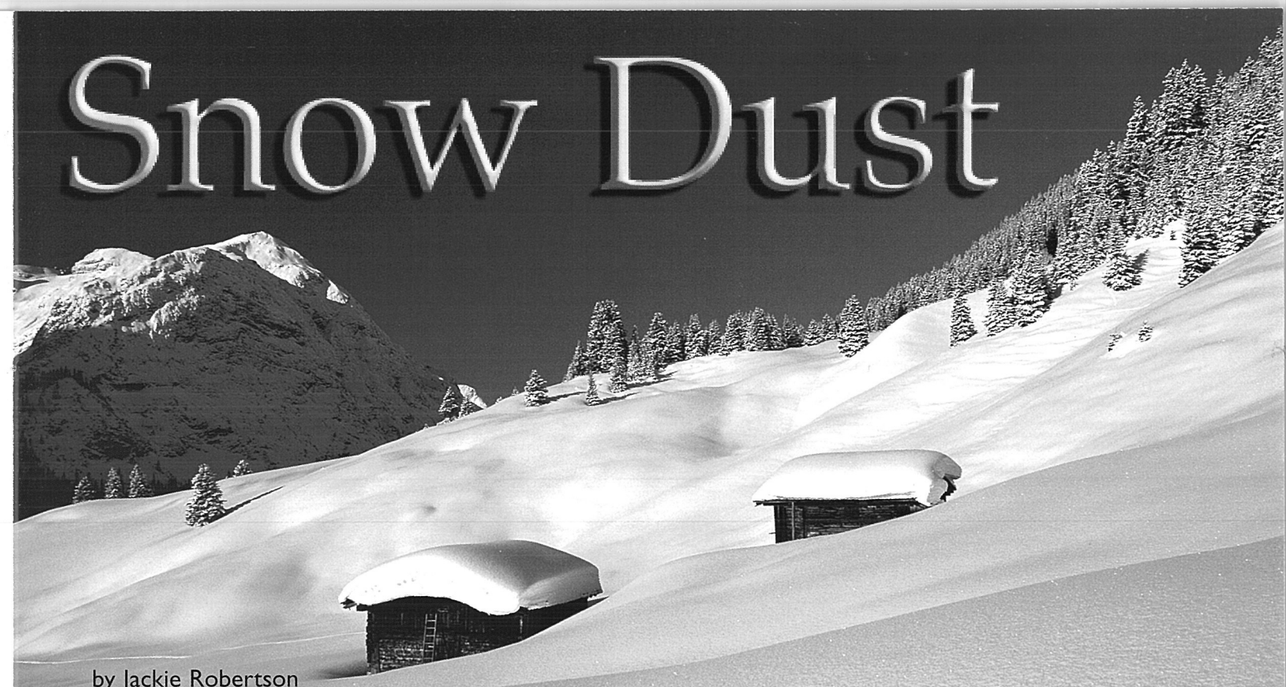
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Snow Dust



by Jackie Robertson

With as tough of a course as the Iron Dog, many wonder what keeps these guys coming back every year. The reasons run deep…from just another win, to maybe a first win, to the most popular reason of all, just to say: "I ran the Iron Dog." With this race across 2000 miles of Alaska's most beautiful and treacherous backcountry, anything can happen…

THE RIGHT STUFF

When the moon is just a fingernail slit on a pitch dark winter night, visibility is extremely difficult, especially in the deep wilderness. Added to ice fog and snow dust from the machine ahead of you, it's just about impossible to see farther than your headlight.

Kirk Hibbert, an Engineer for Arctic Cat in Minnesota happened to find himself in just this situation. He was riding blind. To be safe, he decided to lie back from his partner, Scott, who was riding ahead.

Scott, who had been checking periodically, didn't see his partner behind so, stopped to check on him. When Kirk came up on him, he slowed and let Scott know that in order to see well enough to read the trail, he needed a few miles between them.

Scott nodded his understanding and sped off. Kirk waited a bit for things to clear, and took off as well. Things were looking much better, until about 2 miles along, when Kirk noticed a problem with his sled.

'What now,' he though—'meltdown.' Scott was at least 5 miles ahead when Kirk began to work on his sled. As he sat there with a dead machine, trying to pull things together, he thought about just how important having the right equipment on board. Not only mechanically, but the right clothing as well. Even with his engineering background, this point could not have been driven home more clearly than it was while trying to fix his machine on that cold, dark night.

Ultimately, it only took about 30 minutes before Scott showed up with the additional gear he needed to get them going back on the trail again—together.

JR: Partners will often carry different parts to break up the weight ratio between the sleds. This is one of many race strategies teams face. But knowing what equipment to have, and where, can be troublesome. Trying to fit all the required gear on a sled, not to mention the parts you think you may need on the trail, is not a simple task. Which parts is entirely up to the racers, but right parts are important when you are pushing these machines from 3 to more than 100 miles an hour for 2000 miles in conditions that are less than bearable.

LEADER OF THE PACK

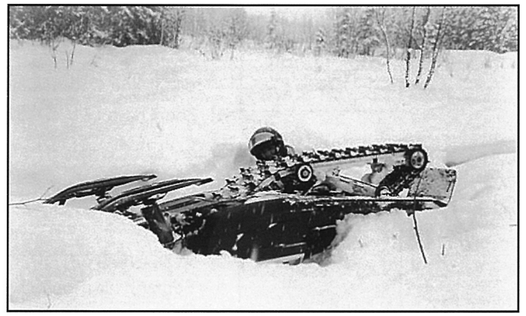
Ken Lee recounts the time he and Tracey were racing down the trail between Ruby and Tanana. Ken, who was in the lead, noticed some snow dust filtering through the air, which got his adrenaline pumping with the hopes of passing a competitor ahead.

He began to push even harder, but as the dust became heavier, he realized there was no tail light glow indicating a sled. Confused, he looked closer, all the while pushing as hard as he could to close the gap.

Closing in on the source of the dust, he saw, not another rider, but a lone wolf running along the trail. He quickly slowed down, thinking the wolf would shy away from the light, but the wolf wasn't giving up the trail.

Reality hits: *Ken is out in the middle of nowhere; racing a wolf, no less.* Riding at only about 40 miles an hour, he real-

Executive Director's Message



For snowmachiners, there is a fever that begins when the temperatures cool and we see snow high in the mountains. An anxious excitement builds and one becomes restless to get out and ride. Unless you ride, this might be hard to understand. Remember what it was like when you were a kid and couldn't wait until the holidays for all the gifts, excitement and fun that comes with it? Snowmachiners are kind of like kids in this respect, our gift is lots of snow, our excitement and fun is endless, and our silent chant when wintertime hits…Let it snow, let it snow, let it snow!!!

I see excited anticipation in many of the racers as they are signing up and preparing for this event. Getting that wintertime fever. The veteran racers know what has worked well in the past, what didn't, and are methodically preparing and planning their strategy. The rookies are learning the ropes as fast as they can and bringing a fresh feel to the race with new ideas and strategies. There is excitement and intensity in the air. These racers are an elite group of riders. They are participating in the World's Longest Snowmachine Race, the Tesoro Iron Dog 2000—2000 miles that is. They will be braving subzero cold, bad visibility and deep snow to push their machines and bodies to the limit and to reach the finish line first.

I had this great idea, or what I thought was a great idea, for some stories in this year's program. I wanted to gather stories from veteran racers about some of the wild adventures they've had on the trail. I asked Jackie Robertson, who has contributed to our program before, to see what anecdotes she could gather from the racers and compile them into short stories. This being my first year with the Iron Dog, I didn't realize the quiet reluctance these guys would have in sharing their tales of the trail. The Iron Dog is one of the most challenging races in the world, covering about 2000 miles across Alaska. It can also be kind of like a whirlwind romance. The good stuff is awesome, but the bad (or embarrassing) stuff is just as soon forgotten. I have had some of these incidents so I can fully understand.

I have lived in Alaska for 20 years and have ridden for the past 12. My experiences with wintertime riding over the years have been some of the most absolutely awesome, and I feel I can keep up when I need to. But, there have also been some incidents I would rather forget: mistakes and misjudgments, rivers and trees, holes and heaves, storms and ice fog, broken bumpers and a bruised ego. At times, I have trusted my sled too much, and other times not enough.

There have been times when as much as I would like to be *one* with my machine, it and I have parted ways…and I don't mean emotionally. I have been every which way with my sled…on it and not, landing in front of it, under it, next to it. I have flown over it, the front, the back, the windshield, and the rack. It has used me, bruised me, and abused me. I have rolled it over sideways, end-over-end, upside down and scrambled to get away as it tumbled down toward me. Sounds like a really bad relationship, huh? But I still love my snowmachine like no other. Why? Because for me, it's still the most thrilling and fun way to experience Alaska in the wintertime. And, although *I* am willing to admit I sometimes ride like a cartoon, not everyone wants to talk about their, shall we say…less than graceful moments.

So when we could slow our racers down long enough to squeeze out a few anecdotes, nothing was shared of sensational episodes, unintentional flights, encounters with rivers, trees, wacky mistakes, and hilarity I was gearing up for, which once I stopped to ponder it a little while, made a lot of sense. But instead what we found was maybe even better. These racers see things on the trail, and a side of Alaska, that many of us do not have an opportunity to experience in a lifetime.

Jackie has run in the Iron Dog race and has a good feel for the trail. What follows are some unique experiences from a few racers, and some of Jackie's thoughts along the way.



Stacey Grohol
Executive Director

Racer Lineup

1. Arctic Cat GLOBAL MOTOR SPORTS



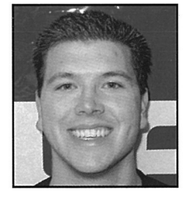
Curtis Cherrier, Age 33, Anchorage
Curtis enjoys flying, tennis and water skiing. He is an Estimator for Intel Electrical Contractors. Curtis has two children, Katie, 12, and Gabrielle 9. Years raced: 1998, 2000, 2001, and 2002.



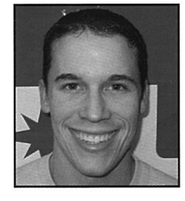
J.D. Palin, Age: 34, Anchorage
J. D. enjoys hunting, fishing, snowmobiling, going to movies and riding bikes. J.D. is an account manager employed by Williams. He and his wife Wendy have one child, Miranda who is 9.
Years raced: 1999, 2000, and 2001.

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2. Polaris GLOBAL MOTOR SPORTS



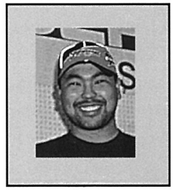
Chris Olds, Age: 31, Eagle River
Chris works for Aglag Construction as a site foreman and enjoys fishing, riding motorcycles and racing his snowmachine. He and his wife Christine have a 15-month-old daughter, Haley. Years raced: 00, 01, and 2002.



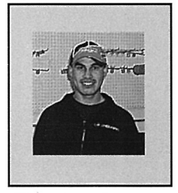
Tyson Johnson, Age: 23, Eagle River
Tyson is employed by Alaska Sheet Metal as a Sheet Metal Apprentice. Tyson enjoys racing his snowmachine, fishing and basketball. Tyson and his new wife Susan were married in July. Years raced: 1997, 1998, 1999, 2000, 2001, and 2002.

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3. Polaris



James Foster, Age: 24, Kotzebue
James has been racing for a few years, mostly in the Kotzebue area. This is his second year racing the Iron Dog. Years raced: 2002.



Peter Reich, Age: 24, Kotzebue
Peter enjoys racing his snowmachine and spending time with his family and his fiancée, Sarah Randall. Peter has three children, Evan 5, Teresa 8, and Kalene 9. Years raced: 2001 and 2002.
Sponsors: Noatak Tours, AJ Reich, Eagle River Polaris and Arctic Cat, Paul Hughes, Thrasher, Bruce Friend, Mom & Dad Reich, Mom & Dad Foster, Sarah & kids, Carver Performance, Frank Edenshaw, Fine Line Interiors, Andrew Reich, Vern Richards III, Myles Wilson, Rick Lie, Sarah Randall, Ron's Sales, Herman Reich, Ranes & Shines Welding, NANA and South Port Marina

4. Polaris

Peter Demoski, Age: 45, Fairbanks,
Peter is employed by Brice, Inc. as a Heavy Equipment Operator of 302 operating engineers. Peter has 4 children, Justina 18, Gareth 14, Quentin 9 and Curtis 4. Years raced: 1998 and 1999.



George Malamute,
Age: 29, North Pole
George is employed by for Spenard Builders Supply. Years raced: Rookie
Sponsors: McKinley Polaris, Phillips Recreation, Boss Seats, Big Rays and Santa's Motor Sports

5. Ski Doo



John Bahnke III, Age: 30, Nome
John Bahnke III is a Co-Owner of his family run business, Wilderness Ski Doo where he is the Manager and is also a technician. John has been racing since 1995 and finished 16th in last years Iron Dog. John and his wife Nancy have one child, Brayden, 2. Years raced: 1998 and 2002.



Paul Sindorf, Age: 40, Palmer
Paul works for Phillips Petroleum as a MPR Controller. Paul enjoys horseback riding, mountain biking, hiking, skiing, and hockey. Paul and his wife Lisa have four children, Heather 14, Melanie, 12, Kristofer, 9 and Jonathan 6. Years raced: Years raced: 1996, 1997, 1998, 1999, 2000, 2001 and 2002.
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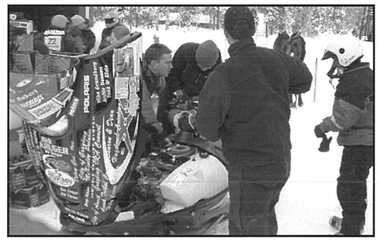
6. Yamaha



Gordon Brinker, Age: 37, Wasilla
Gordon works for F. Robert Bell and Associates as the Chief of Surveys. Gordon and his wife Lori have three children, Brandon 21, Chase 13, and Chance 10. Years raced: 1994, 1995, and 1996.



Brandon Jones-Brinker,
Age: 21, Wasilla
Brandon is a Heavy Equipment Operator for Baileys Backhoe. Years raced: rookie.
Sponsors: F Robert Bell & Associates, Skwentna Road House, Shell Lake Lodge, Marks Big Lake Repair, Bailey's Backhoe, Craig Shavlik, Rick Wentworth, Dave Hubbard, Wade Bailey, Lori, Chase and Chance.



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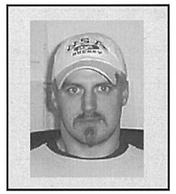


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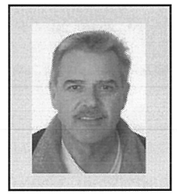
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33. Ski Doo



Shane Barber, Age: 28, Healy
Shane has been racing on and off since he was 18. He enjoys all outdoor activities. Shane and his wife of 9 years, Tammy have two children, Cody 8, and Shana 7. Years raced: 2000 and 2001.

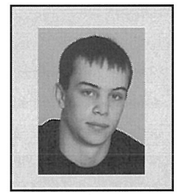


Jack Barber, Age: 56, Big Lake
A native born Alaskan, Jack enjoys down hill skiing, aerobatic flying snowmachining and spending time with his wife Brenda and their four children. Years raced: rookie.
Sponsors: Alaska Air Taxi, Hatcher Pass Polaris, Aero Recip, ANALASKA, International Aviation Services Inc., Henry Elliot, First National Bank of Alaska, Sea Galley

44. Yamaha



Mark Torkelson, Age: 47, Big Lake
A former Iron Dog Champion, Mark has run the Iron Dog sixteen times. Mark owns a repair shop and enjoys hunting, fishing and motorcycles. Mark has two children, Travis 22, and Lyndsay 19. Years raced: 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1994, 1997, 1998 and 2001.



Zac Ledbetter, Age: 20, Wasilla
Zac is a Carpenter/Environmental technician for CCI. This is Zac's first Iron Dog—rookie.
Sponsors: Top of the World Auto Body, Top Jimmy Performance, Hall Enterprises



TRAIL CLASS

50. Arctic Cat



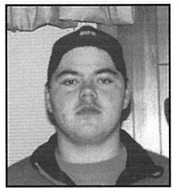
Brad Cherrier, Age: 41, Anchorage
Brad is the Manager of Cherrier & Cherrier. He enjoys hockey, skiing, dirt biking and water skiing. Brad and his wife Sheri have two children, Madeline 6, and Colton 4.



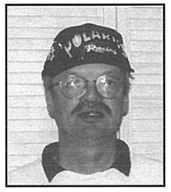
Jeff Standford, Age: 40, Anchorage
Jeff is a mortgage specialist for Residential Mortgage. Jeff and his wife Bethany have one six-year-old daughter, Devan.

Sponsors: Residential Mortgage, Polaris Bar, Century Plaza Apartments, World Cup Sports, Simplex Grinnell, Devon LLC and Taco Del Mar

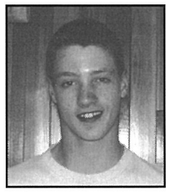
51. Polaris



George Kost, Age: 20, Nome
George was born and raised in Nome and has been racing for the past four years. George works as an heavy equipment apprentice and enjoys motorcycling and snowmachining.



Stan Morgan, Age: 44, Nome
Stan raced snowmachines in the 1970s and 1980s and raced the pro class of the Iron Dog in 1990. Stan has worked as a Commercial Pilot for the past 25 years and enjoys hunting skiing and spending time with his wife Annie and their six children.

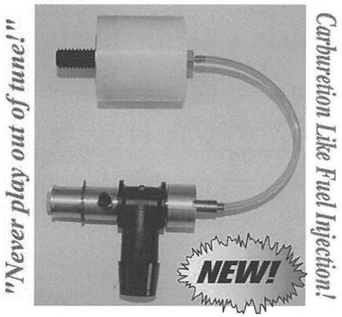


Mike Morgan, Age: 17, Nome
Mike is a Senior at Nome-Beltz High. He is a third generation racer and has been racing on the Seward Peninsula for the past three years. In 2002 Mike placed 2nd in the Kotzebue-Kiana race. Mike enjoys welding, mechanics and motorcycling.
Sponsors: Evan Booth, Morgan Sales & Service, Arctic Transportation Services, Northern Air Cargo

Continued on page ...41

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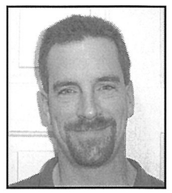
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31. Ski Doo





Scott Bagley, Age: 42, Anchorage
Scott is a driver for Anchorage Refuse. He and his wife Karen have a daughter, Ashley, 21. Years raced: rookie.

Greg Markson, Age: 39, Anchorage
Greg is the Sales Manager for Summit Window and Door. Greg and his wife JoAnne have two children, Brandon 9 and Rene 6. Years raced: rookie.

Sponsors: Cosmetic Dental Lab, Waste Management, Budget Fireworks, Summit Windows and Doors, Roger Hickel Construction, Len & Gari Sisk, Team C.C. Ski Doo and The Sign Guy



32. Ski-Doo



James Dick, Age: 39, Seward
Jimmer is a truck driver for Shoreside Petroleum. Jimmer has three children, Jenna 10, Chelsey 9, and Amber 6. Years raced: 1991, 1992, 1993, 1994, 1996, 1997, 1998, 2001 and 2002.



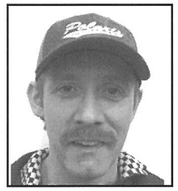
Doug Brewer, Age: 38, Nikiski
Doug is a pilot for Alaska West Air and enjoys hunting, fishing and racing. Doug and his wife Kelli have four children Doug Jr. 17, Joel 14, Duncan 8, and Olivia 2. Years raced: 1999, 2000, 2001 and 2002.

Sponsors: Team CC Eagle River, Team CC Wasilla, Compeau's, Anchorage Chrysler - Hummer Division, Shoreside Tesoro, Alaska West Air, Resurrection Bay Seafoods, Vandesen Construction, MGM Truck Accessories, Seward Ships, Lead Dog Helmet Lights, Woody's International, Skidoo, Muscle in Motion, VIP Distributing Inc., USI Skis, Wilderness Skidoo, Telalaska, Nugget Construction

7. Polaris

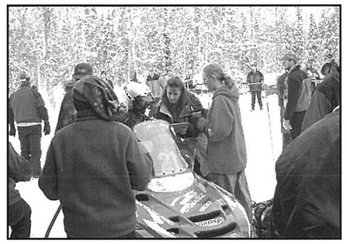


Ken Harding, Age: 37, Wasilla
Ken is employed as a tool pusher with Doyon Drilling and enjoys riding snowmobiles, motorcycles and his boat. Ken placed 7th in last years Iron Dog. Ken and his wife Marci have four children, Jena 16, Larisa 14, Cara 12, and James 11. Years raced: 2001.



Kenny Kleewein, Age: 39, Willow
Kenny is the owner of Hatcher Pass Polaris. He and his wife Bobbie have four children, Kenny 12, Dakota 11, Laken 8 and Kruz 7. Years raced: 1994, 1995, 1999, and 2000.

Sponsors: Hatcher Pass Polaris and Bobbie Kleewin





8. Polaris

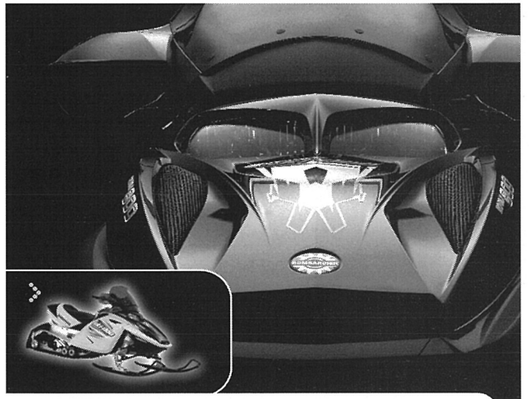


Daniel Paajanen, Age: 28, Eagle River
Daniel is a project manager for Drake Construction and enjoys fishing, hunting and skiing. Daniel raced in last years Iron Dog and finished 20th. Years raced: 2002.



Lee Davis, Age: 35, Fairbanks
Lee is a Conductor and Locomotive Engineer with the Alaska Railroad, where he has worked for the last 14 years. He enjoys riding in Cantwell and around Fairbanks. He has ridden on the Trek Over the Top from Tok, Alaska to Dawson, British Columbia, and back the last two years. He enjoys hunting, fishing and doing home remodeling projects. Years raced: rookie.

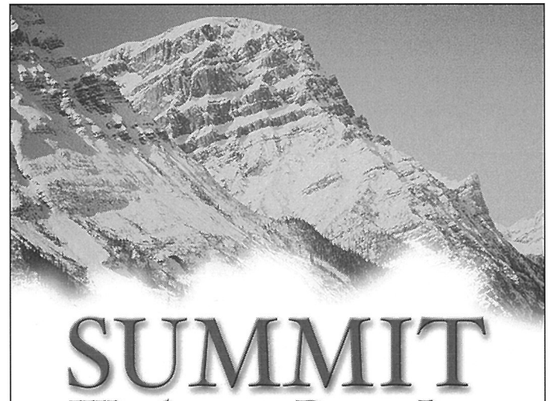
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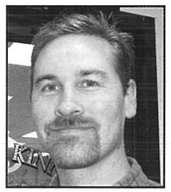


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9. Polaris GLOBAL MOTOR SPORTS



Steve Haynes, Age: 40, Eagle River
Steve is a three time Iron Dog Racer. He has also participated in the Tok to Dawson ride several times. He is a Cub Scout leader and enjoys coaching youth baseball. Steve is employed at VIP Distributing Inc. He and his wife, Michelle, have two children, Weston 10 and Sarah 7. Years raced: 1998, 1999, and 2000.

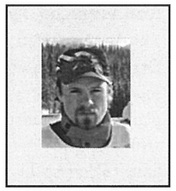


Rod Kinney, Age: 41, Eagle River
Rod is employed at Rodney P. Kinney Associates, Inc. as a Civil Engineer. He and his wife Beverly have four children, Justin 15, Ashley 13, Lynn 11 and Jared 9. Years raced: 1999 and 2000.
Sponsors: Rod P. Kinney Associates, VIP Distributing Inc., Global Motor Sports,Kevin Smith Land Surveying, Helly Hansen, Bill Kramer, Mike Lichter and Sam Maxwell





10. Polaris



Jeff Raymond, Age: 27, Fairbanks
Jeff is a superintendent for Summit Consulting Services. Jeff raced in last years race and finished in 10th place. Years raced: 2002.



Jack Carson, Age: 26, Anchorage
Jack has participated in three Iron Dog races. Jack is a patrol officer for the Anchorage Police Department. He enjoys motorcycling, boxing, and riding snowmobiles. Years raced: 1999, 2000 and 2002.
Sponsors: Polaris Industries, Northern Performance, Summit Consulting, Grizzly Auto, Triple M Concrete, Dave Parker

29. Arctic Cat

Unch Schuerch, Age: 32, Anchorage
Unch is a five-time racer in the Iron Dog. He is a salesman at Lithia Dodge. Unch and his sweetheart Jenny enjoy spending time together. Unch enjoys hunting, fishing, sno-going, and selling new cars and trucks. Years raced: 1996, 1997, 1998, 1999 and 2002.

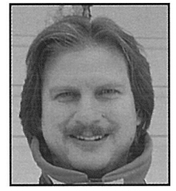
Mahlon Uhl Jr., Age: 27, Anchorage
Mahlon is employed by Alaska Marine Lines and enjoys basketball, snowmachine racing, fishing and hunting. This is Mahlons first Iron Dog. Years raced: rookie.
Sponsors: Wasilla Arctic Cat, Jennifer Lewis, Schuerch & Uhl Racing, The Uhl Family, Derrel Sours, Carters, Lithia Dodge of South Anchorage



30. Yamaha



Warren Bumgarner, Age: 49, Big Lake
Warren is a two-race veteran and the owner of Noble Mechanical. Warren and his wife Cyndi have a grandson, James. Years raced: 2000 and 2001.



Mack Bergstedt, Age: 40, Anchorage
Mack is the Vice President of RSA Engineering Inc. Mack is a motocross enthusiast, Arctic Man winner and 2002 Masters National Champion in ski racing. Mack and his wife Sharon have two children, Brittany 16, and Francesca 1 month. Years raced: rookie.
Sponsors: Alaska Winter, Noble Mechanical, Cole & Thompson Architects, RSA Engineering, James P Sheldon Company, Mantech Mechanical, HZA Engineering, Stinebaugh & Company, AirGlas Engineering, International Mechanical, Alaska Pipe & Supply, Norcost Mechanical, Consolidated Contracting and Engineering, Heating & Ventilation Sales, Arctic Insulation & Manufacturing, Parkhurst Mechanical, Industrial Roofing, Collins Construction, Brandi Signs, E.J. Bartells, Jernstrom Engineering, Roth/Siranni, Summit Sales and RPM Services.

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26. Polaris



Cam Shafer, Age: 27, Anchor Point
Cam lives in Anchor Point where he works as a truck driver for Dibble Creek Rock. Cam enjoys playing racquetball, snowmachining and hanging out with his wiener dog Skeeter. Years raced: rookie.



Brok Shafer, Age: 25, Anchor Point
Brok is a truck driver for Dibble Creek Rock and he enjoys snowmobiling in Caribou Hills. Brok is the 2002 Valdez King of the Hill. Brok and his wife Tanya will be celebrating their one-year wedding anniversary on January 12th. Years raced: rookie.

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27. Ski Doo



Cliff Terwilliger, Age: 31, Anchorage
Cliff is the vice president of Nugget Construction. Cliff and his wife Jo have a daughter Cheyenne, 4. Years raced: 1999, 2000 and 2001.



Paul Keech, Age: 31
Paul is employed by the State of Alaska as a Forestry Technician. This is Paul's first Iron Dog. Years raced: rookie.

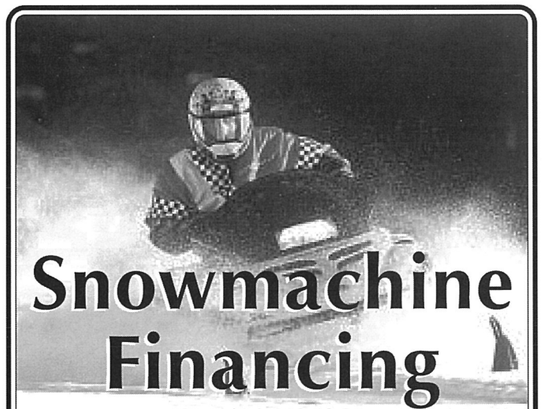
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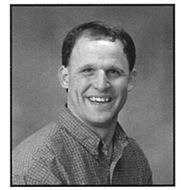


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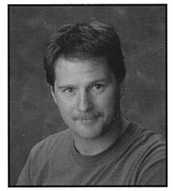


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11. Polaris



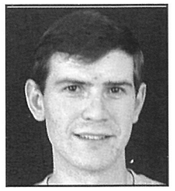
Ken Lee, Age: 41, Eagle River
Ken is the Collection Manager for Cal Worthington Ford as well as a 2001 Iron Dog champion. Ken and his wife Jana have three children, Janaya 18, Kari 13, and Kenney 5. Years raced: 1994, 1995, 1996, 1997, 1998, 1999, 2001 and 2002.



Tracey Brassard, Age: 38, Anchorage
Tracey has been racing since 1987 and is a former Iron Dog champion. He works as a superintendent for Summit Roads. He and his wife have two children, Emily 12 and Amy 7. Years raced: 1998, 1999, 2000, 2001, and 2002.

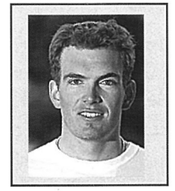
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12. Arctic Cat GLOBAL MOTOR SPORTS



Chet Williams, Age: 26
Chet is an Equipment Operator employed by Iliamna Transport. This is Chet's first Iron Dog—rookie.

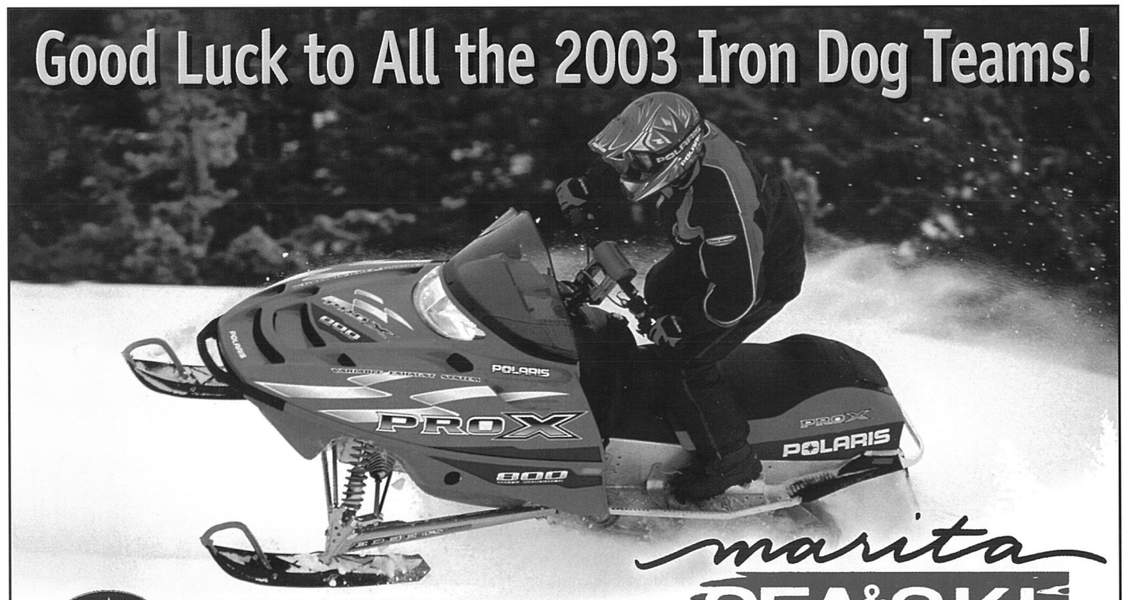
Sacha Gros, Age: 28
Sacha is self-employed as a carpenter. He has participated in the Arctic Man and was a part of the U.S. ski team from 1996-2002. Sacha participated in the Olympics in Nagano, Japan in 1998. Years raced: rookie.



Sponsors: Global Motorsports, Petro Star, McDonalds, Petro Star Lubricants, VIP Distributing Inc., GCI, Eagle River Polaris and Arctic Cat, Alaska Marketing Consultants and Sourdough Fuel

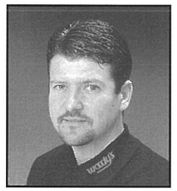


Good Luck to All the 2003 Iron Dog Teams!

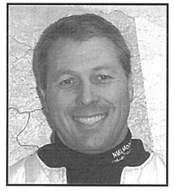


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17. Arctic Cat



Todd Palin, Age: 38, Wasilla
Todd is a production operator for BP Alaska and enjoys hunting fishing and flying. Todd has raced the Iron Dog 11 times and has finished 1st three times. He and his wife Sarah have four children, Track 13, Bristol 11, Willow 8, and Piper who is 17 months. Years raced: 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 and 2002.



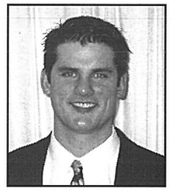
Scott Davis, Age: 43, Soldotna
Scott is the owner and President of Davis Block Co., Inc. and a six time Iron Dog champion. Scott enjoys motorcycle racing, down hill skiing and snowmobiling with his girlfriend Regina and his 2 children, Cory 14, and Carly 12. Years raced: 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 and 2002.

Sponsors: Team Arctic Alaska, Anchorage Suzuki Arctic Cat, Alaska Pacific Leasing, Spenard Builder Supply, APC Natchiq, Debenham Investments, IBEW, Kristan Cole Remax of Wasilla, PACE, Criterion General, Inc., Arcticwear Clothing, Stud Boys Traction Products, Renton Coil Springs, Sweeneys Clothing, Ron Davis, Davis Block & Concrete, Anchorage Drag Bike, L & M Supply, Silver Tip Design, VIP Distributing Inc., Woody's International, Wasilla Arctic Cat, CITGO

18. Polaris



C.F. Baird III, Age: 47, Eagle River
CF is an Electrical Superintendent for Norcom, Inc and enjoys dirt biking, hunting and fishing. He and his wife Hope have five children, Charles IV 23, Timothy Marie 21, Jamie Elizabeth 21, Shawn 16, Akeem 11. Years raced: 1998, 1999 and 2001.



Trevor Lund, Age: 32, Anchorage
Trevor is a Real Estate Appraiser for MacSwain Associates. He enjoys hunting, fishing and traveling. Years raced: rookie.

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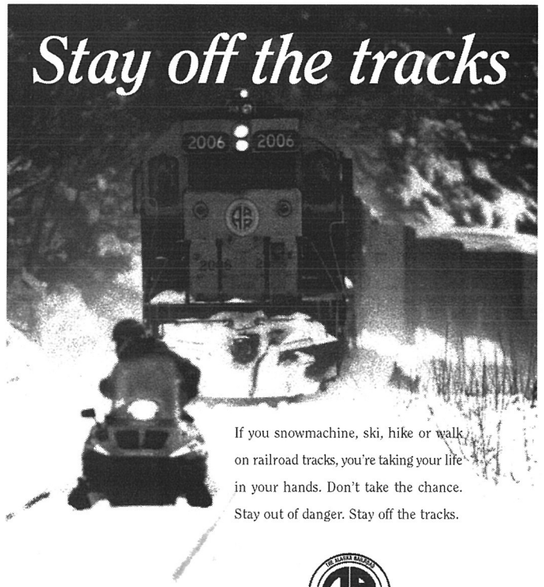


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23. Arctic Cat



Jason Lee, Age: 24, Kotzebue
Jason is a Mechanic for Teck Cominco Alaska and really enjoys riding his snowmachine. This is Jason's first Iron Dog. Years raced: rookie.



Calvin Gooden, Age: 35, Nome
Calvin is employed by Teck Cominco Alaska as a Mill Mechanic. Calvin enjoys bird hunting, snowmachining and trout fishing. Calvin has 2 children, Ty 5, and Lonnie 2. Years raced: rookie.

Sponsors: Teck Caminco, David Swan, Kane Kartak, Chuck Hingsbergen, Manny Gortez, Margaret A Lee, Energy Release Products, Fett Brothers, Kimberly and Lonnie

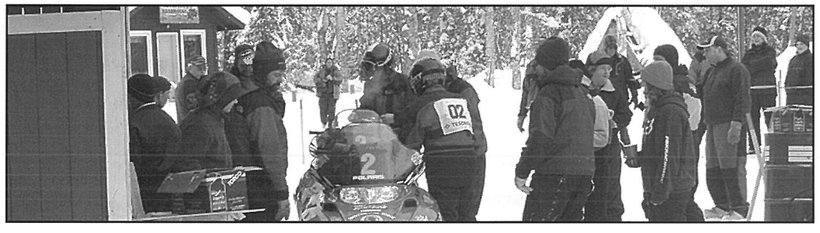
24. Yamaha



Joe Facello, Age: 26, Kearns, Utah
Joe lives in Kearns, Utah, where he is employed by The Local Pages as an Account Executive. As well riding snowmachines, Joe enjoys riding dirt bikes, four wheelers and spending time with his 3-year-old daughter Morningstar. Years raced: rookie.



Kelly Clark, Age: 31, Draper, Utah
Kelly lives in Draper, Utah, where he is the President of The Local Pages. Kelly enjoys all types of hunting, four wheeling and snowmobiling. He and his wife Lisa have four children. Years raced: rookie.



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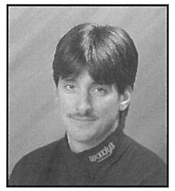
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19. Yamaha



Mark Carr, Age: 44, Kenai
Mark, a three time Iron Dog champion enjoys golf, hunting and competitive shooting. He is employed as a pilot for Alaska West Air He and his wife Glenda have two children, Jennifer 22, and Jamie 19. Years raced: 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 and 2002.



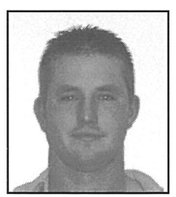
Dusty Vanmeter, 33, Kasilof
Dusty is an Operator for Tesoro, a commercial fisherman and a former Iron Dog champion. Dusty loves to ride, hunt, fish and spend time with his family. He and his wife Evelyn have three children, Kaitlyn 10, Shaelyn 7, and Brayden 9 months. Years raced: 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 and 2002.

Sponsors: Yamaha Motor Corporation, Anchorage Yamaha, Woody's international, Shoei Helmets, Olhin Shocks, Camoplast Tracks, S&R enterprise, Floor Center, Alaska Adventure Air

20. Polaris



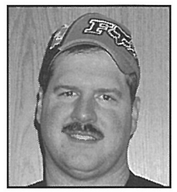
John Faeo, Age: 46, Wasilla
John is a seven-time Iron Dog champion and has raced in every single Iron Dog Race. John works for the Alaska Railroad as a Machinist. He also owns a big game guide hunting business, Canyon Lake Lodge in Canyon Lake. He and his wife Vicki have two children, John 24 and Scott 19. Years raced: 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 and 2002.



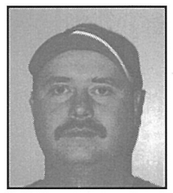
Todd Minnick, Age: 23, Wasilla
Todd Minnick has been racing competitively since 1994, winning several races including Valdez Mayors Cup, K400, and K150. Todd works as an Operator for Big Dipper Construction. In addition to snowmobiling, he enjoys hunting and fishing. His girlfriend Sharilyn Taylor will be a key member of the team's pit crew again this year. Years raced: 2002.

Sponsors: Anchorage Chrysler Dodge, Northern Lights Avionics, Larson Chiropractic, A-1 Pawn, Lead Dog Helmet Light, MGM, VFW Post 9365, Alaska Rubber, Walker Evans, NAPA, Interstate Battery, Carl's Cycle, Woody's International, Alaska Railroad, GCI, Nelson Kogane Accounting, Deans Automotive, Polaris Industries, Alaska Power Sports, Allstate Insurance Co, Fineline Upholstery, Weld Air, BJ Custom Aircraft, Weldin Construction, Big Dipper Construction, Grip N Rip, Boss Seats, Hot Rod Welding, Jim Blanning, Vicki & Sharilyn

21. Arctic Cat



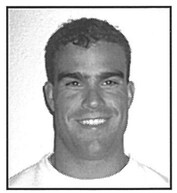
Joe Nosko, Age: 41, North Pole
Joe is a security guard for Doyon LTD. Joe and his wife, Julie, have two children: Daniel 12 and Jamie 9. Years raced: rookie.



Ted Wingerter, Age: 36, Fairbanks
Ted is a paramedic and security officer for Doyon. Ted has raced in the trail class of the Iron Dog three times, but this is his first time as a pro class racer—rookie.

Sponsors: Bill's Cat House - Big Lake

22. Arctic Cat



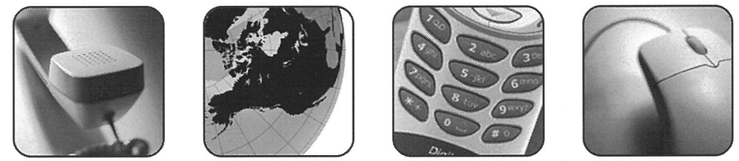
Marc McKenna, Age: 28, Anchorage
Marc is the co owner of McKenna Brothers Paving. Marc enjoys snowmobiling, dirtbiking and traveling. Years raced: 1999, 2000, 2001 and 2002.



Eric Quam, Age: 32, Eagle River
Eric is employed by Sperry Sun Drilling as an Engineer and enjoys snowmachining, dirtbiking and hockey. Years raced: 1999, 2000, 2001 and 2002.

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