POLARIS®
The Way Out.

POWDER

made for YOUR Alaska!

RACING

LOANS BY PHONE!
1-800-478-0500

TOURING

CROSSOVER

Parts • Apparel • Accessories • Service

Alaska Power Sports

Alaska's Largest Snowmobile Dealer

6511 Brayton Drive • Anchorage, AK 99507

Purchase Anytime Online
www.alaskapowersports.com

1-800-478-0500
Local 349-4512

$1.00

TESORO 2004 IRONDOG

FAIRBANKS • NOME • WASILLA / ALASKA

STA



WASILLA











HOME OF THE IRON DOG

The City of Wasilla wishes the Tesoro Iron Dog competitors a safe and successful 2004 Iron Dog Race!



MAYOR DIANNE M. KELLER
290 E. Herning Avenue
Wasilla, AK 99654-7091
(907) 373-9055 • fax 373-9096

www.cityofwasilla.com



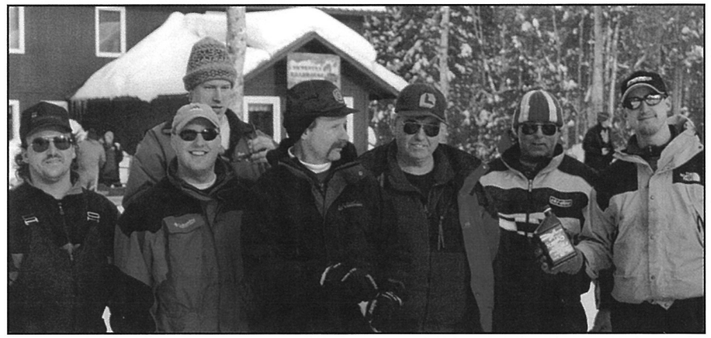
WANT TO BROADEN YOUR HORIZONS?

GO VERTICAL. POLARIS The Way Out.

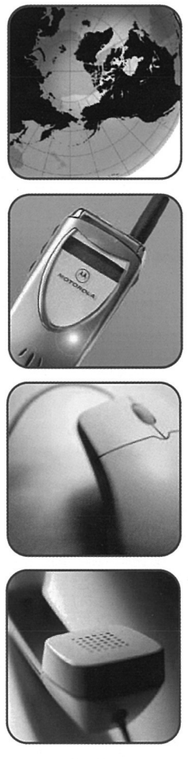
The Indy 800 RMK calls the clouds "home." And with its variable exhaust and EDGE™ RMK chassis you will, too.

Hartley MOTORS

P.O. Box 800 • Palmer, AK 99645
Mile 36.5 Parks Hwy.
(907) 745-4868 • 800-770-4860
Fax (907) 745-3824
"Specializing in Mountain Riding and Performance"



The fastest way to get from Fairbanks to Wasilla.



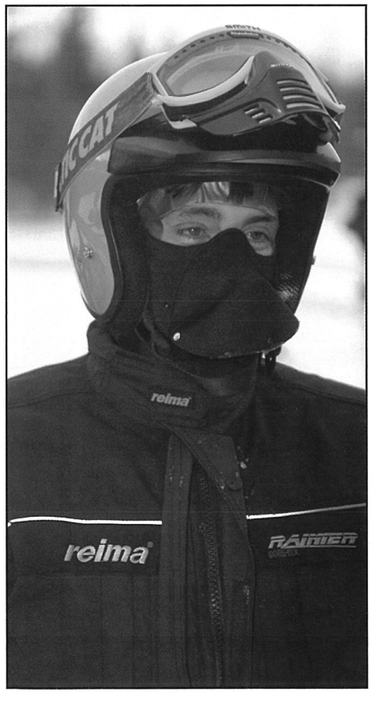
MTA telecommunications will get you from Fairbanks to Wasilla(or anywhere else in the world) in seconds—no matter what the weather's like.

Official telecommunications sponsor of the 2004 Tesoro Iron Dog.

MTA

Eagle River 694-3211
Palmer 745-3211
Wasilla 376-3211
www.mtasolutions.com

Local | Long Distance | Wireless | Business Solutions | Internet | Directory | DTV



Valdez ALASKA

Over $100,000 in 2003 Race Prizes
(Cash-Prizes-Trophies)

VALDEZ SNOWMACHINE CLUB SPONSORS:
VALDEZ SNOWMACHINE CLUB • CITY OF VALDEZ
HALTNESS EQUIPMENT • PETRO STAR VALDEZ REFINERY
CAPT'N JOE'S GAS • ASPEN HOTELS • ATC • ELKS • TCC/LCC.
NORTHERN PERFORMANCE • TONSINA MOTORSPORTS
WILSON BROTHERS DISTRIBUTING

PHOTO COURTESY AUTOGRAPHS & OGDEN PHOTOGRAPHY

calendar

Valdez Snowmachine Club Events Schedule 2004

DATE	EVENT	PLACE
January 17, 2004	Sno X	Valdez Sno X Track
March 6, 2004	Mayor's Cup	Valdez Sno X Track
March 20, 2004	Sno X	Valdez Sno X Track
April 2-4, 2004	Valdez Mountain Man Hill Climb	Thompson Pass
April 17, 2004	Sno X	Valdez Sno X Track

www.valdezsnow.com

Valdez Snowmachine Club



PHOTO COURTESY AUTOGRAPHS & OGDEN PHOTOGRAPHY



PHOTO COURTESY AUTOGRAPHS & OGDEN PHOTOGRAPHY

FOR INFORMATION CONTACT:
PHONE 907.835.2373
FAX 907.835.5267
WWW.VALDEZSNOW.COM
P.O. BOX 3689
VALDEZ,AK 99686



PHOTO COURTESY AUTOGRAPHS & OGDEN PHOTOGRAPHY



PHOTO COURTESY AUTOGRAPHS & OGDEN PHOTOGRAPHY





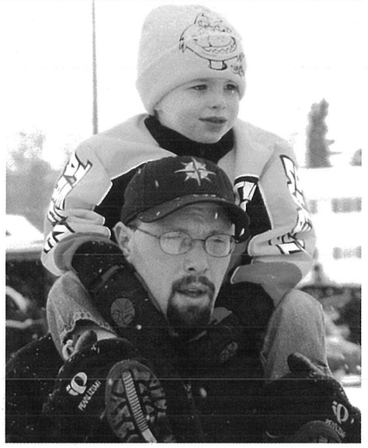


TABLE OF CONTENTS

Behind the Scenes
Stacey Grohol 8

Fourteen Hours in a Sleeping Bag
Curtis G. Green 10

The Iron Dog from a wife's point of view
Vicki Faeo 11

Official Race Rules 12

Racer Lineup 16

Iron Dog – Alumni 29

Championship History 31

2004 Sponsors 32

Autographs 35

Iditarod Snowmobile Friendship Ride
Steve Wilhelmi 36

2004 Checkpoints 40

COVER: Photos by Doug Ogden / Autograph Photography
PROGRAM PHOTOS: Courtesy of Iron Dog, Inc.

ARCTIC CAT®
2004 FIRECAT
The Best Power-To-Weight In It's Class!
2004 Arctic Cat F6 Firecat
It's all about less weight and lower center of gravity! Combines many new engineering firsts.
• 599cc Liquid Cooled Twin
• 118hp • 43" Ski Stance
• 13.5" Rear Travel
• Double Wishbone A-Arm Front Suspension
• Track: 13.5x128x1.0
LAYDOWN ENGINE DESIGN
This laydown engine rides low to centralize the mass of the sled.
INNOVATIVE NEW ENGINE DECK & CHASSIS
The steering goes over the top of the engine. Low center of gravity.
2004 Arctic Cat Bearcat 570
SPORT UTILITY
• 565cc Fan Twin
• Front Wishbone Suspension
• Stance: 39"-41" Adjustable
• 13.3" Rear Travel
• 16" x 156" x 1.0 Track
WHAT SNOWMOBILING'S ALL ABOUT.™ ARCTIC CAT®

ALASKA TOY RENTAL & OUTFITTING

435 S. KNIK, WASILLA
P.O. BOX 2786 - PALMER, AK 99645
PHONE 907-775-1880 FAX 907-373-2880
WWW.ALASKATOYRENTAL.COM

SUMMER FUN!!

WITHOUT THE COST OF BUYING, STORAGE OR MAINTENANCE!



"TOYS FOR ALL SEASONS"
FARM, LAWN & GARDEN UTILITY, HUNTING
RECREATION, SNOW MACHINES, ATVS,
WATERCRAFT & MOTORHOMES. RENT
BY THE HOUR, DAY, WEEK OR MONTH*.

MOTORHOMES... $200/DAY... 3 DAY MIN
4-WHEELERS... $150/DAY... $30/HR
SNOW MACHINES... $175/DAY... $30/HR
JETSKI... $300/DAY... $35/HR
LONG TERM RATES AVAILABLE
ALL MAJOR CREDIT CARDS ACCEPTED
*VALID CREDIT CARD REQUIRED FOR ALL RENTALS

907-775-1880

WE HAVE THE VERY LATEST TOYS
- GUIDED TOURS
- TRAILER RENTALS
- MOTOR HOMES

WINTER FUN!!



907-775-1880
VISA WWW.ALASKATOYRENTAL.COM MasterCard

ATM Sales
ATM Script Sales
Credit Card Processing
Wireless Processing
eCommerce Solutions
Check Services

NBS NATIONAL BANKCARD SYSTEMS
ATM DEALER
4900 Palmer/Wasilla Hwy
Suite 109
Wasilla, AK 99654
www.alaskaatmdealer.com
(907) 376-1021

• Snowmobile • Motorcycle
• ATV • Watercraft
EAGLE RIVER YAMAHA
(907) 694-1600 • 11031 Mausel, Eagle River, AK 99577

Hartley MOTORS Inc.
POLARIS The Way Out.
HONDA
Kubota
Mile 36.5 Parks Hwy.
(907) 745-4868 • 800-770-4860

Valley Car Rental
Cars, Trucks, Vans, SUV's & Motorhomes
rentme@valleycarrental.com
Mile 5 Palmer/Wasilla Hwy & Mile 46 Parks Hwy
(907) 373-1220 • (907) 746-1122

WELLS FARGO

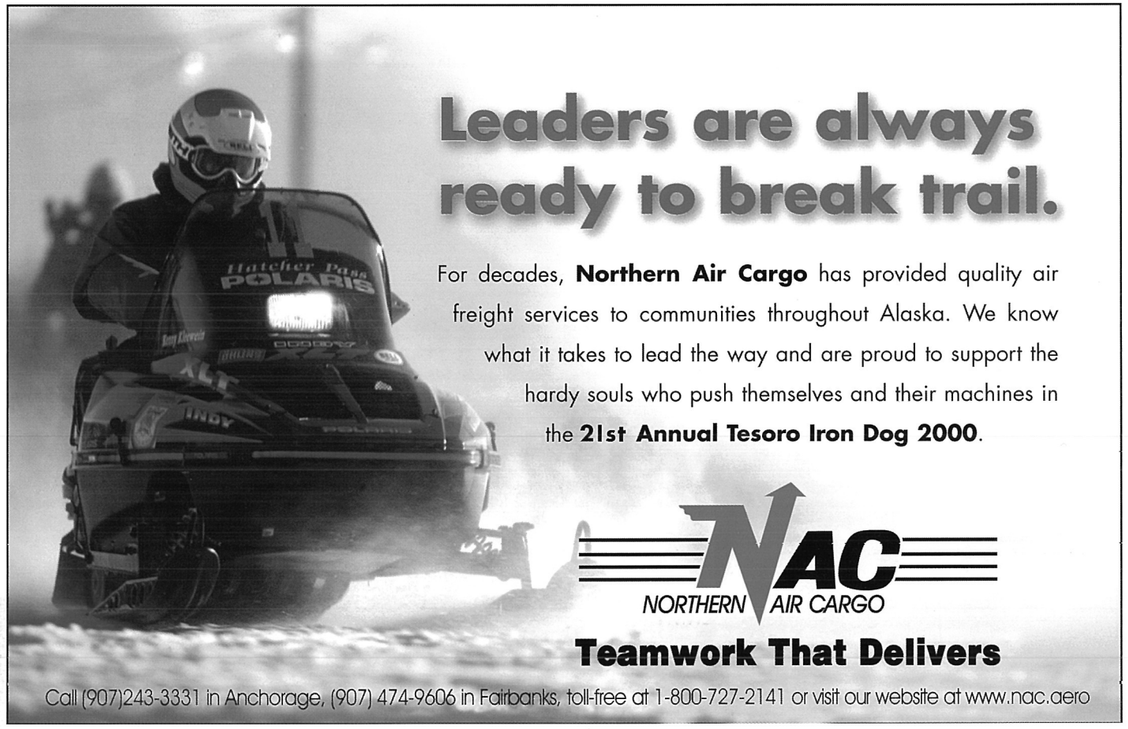
The Next Stage®

Wells Fargo is proud to support the Tesoro Iron Dog 2000.

It takes many people and many hours to pull off a great event.
We're proud to be part of the team that delivers for you.



© 2003 Wells Fargo Bank Alaska, N.A. wellsfargo.com Member FDIC



Leaders are always ready to break trail.

For decades, **Northern Air Cargo** has provided quality air freight services to communities throughout Alaska. We know what it takes to lead the way and are proud to support the hardy souls who push themselves and their machines in the **21st Annual Tesoro Iron Dog 2000**.

NAC
NORTHERN AIR CARGO

Teamwork That Delivers

Call (907)243-3331 in Anchorage, (907) 474-9606 in Fairbanks, toll-free at 1-800-727-2141 or visit our website at www.nac.aero

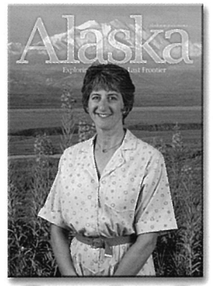
AutoGraphs & Ogden Photography

You Already Know Us As Alaska's Premiere Motorsports Photographer

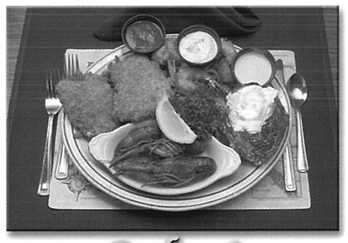
But We Also Do...



Corporate & Assignment



Receptions & Novelty



Product & On Location Shoots

Doug and Nancy Ogden
Anchorage, Alaska

AutoGraphs@gci.net
www.OgdenPhotos.com

Office - 907-349-3583
Cell - 907-440-9701

We Wish The Best Of Luck To All Iron Dog Racers!





READY TO RIDE? SEE US FIRST!

"WE SERVICE MOST SNOWMOBILES!"

SERVICE

- Motorcycles
- 4-Wheelers
- Snow Machines
- Complete Service All Makes & Models
- Preventative Maintenance



SALES & PARTS

- Custom Performance Parts
- Accessories
- Cycle and Street Fashions

"We service what we sell and what THEY sell too."™

Ground Up Customs

530 MULDOON ROAD
332-RIDE (7433)
HOURS: 9am - 6pm
Tuesday - Saturday

Indian MOTORCYCLE ANCHORAGE



When we designed the REV, we couldn't wait for the competition to catch up. So we didn't.

At Ski-Doo®, we've got a good thing on our hands with the REV™ platform. And we're not going to let it go to waste. So we're extending the REV chassis to our new GSX™, MX Z®, Renegade™, and Summit® sleds, giving them a cutting-edge performance boost along with the REV's acclaimed rider perfect ergonomics. Witness another REV success at:

Team CC

13140 Iris Way. Eagle River, Alaska 99577 694-3200

491 S. Willow St. Wasilla, Alaska 99654 357-3200

1-800-694-9150

www.TeamCC.com

ski-doo REV CHASSIS THERE'S NOTHING LIKE IT.

© 2003 Bombardier Inc. All rights reserved. ® Registered Trademarks and ™ Trademarks of Bombardier Inc. or its subsidiaries. Always ride responsibly and safely. Always wear appropriate clothing, including a helmet. Always observe applicable local laws and regulations. Don't drink and drive. (Pre-made ad #1304051)

YAHOO!

Mat-Su

WHERE ALASKA COMES TO PLAY



- Snowmachine
- Ski
- Mush
- Overnight
- Relax

We do winter inside and out!

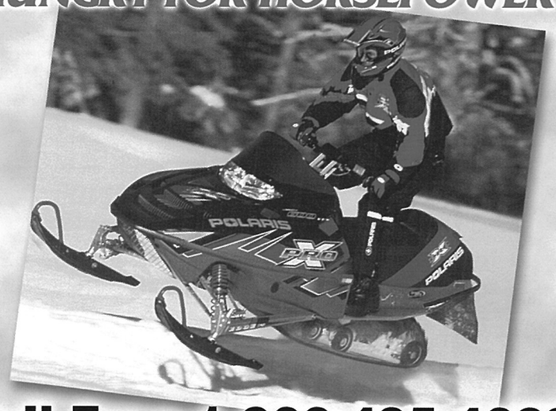
Contact us for a FREE Mat-Su Visitors Guide!

www.alaskavisit.com ▲ 907-746-5000

HATCHER PASS POLARIS

Full Service Polaris Dealership

"HUNGRY FOR HORSEPOWER"



Toll Free 1-866-495-4639

P.O. Box 58
Willow, Alaska

(907) 495-INDY (4639)
Fax: (907) 495-5070

• ANCHORAGE • FAIRBANKS • BETHEL • NOME • KOTZEBUE • BARROW • DILLINGHAM • KING SALMON •

BARROW • DILLINGHAM • EMMONAK • ILIAMNA • ST. MARY'S • UNALAKLEET • KING SALMON

KOTZEBUE • BARROW • DILLINGHAM • EMMONAK • ILIAMNA • ST. MARYS



Good Luck...

...to all of this years Iron Dog Racers!

what EVERTS when EVERTS where EVERTS

AIR CARGO EVERTS
Legendary Aircraft. Extraordinary Service.

Fairbanks
Phone: (907) 450-2300
Toll Free: (800) 434-3488

www.everisair.com

Anchorage
Phone: (907) 243-0009
Toll Free: (866) 242-0009

• ANCHORAGE • FAIRBANKS • KING SALMON • KOTZEBUE • BARROW • DILLINGHAM • GALENA









TESORO 2004 IRON DOG
FAIRBANKS • NOME • WASILLA / ALASKA

EDITORIAL

Managing Editor
Ed Brandt

Associate Editor
Susan Harrington

Art Director
Angel D. Nichols

Publication Designer
Diane O'Neill

Graphic Artists
Jason Bookman
Mishelle Kennedy
Randy Yost

Contributors
Vicki Faeo
Curtis Green
Steve Wilhelmi

BUSINESS

Alaska Quality Publishing, Inc.
401 W. International Road, Suite 13
Anchorage, Alaska 99518
(907) 562-9300
Fax: (907) 562-9311
www.alaskapub.com

Publisher
Bob Ulin

VP Sales
Chris Kersbergen

Project Manager
Dave Gates

PRINTED BY

A.T. Publishing and Printing, Inc.
1720 Abbott Road
Anchorage, Alaska 99507-3443
(907) 349-7506
Fax: (907) 349-4398
www.atpublishing.com

ARCTIC CAT

2004 FIRECAT

The Best Power-To-Weight In It's Class!

F6 Firecat



- 599cc Liquid Cooled Twin
- 118hp • 43" Ski Stance
- 13.5" Rear Travel
- Double Wishbone A-Arm Front Suspension
- Track: 13.5x144x1.25

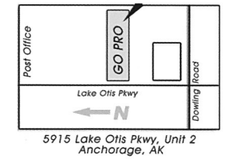
ARCTIC CAT www.asac.biz

ANCHORAGE SUZUKI / ARCTIC CAT
3054 Commercial Drive • Anchorage, AK 99501
ANCHORAGE 272-2412 • Outside Anchorage 1-800-350-5287
FAX 272-5864 • All Major Credit Cards Accepted

GO PRO



Your Source for Aftermarket Parts & Accessories



5915 Lake Otis Pkwy, Unit 2
Anchorage, AK

Phone: 563-1799 • Fax: 563-1863
Open Monday thru Friday 9 to 6 • Saturday 9 to 5
BUSH ORDERS WELCOME! 800.478.0813

BEHIND THE SCENES
(a little insight and perspective from HQ's view)

by Stacey Grohol, Executive Director

"Are you crazy?" I said to Ken Lee, full well knowing the answer. Ken is one of the trail-breakers for Iron Dog. He's also a racer and an Iron Dog Champion. He had just come back from doing some trail breaking on the southern part of the Iron Dog trail, trying to get through north toward Shell Lake.

"How did you get across?" I asked him, talking about the Susitna River, which was ice free and flowing. Due to a weird weather system in the winter of 2002-2003, very warm temperatures throughout the state prevented the rivers from freezing up and precipitation was in the form of rain instead of snow.

Ken replied in his manic manner, "We just skip across."

"You what!?" I said.

"Yea, no biggie, you just hit the throttle and keep it on until you're out of the open water. It's easy!" he said.

When talking to other racers about this type of "recreation," they respond in the same nonchalant manner and tell me hair-raising stories that are just as wild as the one Ken was telling me. Okay, I wondered, are these guys just wild when they're on snowmachines, or is it just a part of the way they live? When I pondered this a bit, I thought back to a hunting trip I had gone on with Ken about 17 years ago. If my experience with him was true to form for most of these guys, I already knew the answer as to whether he was crazy or not. I'll try to give you a little insight from my perspective.

I met Ken through his wife Jana in 1987. My husband John and I were invited along on a moose hunt over the weekend. This would be one of my first experiences in wild Alaska (after living my life as a California beach girl for my first 20 years) and I knew we would be camping out. I used to camp in California all the time, so I was thinking warm tent, fire, coffee in the morning, relaxing a little – sounds great!

I soon found Ken's way of camping is a little more efficient than what I was used to. No tent, up at 5:00 a.m., no coffee, need to get on the trail as early as possible. I was really tired, but because I was so cold I couldn't sleep. Sometime during the night, I turned completely around and curled up in a ball at the end of my sleeping bag. When I thought I heard growling sounds in the camp, I started to panic because I couldn't get out of my bag. My husband John whispered for me to settle down.

"But I'm stuck," I said. "I can't find the opening to my bag!"

"That's because you're turned around" he said.

"I hear growling sounds" I said. "I think there's a bear in our camp."

"No," he said, "it's just Ken snoring. Go to sleep."

Yeah sure, I was thinking. So I laid there shivering, waiting for morning, listening to the sounds of the "bear" soundly sleeping.

That was just the beginning. When we were planning the trip, I couldn't understand why Ken said to bring our hip boots. We were going hunting, not fishing, I thought. Well, I found out that they come in handy when you're stuck in sticky mud up to the fenders on a four-wheeler and you have to get off and walk out, sucking step by sucking step. The hardest thing is not to fall forward and go up to your elbows in mud – and if you do, to endure all of the hysterical laughter with some sense of dignity. Man, that laughing was really starting to tick me off.

Then we came to Montana Creek, which, since it was fall was only about 33 degrees. Okay, I'm thinking, we're not crossing here. It's too deep and there's no rocks on which to hop across. But then, Ken starts taking off his shoes and socks.

"What the heck? You've got to be nuts," I said.

"Come on, just follow me," he said.

I actually stood in the middle of the creek and screamed that I

Rules ... continued from page 34

7. A team may arrive at a checkpoint being towed by anyone except at the finish line where only a teammate may tow his/her partner across the finish line.
8. Drivers cannot leave a checkpoint under tow, unless they notify the race official that they are being towed to a shop. Team must notify official that the repairs have been made prior to departing checkpoint.
9. Any bags removed from a machine by a racer or Race Official will be done "on-the-clock" and prior to the time start of any layover. Putting bags back on the machine shall be done "on-the-clock". In Nome only, each team will be allowed five minutes "off-the-clock" to remove their bags.
10. Race Officials are not allowed to leave a checkpoint to take fuel to a driver on the trail.
11. All drivers will reduce their speed as they approach and proceed through all checkpoints.
12. Any speeding near a checkpoint will result in a penalty to the team. The interpretation of the word "speeding" will be left up to the judgment of the Race Officials involved.
13. Pro, Masters & Trail Class teams must arrive in Nome within 48 hours of the first place team. Any Pro Class team that does not get to Nome with the required time limit finishes as a Trail Class participant in Nome.
14. All finishing machines must remain in the impound area until released by the Race Marshal.

RACE COURSE

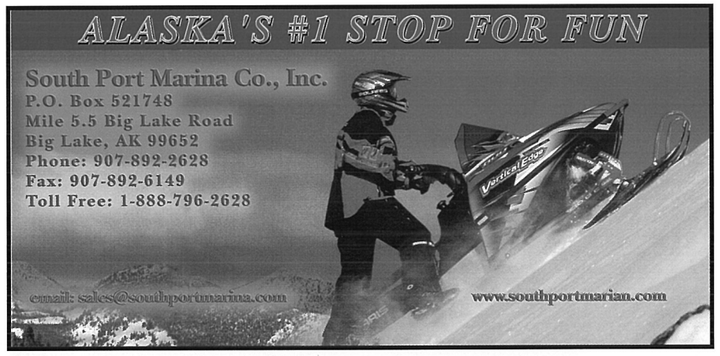
1. The racecourse shall consist of any route between official checkpoints with the following exceptions: A) Between Fairbanks and Ruby, travel on navigable rivers; Chena, Tanana, Yukon Rivers only, except when entering or leaving a checkpoint. Over land and on roads is off limits. B) Between Nikolai and Rohn River - Drivers must travel across the Farewell Burn. The South Fork of the Kuskokwim River is off limits. C) Between Rohn River and Puntilla - Drivers must go through Ptarmigan Pass - Rainy Pass is off limits. D) Between Rainy Pass and Skwenta the Skwentna River is off limits. Shell Lake Lodge will be a mandatory express checkpoint. E) Racers must follow marked mandatory course from Cow Lake to Big Lake. Drivers are required to avoid private property and travel safely. From Cow Lake travel on trail 6 then trail 5. Entering Big Lake on Trail 1 across from Call of Wild. Tesoro Iron Dog will have Race Officials at several "Express Checkpoints" located at each trailhead and intersection. Drivers do not have to stop at these checkpoints. Any team straying off the Big Lake mandatory course, will be penalized a minimum one hour penalty to be determined by the Race Marshal.
2. Due to the ongoing negotiations with the Bureau of Land Management and other agencies, race routes and rules may be changed. Drivers will be notified at the Driver's Meeting should this occur.

FEES AND PAYBACK

1. All entry fees are non-refundable.
2. If there are no qualified money finishers, the purse will be held in escrow for the following year's race.

GAS STOPS AND FUELING

1. All designated gas stops are checkpoints.
2. Fuel, oil and isopropyl will be supplied at each checkpoint. Grease and grease guns will be provided at the designated machine impound area in Nome.
3. All lids must be put back on containers and containers left upright.
4. Upon completion of fueling, drivers will proceed out of the area with the same degree of caution as when they entered.
5. Please respect the time and effort of others in compiling these rules in an effort to create a level and consistent field for all involved. These rules are for the Driver's safety and the future of the Tesoro Iron Dog depends on these rules being abided by. By breaking any rules, you are risking the future of the event and future participants getting a chance to compete.





2004 IRON DOG CHECKPOINTS

	Checkpoint	Mile	Sponsored By
	FAIRBANKS START		Pike's Waterfront Lodge
1	**Nenana**	**53**	Citgo Lubricants
2	**Manley**	**166**	Jackovich Industrial
3	**Tanana**	**235**	First National Bank Alaska
4	**Ruby**	**355**	Alaska Airlines
5	**Galena**	**408**	Everts Air Cargo, Red Bull Energy Drink
6	**Kaltag**	**500**	Warning Lites of Alaska
7	**Unalakleet**	**580**	Wells Fargo Bank Alaska
8	**Shaktoolik**	**621**	Gas and Layover
9	**Koyuk**	**671**	Newman's Manufacturing
10	**White Mountain**	**758**	Lynden Air Cargo
11	**Nome**	**829**	Gas & Lay Over
12	**White Mountain**	**900**	Lynden Air Cargo
13	**Koyuk**	**987**	Newman's Manufacturing
14	**Shaktoolik**	**1037**	Gas and Layover
15	**Unalakleet**	**1078**	Wells Fargo Bank Alaska
16	**Kaltag**	**1158**	Warning Lites of Alaska
17	**Galena**	**1250**	Everts Air Cargo, Red Bull Energy Drink
18	**Ruby**	**1303**	Alaska Airlines
19	**Poorman**	**1360**	Spenard Builders Supply
20	**Ophir**	**1454**	Northern Air Cargo
21	**McGrath**	**1497**	3M Alaska, Action Graphics, Arctic Transportation Systems, Aurora Productions, Compeau's, D&J Development, Eurest Support Services, Frontier Flying Service, Gana-a'Yoo, Ltd., GCI, Interior Fuel, LEAD DOG Helmet Light, Lynden Air Cargo, NAPA Auto Parts, Newman's Sled Beds, Warning Lites of Alaska, Whakatna Lodge - Galena, Weldin Construction
22	**Nikolai**	**1550**	Carslile Transportation Systems
23	**Rohn**	**1624**	VIP Distributing
24	**Puntilla Lake**	**1691**	KMBQ Q99.7
25	**Skwentna**	**1756**	McKinley Capital Management
	Finish	**1838**	City of Wasilla
	Headquarters		D & J Development, Matanuska Telephone Association

couldn't feel my feet. Ken just said, "hurry up, we've got to get up and over this hill." It took forever to feel my feet again.

After we had hunted moose all day and hiked quite a few miles, we hadn't seen anything but bear scat and tracks. So Ken decided we should go for bear instead of moose.

"Bear?" I said. "Then can I have a gun?"

"You don't need a gun, we'll be right here," he said.

Just at that moment he and John spotted a couple of moose. They both shot at them and then took off like a couple of gazelles after the second one, because she was only grazed. Okay, so Jana and I are here with a downed moose now, with no gun, and bear tracks all around. Finally we hear voices coming back.

"Where's the moose?" Ken yelled.

"It's over there", Jana and I yelled and I pointed from our perch as far up the crumbled tree as we could get, which was only about three feet.

"Nooooo, we don't need a gun," I said.

"Hey," Ken said, "if a bear saw you two falling over each other trying to climb that rotten tree, you wouldn't need a gun, it'd probably die laughing."

So I've had a little insight as to how Ken thinks. He just adapts to his current situation, is entirely comfortable with the outdoors, is motivated toward his goal and dedicated to achieving his objective. His enthusiasm is engaging and contagious. When talking with a good number of these racers, I have found this attitude toward life is a common trait with the majority of them. It seems there is something in their nature that they are born with to drive them to experience life to the extreme, and take it all in stride.

So back to when I was asking Ken if he was crazy because he was water-skipping over this huge expanse of open water on the Sustina River. Well, I should have known that questioning Ken's sanity was fruitless; it was no big deal.

"We all do it", he said.

And this is just one of the "fun" activities our trailbreakers partake in while cutting the route in for the Iron Dog race. Trail breaking is one of the most arduous, committed, difficult, and challenging necessities. Ken Lee and Tracey Brassard head up the southern trail, cutting it in from Big Lake to Puntilla with help from other racers. They clear downfall and overgrowth, build ice bridges, put in the steps at Happy Valley, side hill in the trail at the Happy Gorge, and basically work their butts off day after day, after day. And they seem to thrive on it. It is good training for them and it gets them in shape physically and mentally. They come to know the trail intimately, but most importantly for Iron Dog, it is essential to the race.

Volunteer trailbreakers all over the state take part in helping put in the Iron Dog trail and their jobs are no easier. Many have to cut through miles of downed, fire-burned forest, find ways around unmovable objects on the trail that are new from previous years, build bridge crossings, endure cold temperatures to the extreme, and get dunked and stuck – and it is done without complaints or reservations. Our trailbreakers are a hardy and committed bunch of volunteers. They put in endless time and effort to break and mark the trail for us and there are is no end to our appreciation for all that they do.

In the event of leaving someone out, I am reluctant to try and list all of our trailbreakers, but I know you know who you are. These guys are just some of the many groups that manage things relatively behind the scenes for the race. They are a small, but elite and committed group. They, along with an invaluable army of volunteers all over the state who work independently and voluntarily with true and tireless commitment, are the ones that make this race happen.

I am still making my way, learning more and more about this race. As we go along, I learn something new from those who have a history with this event. I have learned that no matter who you work with, whether behind the scenes or in the forefront, they've all got it. The commitment, passion, and enthusiasm for this race is amazing, and you better watch out – because it's catching.

Fourteen Hours in a Sleeping Bag

By Curtis G. Green



After riding nearly 1,000 miles on the trail from Wasilla, Nome seemed just around the corner at only 70 miles away. As Trail Class riders, we had had a great adventure in the 1997 Iron Dog Gold Rush Classic.

Riding together part of the time were Bruce Boyd, Gary Baugh, Jan Masek, Dave Baumann, Rod Reese, Jamie Schaefer, my partner Bill Long, and me.

As late afternoon approached at the White Mountain checkpoint, we finished fueling up and prepared to depart before it actually got dark. One of the local race volunteers pointed to the west and said, "You see those clouds? Those aren't clouds, that's blowing snow!" We were to learn later he was pointing to the "blow hole," an area about 20 miles from White Mountain known for its ferocious north winds and blinding ground blizzards. What was one little storm? We were tough Iron Doggers and could not be deterred. Onward to Nome.

After about an hour or so, we were in the teeth of the storm. It was dark, the temperature was -10 degrees and the wind speed was 60 to 70 mph. Hard to stay on your feet, hard to see with visibility only the length of a snowmachine. The trail stakes and trail were nowhere to be seen. It was only 7 p.m. but we knew it was time to "circle the wagons," get into our sleeping bags, and use the snowmachines as protection from the direct blowing wind. This was at about the same time we should have been approaching Nome. That wasn't going to happen that night.

It was an incredibly long, miserable night, with one or the other of us occasionally yelling out over the howl of the wind to see if everyone else was still okay.

Fourteen wretched hours later at about 9 a.m., the wind finally let up and there was again some light. There was the trail only 100 yards away, but in the darkness and blowing snow the night before, it might as well have been 100 miles away.

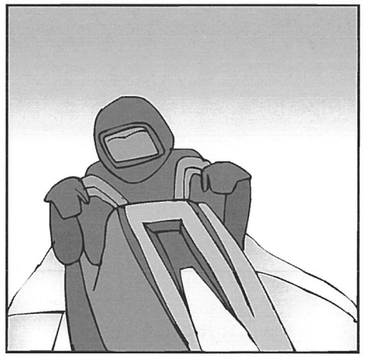
Nothing quite like being out of those sleeping bags, once again able to see and knowing we could once again hit the trail. The cowlings of the machines were packed with snow but all started without a hitch.

Since leaving Unalakleet about 24 hours before (also in a blinding snowstorm), we had had very little food or water. We started back to White Mountain to regroup, eat, get some water, and then continue to Nome. About half the way to White Mountain, Tom Gray met us and led us back to food, warmth, and shelter. We would have found our way back by ourselves but believe me, it was nice to see him.

We learned that the "blow hole" we had just tangled with had been the same place that Iditarod mushers had run into with similar problems a few years earlier.

After a good rest at White Mountain, we continued to Nome, a little tired, a little frostbitten, but a lot wiser.

The next time someone points to a cloud and says, "that's blowing snow," I'll believe them.

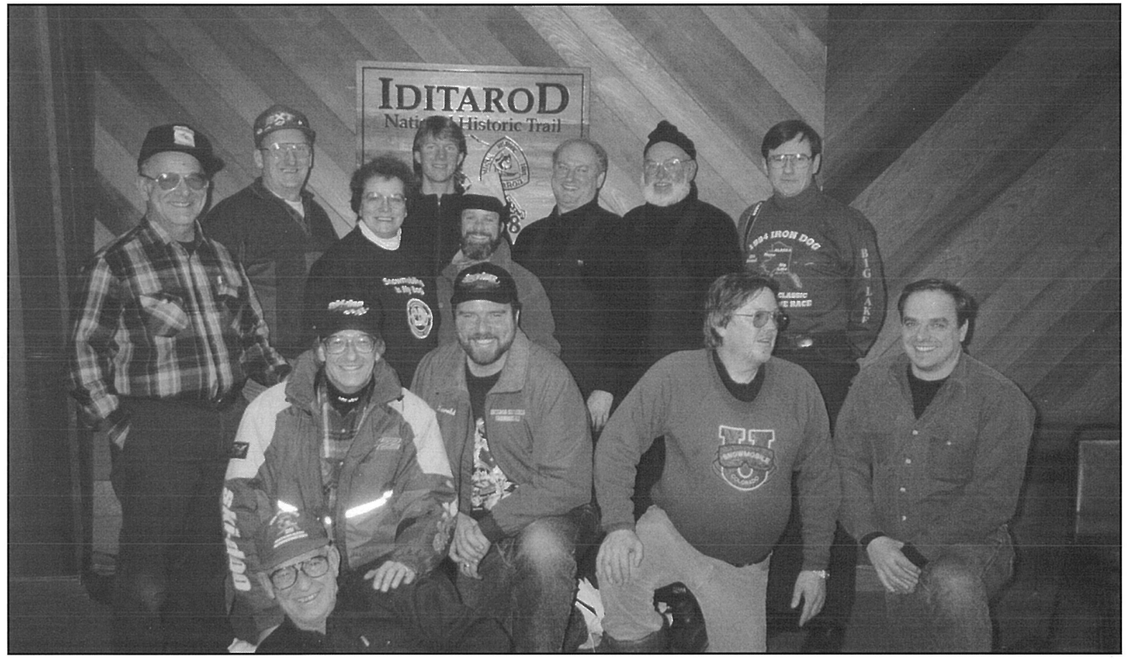


The weather for the 1994 Iron Dog race was clear and cold, but the scenery and the adventure of the ride made the cold temperatures less noticeable. The group of riders as I mentioned earlier weren't out to set race records, instead the riders took eight days to cover the distance from Nome to Big Lake. Along the way the riders stopped at nine villages and conducted snowmobile safety education training at schools. Snowmobile safety handouts, videos and even a few helmets were distributed to young riders. The whole experience was very rewarding. The group slept in cabins, people's homes and in the schools. A lot of friendships were made.

There were a few mishaps along the way. A few skis and radius rods were bent and even a tunnel was cracked. Ms. Lloyd cracked three ribs when she was thrown from her snowmobile on the Yukon River between Galena and Ruby. She never faltered and continued to ride. The Farewell Burn proved a challenge for many of the riders who were tossed from their machines more than once. There were a few concerns when machines were low on fuel and the temperature dipped to 48 degrees below zero while the group pressed on in the black of night to find the Rohn Cabin.

On the eighth day all of the riders arrived at Big Lake. The journey had come to an end. For everyone involved there was a real sense of accomplishment. They crossed 1,100 miles of rugged terrain, saw the scenic splendor of winter in Alaska, made new friends and conducted snowmobile safety education at villages along the way.

And on a personal level for each rider there was the great deal of satisfaction and achievement for having participated in and completing the Iron Dog.



Iditarod Snowmobile Friendship Ride participants (back row left to right): Morris Stehman, Dale Lloyd, Kay Lloyd, Randy Bedard, Don Howard, Dr. William Burns, Bill Burns and Steve Wilhelmi. Middle row (left to right): Dave Smith, Harold McAdam, Jack Sheets and Larry Soule. Front is Elmer Soule, ride leader.

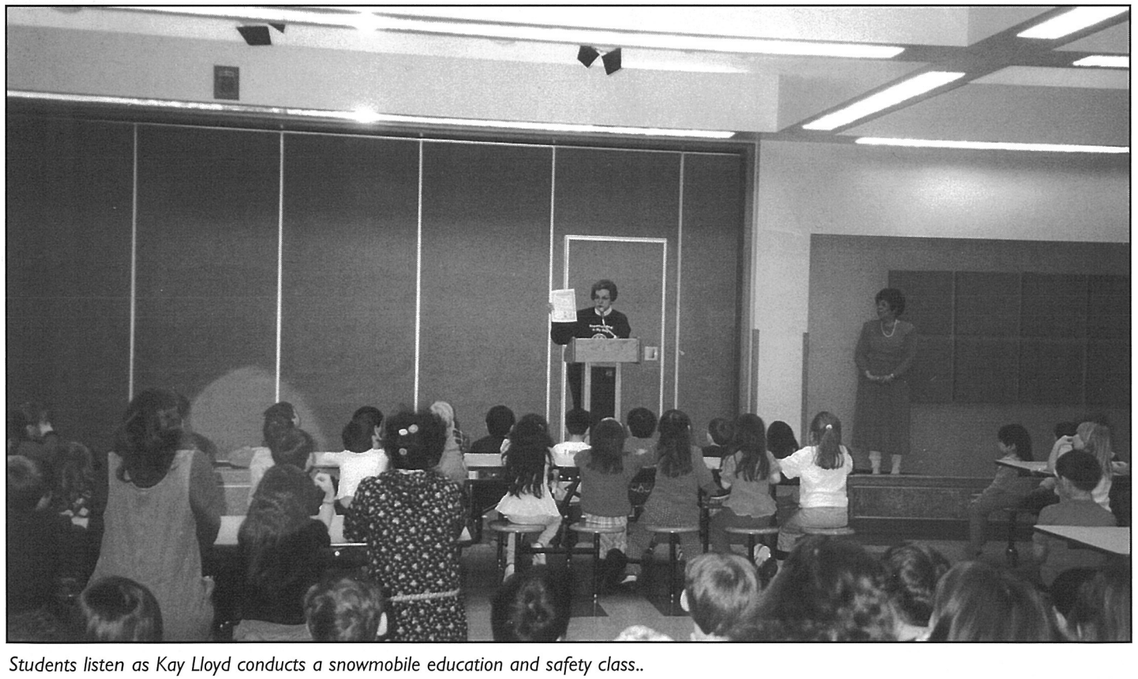
A Decade Later ... continued from page 37

Welch, Executive Director of the Colorado Snowmobile Association; Larry Soule of Anchorage was the group's trail sweep; Dave Smith of Mosinee, Wisc., representing Ski-Doo; Morris Stehman of Greeley, Colo., past president of the Colorado Snowmobile Association; Bill Burns of South Fork, Colo., president of the Colorado Snowmobile Association; Dr. William Burns of Lake Jackson; Don Howard of Creede, Colo., president of the Creede Snowmobile Club; and ride leader Elmer Soule, participating in the Iron Dog for the fifth time.

Coordinating the ride with Ms. Lloyd and all of the participants was arduous. The logistics alone were mind-boggling and then there was the planning, coordination, and final preparation, all of which took months to accomplish. In the weeks and days leading up to the start of the 1994 Iron Dog everything finally fell in place for the group.

During the planning and preparation there were hundreds of telephone conversations and during these discussions Ms. Lloyd on more than one occasion used the words "Iditarod Snowmobile Friendship Ride" to identify with the ride. After being repeated a few times by ride organizers the name seemed fitting for the ride. The name had notoriety and warmth and the "Iditarod Snowmobile Friendship Ride" became the official name.

In 1994, the Iron Dog race went from Big Lake to Nome and back to Big Lake. The Iditarod Snowmobile Friendship Ride riders shipped the snowmachines to Nome and rode back to Big Lake. I must admit that I had some apprehensions early that morning sitting on the snowmachine on Front Street in Nome waiting for the start of the return leg of the Iron Dog. I wasn't concerned about my riding skills or the new Ski-Doo MXZ that I was assigned to ride; however I was concerned about the 11 riders from the Lower 48 participating in ride. Many of them were flat-landers with no backcountry or mountain riding experience. A few had very little snowmobile experience and one or two others I questioned their physical ability to complete the ride. Nevertheless, we departed Nome and started our journey on the Iditarod Trail.



Students listen as Kay Lloyd conducts a snowmobile education and safety class..

The Iron Dog from a wife's point of view

The Iron Dog Wife enjoys spending the winter catching up on the things that are put off all summer, because we end up spending virtually no time with our husbands from October until February except filling parts lists and gathering supplies for race preparation. The Iron Dog Wife is always prepared to share her home with a variety of Iron Dog related people.

During the months of September and October, an Iron Dog Wife can expect to spend many hours helping gather sponsors for the next year's race. Spare moments at the start of the New Year are spent preparing for the actual race. This year the trip will start in Fairbanks, on to Nome, and finish in Wasilla.

Mid-February, wives begin to wonder: Can they actually ride a snowmobile that far without breaking down in the middle of nowhere in freezing rain, snow storms, open water, or sub-zero temperatures, and make it back home safely?

The work pays off when the racers arrive back home in the spring and are talking a little of the possibilities of retirement for a couple weeks – maybe just to keep Iron Dog Wives sane – until the big March snow storms hit the Valley area and the riding starts all over again.

On a more serious note – every year I secretly can't wait to see all the friends that I have made over the last twenty years along the trail and over the phones during the Iron Dog. I greatly appreciate all of the Iron Dog families who adopt my husband and Iron Dog racers along the trail.

Good luck in 2004 to all the Iron Dog Wives and their Racers.

– Vicki Faeo

SKNOWBEST!™

Ultra-Glides

• Three wide slots and four thick ribs allow for nearly 8 inches of ski stance difference.

• Carbide wear rods never make contact for a friction-free path.

• Available in 20',40',60',&80' coils

• Turn-outs also available.

Brake Hoses Made to Order

• Any hydraulic brake and clutch hose to suit any type of vehicle.

• All hoses comply to DOT Standard FMVSS106. (In some cases a sample will be needed).

VISA ARS ALASKA RUBBER AND SUPPLY INC MasterCard

5811 Old Seward Highway, Anchorage, AK 99518
Anchorage: (907) 562-2200 • Toll-Free: (800) 478-7600

One Ride Away from Addiction!



POLARIS® The Way Out.

Offering Genuine Polaris Snowmachines, Parts and Service

Good luck to all of the racers, from the staff at

FAIRBANKS MOTORSPORTS

3419 South Cushman • Fairbanks, Alaska 99701
(907) 452-2050 • 1-800-764-2050

MISSION

The purpose of the Tesoro Iron Dog is to provide reliable, consistent, safe and honorable cross-country snowmobile racing and recreational riding in Alaska. This is a team race, consisting of two (2) persons and two (2) snowmobiles (track driven and ski steered). The Trail Class teams may include three (3) or more persons, but each person must have their own machine. The Pro & Masters Class runs from Wasilla to Nome and then finishes in Fairbanks in even numbered years and runs from Fairbanks to Nome and finishes in Wasilla in odd numbered years. The routing may be changed at the discretion of the board. The routes for Trail Class teams will be determined on a year-to-year basis. Drivers will display honor and integrity throughout all of their involvement with the race. These snowmobilers will brave subzero cold, bad visibility, and deep snow to push their snowmobiles and bodies to the limits to reach the finish line. It is the World's Longest Snowmobile Race, and it is a true test of machine and driver. The Tesoro Iron Dog Pro, Masters & Trail Class driver will always treat Race Officials with respect and their decisions will be final. Each participant is required to read both the Iron Dog rules and general rules of the ISRA (International Snowmobile Racing Association).

Each applicant acknowledges receipt of the Iron Dog Rules, which shall be applicable to each participant in each and every Iron Dog event ("driver"), regardless of the "class" of entry. Drivers accept and agree to be bound by the terms and conditions of the Iron Dog rules.

Each driver acknowledges that: Iron Dog has limited resources; is dependent on donors for a significant portion of its funding; functions with limited employed staff and hundreds of volunteers under only limited control of Iron Dog; and must organize the event in some of the most remote and uninhabited locations in Alaska in the most severe weather conditions. Under these circumstances, Iron Dog cannot and does not commit to perform obligations or responsibilities of any kind.

Iron Dog disclaims all obligations and responsibilities of every kind and nature. While Iron Dog will attempt to perform all tasks it undertakes with reasonable care and effort, as determined in its sole and absolute discretion, it shall owe no duty of any kind or nature to drivers, and it shall perform only such acts it deems necessary at its sole and absolute discretion. Drivers shall have no claims, demands, suits or actions ("claims") of any kind or nature against Iron Dog, its agents, servants, employees, directors, officers, contractors or volunteers, regardless of whether any such claim is in the in the nature of contract, tort or other type of claim, and regardless of whether any such claim is for injury or damage to person or property, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by the Iron Dog Board of Directors or by employed Iron Dog staff.

Each driver agrees, by participating in any Iron Dog event, to release, indemnify, defend and hold harmless Iron Dog, its agents, servants, employees, directors, officers, contractors and volunteers, from and against any and all such claims, specifically including claims by third parties, except only if, and to the extent that, the claimant demonstrates, by clear and convincing evidence, that any such claim arises solely, directly and proximately from the intentional and willful wrongdoing by the Iron Dog Board of Directors or by employed Iron Dog staff.

The disclaimers, the limit on claims, and the agreement to release, indemnity, defend and hold harmless set forth herein shall apply to every act and omission of Iron Dog, its agents, servants, employees, directors, officers, contractors and volunteers, including, by way of example only, acts and omissions in planning, organizing, facilitating, staging, conducting, and judging the race and other Iron Dog events, and shall survive conclusion of the race and termination of the relationship between Iron Dog and driver. Each driver accepts and assumes all risks in any way arising from, related to, or connected with participation in any Iron Dog event and each driver is encouraged to obtain and maintain appropriate insurance covering all such risks.

2004 TESORO IRON DOG OFFICIAL RACE RULES

GENERAL COMPETITION RULES

1. All participants must be current members of Tesoro Iron Dog.
2. No driver under the age of eighteen (18) will be allowed to compete in the Pro Class. Drivers 16 and 17 may participate in the Trail Class provided their team member is a parent or guardian.
3. For each participant, a physical exam by a certified medical physician shall be turned into the Tesoro Iron Dog with Forms 1-3. Certified physical exams dated after June 1, 2002 are acceptable. There are two classes of participants: Pro & Masters Class and Trail Class. Entrants must declare their class upon entry. Any team in the Pro & Masters Class may drop to Trail Class status prior to race day. Pro & Masters Class racers will compete for prize money and trophies. One driver in a Masters Class team must be at least 50 years of age. The Masters Class team will compete for trophies/plaques. There must be at least three teams in the Masters Class or the Class will not be available. Trail Class teams will ride for adventure and a completion award.
4. All sled dog teams have the right-of-way at all times. Event participants should also be aware that other people use the trail for different purposes. Participants should always be prepared for people and/or animals on the trail.
5. Safety equipment will be inspected prior to the start of the event, in Nome, and at the Finish Line, and/or at the discretion of the Race Marshal, or his designee, at any time "off-the-clock" during the event.
6. Event participants are required to sign the "Release and Waiver of Liability and Indemnity Agreement" and an acknowledgment that he/she has read the Official Race Rules provided by the Tesoro Iron Dog prior to competing in the event.

Rules ... continued on page ...14



leaders listening closely to her proposal. The wheels, or should I say skis, were set in motion. Her proposal included that Ski-Doo, Polaris, Yamaha and Arctic Cat would each provide four snowmobiles, suits, helmets and gloves. Seeing the merit in her proposal the four manufacturers quickly agree to provide the snowmobiles and clothing. The world's toughest snowmachine race, 1,100 miles of rough Alaska terrain, snowmachine safety training at bush communities and a high-profile event at that – it was a win-win proposal for everyone. There was also the media publicity and an international theme with U.S. and Canadian riders participating.

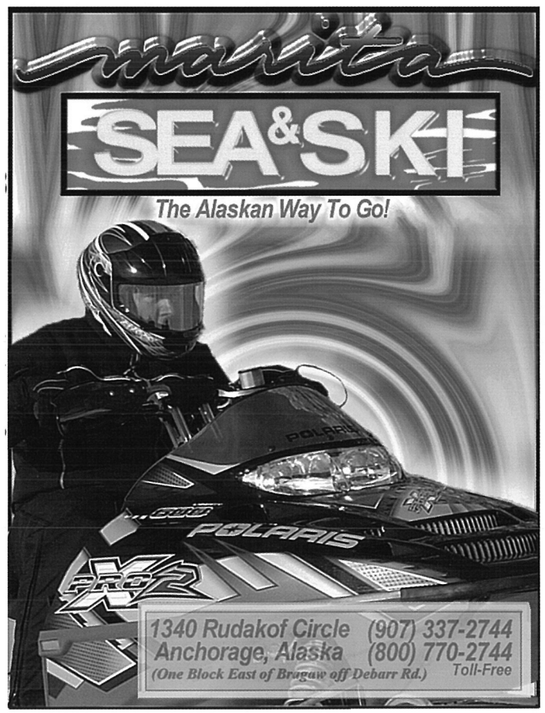
With 16 slots available, Ms. Lloyd assembled a cross-section of riders. Alaska riders participating were Godden, Bedard, Clifton Tweety, Larry Soule, Elmer Soule and myself. Elmer Soule was chosen as the ride leader. Having participated in the Iron Dog several times in the past, Soule was a natural choice as ride leader.

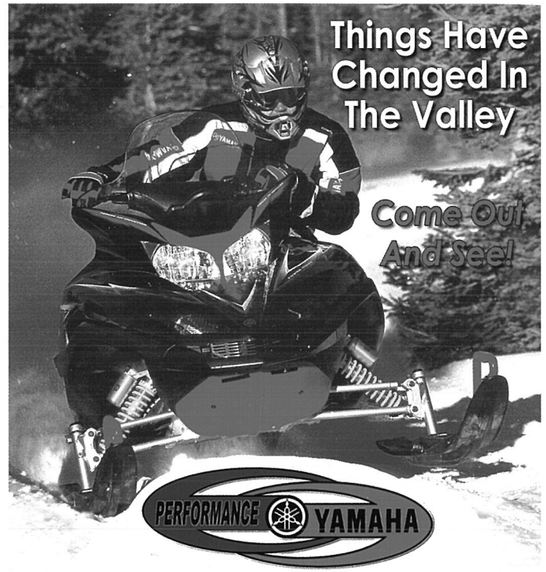
Participating in the ride were Lloyd and her husband, Dale; Harold McAdam, co-chair of the International Snowmobile Council and president of the Canadian Council of Snowmobile Organizations; Fran Speer of Atikokaw, Ontario, director of the Ontario Federation of Snowmobile Clubs and president of the Northwestern Ontario Snowmobile Trails Association; Clifton Tweety of Anchorage, a two-time Iron Dog participant; Randy Bedard of Anchorage, district manager for Polaris and a 1989 Iron Dog rider; Jack Sheets of Colorado Springs, Colorado, Chair of the Western Chapter of the Internal Snowmobile Council; Jack

A Decade Later ... continued on page 38



The Iditarod Snowmobile Friendship Ride group prepares to depart the Shaktoolik School after presenting a snowmobile education and safety class.





A DECADE LATER...

Anchorage rider remembers 1994 Iron Dog

17 riders from U.S. and Canada come together for "Iditarod Snowmobile Friendship Ride"

by Steve Wilhelmi

It doesn't seem like it was a decade ago when I was one of a group of 17 trail riders who participated in the 1994 Iron Dog. Many of the memories are too vivid – riding on the shore of Norton Sound, crossing over White Mountain, zipping up the Yukon River, crossing the Farewell Burn, riding through the Alaska Range, finding the Rohn Cabin late one night, climbing the famous "steps" at the Happy River, and finally reaching the finish line at Big Lake.

Our group of trail riders didn't set any records for course completion time. Altogether our group had an entirely different purpose for participating in the 1994 Iron Dog. That purpose was snowmobile safety and education training.

In 1993, Kay Lloyd, co-chair of the International Snowmobile Council, was and continues to be a strong advocate for snowmobile safety education training. It was Ms. Lloyd's idea to do a snowmobile safety education program that had never been done before, something unique and challenging and out of the ordinary. Having always wanted to snowmobile in Alaska, Ms. Lloyd developed the idea of doing snowmobile safety training in Alaska and traveling from community to community by snowmobile.



Kay Lloyd, then co-chair of the International Snowmobile Council, was the organizer of the 1994 "Iditarod Snowmobile Friendship Ride."

Ms. Lloyd contacted Ron Godden, Elmer Soule, Randy Bedard and myself to discuss the feasibility of such a snowmobile undertaking. We explained to her that snowmobile safety training in Alaska was severely lacking, especially in bush communities. Ms. Lloyd asked us how we would go about doing such training using snowmobiles as transportation. It didn't take long for us to conclude that participating in the Iron Dog was the answer. All of the support mechanisms are in place to make such an undertaking possible. We explained the Iron Dog event to Ms. Lloyd and she quickly knew that she had found the means to make her Alaska snowmobile safety training a reality. The Iron Dog had all the ingredien: Crossing 1,100 miles of Alaska's toughest terrain was challenging, riding the world famous "Iditarod Trail" had notoriety, and a worthy cause – snowmobile safety training that was desperately needed in bush villages.

In the early 1990s, there was not one single person in the snowmobile community that could make things happen faster and better than Ms. Lloyd. A hard-charging person, she forged ahead when ideas and programs had merit. A life-long snowmobiler, Ms. Lloyd had held numerous organized snowmobile positions on the state, national and international level. She knew all of "movers and shakers" in the snowmobile industry, and quickly put together a plan.

Ms. Lloyd presented her idea to the snowmobile manufacturers and had them and other industry

every Dog has its Day

To the racers of the ***2004 Tesoro Iron Dog***, your day has arrived.
As a proud sponsor, McKinley Capital salutes those participating
in the longest, toughest snowmobile race on earth. Enjoy the ride.

McKinley Capital Management Inc.
The right clients... for the right reasons.

www.mckinleycapital.com · 3301 C Street, Suite 500 · Anchorage, Alaska 99503 · 907-563-4488

Rules ... continued from page ...12

7. Injured drivers or damaged machines shall be reported at the next checkpoint by teams aware of such incidents.
8. Race Marshal Committee is the Race Marshal and at least two other Race Officials. Official Checkers will not interpret the Race Rules.
9. Mandatory Driver's Meeting must be attended by at least one driver of each team.
10. The Tesoro Iron Dog reserves the right to refuse entry to, or disqualify any team not possessing sufficient survival equipment.
11. Any interpretation of the Tesoro Iron Dog rules, which is not in conflict with the spirit of the rules during the race, is strictly at the discretion of the Race Marshal.
12. In the event of an emergency, the Tesoro Iron Dog Board of Directors is not to be held liable, if it has no choice but to cancel the event.
13. In no way whatsoever shall any driver present negative publicity in any form to the media or the public in general. Generally, the Executive Director of Tesoro Iron Dog shall coordinate all media relations.
14. Tesoro Iron Dog Officials, or its designee, for record of its condition may videotape snowmobiles during the race at any time.
15. A Race Official will have the authority to scratch a team in the event a team no longer meets the requirements of competition. All scratches must be reported at the nearest checkpoint as soon as possible.

CODE OF CONDUCT

In the spirit of good sportsmanship and the Tesoro Iron Dog, all participants must adhere to the following:

A. Drivers and Race Officials will conduct themselves in a prudent and respectful manner at all times.
B. Any unsportsmanlike conduct on or off the course will subject the driver and his teammate to immediate disciplinary action and/or disqualification by the Race Marshal.
C. Drivers working on snowmobiles must allow a path for other racing machines on the course proper.
D. Drivers must always be prepared for other drivers wanting to pass them. All drivers will not purposely hinder or obstruct the overtaking machine or operate a race machine in an unsafe manner. Drivers should always be prepared for traffic on the trail that is not a part of the Tesoro Iron Dog event.
E. Drivers will not block the access into or out of the checkpoint and/or impound areas.
F. Drivers shall not sabotage equipment at fuel stops either intentionally or accidentally.
G. No fighting, vulgarity, or offensive language will be tolerated.
H. Littering of the trail will not be tolerated.
I. Drivers will mark safety hazards on the trail.
J. Trail Class teams will defer to Pro Class teams at all checkpoints.

DRIVER'S RULES

1. All participants are solely responsible for providing their own sufficient fuel supply from checkpoint to checkpoint.
2. Only a racer or Race Official can put fuel in a race machine. Any team in any Class may accept gas, parts or tools or assistance from anyone, including another race team or Trail Sweeper, except as follows: a) Any radio contact with an aircraft is prohibited for Pro & Masters Class participants. Radios may be used for safety/emergency purposes by any participant, b) In the Pro & Masters Class, only racers (including another race team) are allowed to work on snowmobiles - no pit crews. A non-racer may do welding on machines.
3. Assembled parts, i.e., track with studs, may be installed.
4. Machines for each team must finish the race with the original crankcase and tunnel. At the Safety Inspection, Race Officials will record serial numbers of the engine and tunnel for each machine in the Pro & Masters Class.
5. Replacing a complete rear suspension at one time at any location is prohibited. However, replacing individual parts within the rear suspension system is allowed which may result in a complete suspension being replaced during the race. Security stickers may be put on the major components of the suspension system; i.e., rails and torque arms.
6. Teams are responsible for the clearing of all parts, machines, and supplies from the trail. All excess supplies, broken parts and other materials belonging to any team must be turned in at the next checkpoint, including the finish line. Each Checkpoint Official will be required to check and report each machine for obvious missing parts.
7. Drivers are advised to have their own driver liability/medical insurance.
8. Team numbers and bibs issued by Iron Dog will be unaltered displayed and worn at all times. Team number shall be placed in the center of the windshield as low as possible.
9. All sponsored items and logos furnished by Tesoro Iron Dog must be clearly and creatively displayed on the exterior of machines or helmets.
10. Helmets must be worn while riding.
11. Eye protection is mandatory during the event. The use of goggles and/or face shields is required.
12. Drivers will stop and render aid if they come upon another team in a life-threatening situation.
13. No racer will be allowed to fly in a chartered or private airplane during the race.
14. Electronic locators are permitted.
15. All work performed on the machines, outdoors or indoors, must be done "on-the-clock" anywhere along the racecourse. Race Officials must have immediate access, outdoors or indoors, to observe work performed on the machines. No machine on a mandatory layover may be worked on, except as noted in Rule 5, Checkpoints, Layovers and their Operation section.
16. Use of alcohol and drugs by any driver and Race Officials is strictly prohibited. Tesoro Iron Dog reserves the right to randomly drug test.
17. Each participating driver must stay with original teammate(s). Pro-class drivers may request the permission to ride with a Trail-Class team. No driver can join a Pro-class team unless in the case of an emergency.
18. No driver may clear (raise & spin) the track of his/her snowmobile at the starting areas in Fairbanks, Wasilla, Big Lake or Nome.
19. If the Race Marshal suspends the race at any time, drivers shall not leave a checkpoint, if a team is on the trail, they are to stop and stay at the next checkpoint. The Race Marshal will announce when the race is suspended and resumed.
20. Substitute drivers are allowed prior to the start of the race only, but proper paperwork and fees must be received and approved by the Tesoro Iron Dog, prior to participation.
21. Racers cannot ride the trail during any layover.
22. Impound areas are completely off limits except to a race official and or a driver "on the clock".
23. Air support is prohibited anywhere on the trail except within a 5 mile radius of designated checkpoints, penalty will be disqualification.

SNOWMOBILE DESCRIPTION

1. Pro Open and Master Class (2-cycle 700 cc maximum with single exhaust pipe, 4-cycle 1000 cc maximum). For Trail Class participants, there is no limit. An inspection may be made of all engines that place in the money. If it is determined that the engine is not in compliance with any rule, the racer shall be disqualified.
2. Brakes, headlights, taillights, brake lights, snow flaps, and clutch guards must be in a safe and operational condition when leaving each checkpoint. Tail/brake light must be installed on rear of machine and be a minimum of 2" x 4".

Rules ... continued on page 34



Autographs

Advertising Index

ACS 12
Alaska Power Sports 48
Alaska Rubber & Supply, Inc. 11
Alaska Snow Safaris 20
Alaska Toy Rental & Outfitting 44
Alaskan Automotive Distributing, Inc. 2
Anchorage Suzuki/Arctic Cat 7
Arctic Rec Distributor 45
Autographs Photography 6
Cellular One 27
City of Wasilla 47
Country Insurance & Financial Services 15
Everts Air Cargo 42
Fairbanks Motor Sports 11
Go PRO 7
Ground Up Customs 43
Hartley Motors 46
Hatcher Pass Polaris 42
High Performance Auto Supply 26
Holtzman Engineering, Inc. 18
Lynden Air Cargo, LLC 15
Marita Sea & Ski 37
Matanuska Valley FCU 19
Mat-Su Convention & Visitors Bureau 43
McKinley Capital Management 13
Miller Marine 21
Morgan's Sales & Service 19
MTA 47
Northern Air Cargo 6
Performance Yamaha 37
South Port Marina, Inc. 41
Spenard Builders Supply 20
State Farm-Green, Curtis 18
Summit Windows & Doors, Inc. 22
Super 8 Motel 21
Team CC 43
Tesoro Alaska Company 24
V&H Enterprises 23
Valdez Snowmachine Club 3
Wasilla Arctic Cat 41
Weldin Construction, Inc. 15
Wells Fargo 5

Rules ... continued from page 14

3. Broken windshields must be made safe or replaced.
4. All machines must have carbide runners and studded tracks.
5. Each snowmobile must have a current snowmobile registration sticker visible on their snowmobile.
6. Each team is required to carry the following:
   - A. Arctic sleeping bag safe to at least -30 degrees per person.
   - B. One change of dry clothing per person.
   - C. Adequate Arctic clothing per person. (Temperatures can reach -50 degrees Fahrenheit during the race.)
   - D. Two face shields or two goggles per person.
   - E. One pair of "Arctic Bunny Boots" or equivalent required per person.
   - F. One First Aid Kit per team, minimum weight 12.5 oz.
   - G. Aviation or geodetic maps and compass per person.
   - H. Hatchet or saw, waterproof matches, Arctic stove, and a minimum of two cans of Sterno per team. *Arctic Stove definition: A stove that is guaranteed to burn/operate at subzero temperatures and windy conditions.
   - I. One two-man "3-season" freestanding tent per team or bivy bag for each team member.
   - J. Sufficient food for two days. Minimum weight of two pounds per team.
   - K. Three aerial signal flares per person.
   - L. 25 feet of 3/8-inch nylon rope per team.
   - M. One flashlight per person, C cell or larger is recommended.
   - N. All clothing and food will be in water-resistant bag.
   - O. Minimum of five pounds of tools per team.
   - P. Loss & Theft Insurance is highly recommended.
7. Each driver will certify upon signing the Safety Inspection Form, compliance of the mandatory equipment.
8. Iron Dog will provide security stickers to be applied to Arctic Cat crankcases on the recoil side.

STARTING METHOD

1. Starting positions are determined by drawing numbered cards at the drawing reception.
2. Teams line up in their starting position order in Fairbanks at 10 a.m. on race day. Teams will depart in racing position order in two-minute intervals at 11:00 a.m.
3. The starting time correction will be made in Nome for the Pro Class. The correction time will be deducted from the team's layover time.

DISQUALIFICATIONS AND PENALTIES

1. Any team that violates the race rules may be disqualified and/or subject to penalty as deemed necessary by the Race Marshal in consultation with the Race Marshal Committee members. Any penalties imposed by the Race Marshal will be consistent and fair. All decisions of the Race Marshal are final.
2. A driver may be removed from competition or participation at any time if, in the opinion of a Race Marshal in consultation with a Medical Doctor, he/she has a medical/physical problem, which poses a hazard to him/herself or others.
3. Any racer or race team found guilty of an infraction will be liable for the costs incurred in the determination of said infraction.
4. Fraud/Bribery and illegal assistance: a) For cases of fraud, the racer can be banned from racing in the Tesoro Iron Dog for a time period of not less than two years or possible permanent expulsion depending on the severity of the infraction. All cases of fraud will be brought before the Race Marshal for a decision and, if necessary, the Board of Directors of Tesoro Iron Dog, b) Bribing or attempting to bribe anyone connected with the race is subject to a penalty and/or immediate disqualification.
5. Teams that do not follow the specified course, as defined in the Race Course section of these rules, will be disqualified.
6. Mandatory Driver's Meeting and Safety Inspection: If a team is late for either event, they will be penalized in one hour increments; i.e., if you arrive one hour and 10 minutes late, you will be penalized two hours if you arrive 10 minutes late, you will be assessed a one hour penalty. Penalty will be assessed in Nome.
7. The Race Marshal may disqualify any team that violates the rules from the race, and depending on the infraction, may be banned from future races.
8. Layover cards will be issued to each team; the card is for the team's protection in the event that they disagree with the information from the checkpoints. Drivers must have Checkpoint officials' initial layover cards.
9. Racers must check in with Checkpoint officials at all checkpoints. The officials will record teams in and out times. It is not required that racers initial the timesheets.
10. Racers will maintain a speed of 50 MPH or less from the starting point on the Chena River until clearing the flagger at the rock bluff on the Tanana River (approx 2 miles). Any racer violating this speed limit will be docked 1 hour per mile per hour over 50 MPH up to 60 MPH. Any racer reaching 60 MPH or more will be disqualified. Rule will be enforced by radar.

PROTEST PROCEDURES

1. Protests and appeals must be submitted in writing by a racer or Race Official within 30 minutes of arriving at next layover. The finish line is considered a layover for protesting purposes. Infractions must be reported at the next layover or they didn't happen.
2. A protest submitted by a racer must include a $100 protest fee. If the Race Marshal deems the protest valid, Tesoro Iron Dog will retain $40, and $60 will be returned to the protester. If the protest is deemed invalid, $60 goes to the protested team.
3. Once a protest is filed, it cannot be withdrawn.

CHECKPOINTS, LAYOVERS AND THEIR OPERATION

1. Layovers for all racers from Fairbanks to Nome:
   - A. Total required layover time 12 hours. Minimum 6 hours any location.
   - B. Layovers may be taken at any official checkpoint.
   - C. In Nome, the mandatory layover for the Pro & Masters Class will be between 36 and 40 hours at race marshal's discretion based on available daylight. (Race officials may adjust the Nome layover to allow for the first team to leave Nome on 7 a.m.,,Thursday, Feb. 19.)
2. Layovers for Pro & Masters Class traveling from Nome to Wasilla:
   - A. At least three layovers for a total of 28 hours. Each layover will be a minimum of 6 hours.
   - B. Required 8-hour layover in Galena. This is included in the total 28 hours of layovers
   - C. All layovers must be taken before reaching Puntilla
   - D. Discretionary layovers can be taken at any official except Puntilla and Skwentna checkpoint.
   - E. When the first place Pro or Masters Class team arrives in Puntilla, the Race Marshal may designate a mandatory "off-the-clock" layover at his discretion to assure a daylight finish in Big Lake. Each team arriving in Puntilla after the first place Pro or Masters Class team will be delayed the same amount of time as the first place team into Puntilla.
3. If a team leaves a checkpoint, it is "on-the-clock" until it reaches the next checkpoint/layover.
4. Other than in Nome, the designated impound area is outdoors. Use of electricity to keep snowmobiles warm is prohibited. Remote starting devices are prohibited.
5. Once in Nome, no work on the snowmobiles will be done "off-the-clock" or during the 40-hour layover, with the following exceptions: a) Each team will be allowed one 15-minute machine inspection "off-the-clock" during the 40-hour layover period. Nothing can be removed from the sled. Opening the cowling and clutch covers is permitted. Touch but do NOT remove anything, b) One time only, a race team may work on their machines: i) In the impound area only; ii) "On-the-clock" will be timed by the minute. Total responsibility for enforcement will be by the Race Marshal and Race Committee in Nome, iii) After the team completes its "on-the-clock" work, the remaining amount of the mandatory layover time must be completed before the team may leave Nome. (Example: Team A arrives in Nome at 1:00 a.m., takes 14 hours of rest, begins to work on their machines at 3:00 p.m., works on machines for 14 minutes, goes back off-the-clock at 3:14 p.m. - they can depart Nome at 5:14 p.m. the next day after 26 hours of additional rest time.)
6. Both machines and team members will check out of each checkpoint together. Race Officials will not take possession of but must sign both team members' layover cards. The last team member to check in will determine the team's official time. There will be a mandatory sign in sheet in Nenana. Due to the fact that many teams may be staging their own fuel in Nenana.

Rules ... continued on page 41

COUNTRY Insurance & Financial Services

"Your Authorized Snowmobile & Recreational Vehicle Insurance Professional

Kent S. Kallander
Agent
907-563-1492

1317 W. Northern Lights Blvd, Ste 9
Anhcorage, AK 99503
TOLL FREE 1-877-563-1492

Protection + Sled Insurance

Approximate Annual Premiums based on price of 2003 Sled

$0 -1600	$107.17
$1601-$2100	$114.46
$2101-$2750	$127.76
$2751-$3700	$138.72
$3701-$5000	$163.22
$5001-$6500	$199.47
$6501-$8000	$237.01
$8001-$10000	$283.42

Features:
Bodily Injury & Property Liability (limits up to $500k)

Physical Damage Coverage Including Collision and Theft

Uninsured/Underinsured Bodily Injury & Property Damage Coverage



Policies issue by Country Mutual Insurance Company. Price quotes are based on No Tickets/ Accidents or chargeable claims within the past 3 years. Greater Anchorage Territory 013. Coverage includes Li 100K/300K, Pd 100, Un/Uim 100k/300k, Coll 250 Ded, Comp 250 Ded. Other terms and conditions may apply. (Supporting business requirement).



Scheduled air cargo and air charter service for Alaska.

Proud Sponsors of the

TESORO 2004 IRONDOG
FAIRBANKS • NOME • WASILLA / ALASKA

1-800-770-6150

www.lynden.com The Lynden Family of Companies
Innovative Multi-Modal Transportation Solutions

WELDIN CONSTRUCTION, INC.

General Contractors

Dick & Jennie Weldin

(907) 746-3200
Fax: (907) 746-3237
email: jenniew@weldin.com
561 Steel Loop • Palmer, AK 99645

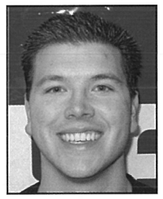
TESORO 2004 IRON DOG RACER LINEUP

FAIRBANKS • NOME • WASILLA / ALASKA

2. Polaris



Tyson Johnson, Anchorage, Age: 24
Tyson is employed by Alaska Sheet Metal as a sheet metal apprentice. Tyson enjoys spending time with his wife Susan, racing his snowmachine, dirt bikes, fishing, exercising and sports. Years raced: '97, '98, '99, '00, '01, '02.



Chris Olds, Eagle River, Age: 32
Chris works for Agvig as a supervisor. Chris enjoys fishing, riding motorcycles and racing his snowmachine. He and his wife Christine have a 2 year old daughter, Haley. Years raced: '00, '01, '02.

Sponsors: Polaris Industries, Global Motor Sports, Northwoods Lodge, Walker Evans Racing Shocks, Eagle River Polaris & Arctic Cat, Fine Line Interiors, Alaska Sheet Metal, Klim Aggressive Sled Wear, Rox Speed FX, VIP Distributing, 9-J Corporation, HMK Boots, Woody's, Holtzman Engineering, C&A Ultra Pro Skis, LEAD DOG Helmet Light, Special Thanks to Susan Johnson, Christine Olds, Rich Olds, Eric Johnson and Bruce Friend.

3. Arctic Cat
GLOBAL MOTOR SPORTS



Andy George, Wasilla, Age: 40
Andy is a self-employed mechanic. He and his beautiful wife Stefanie live in Wasilla. They have four children: Jake,12; Brad, 10; Jet, 6; and Cole, 5. This is Andy's fourth Iron Dog race. Years raced: '99, '00, '01.

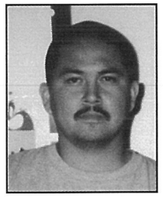


J. D. Palin, Anchorage, Age: 35
JD has lived for 35 years in Alaska. He enjoys hunting, fishing and snowmachining. He is employed by Williams Alaska as an account manager. He and his wife Wendy have two children, Miranda, 10; and Victoria, 1. Years raced: '99, '00, '01.

Sponsors: Team Arctic Cat, Global Motorsports, Petro Star, Citgo Lubricants, Mr. Lube, NAPA, L&M Supplies, Bob & Blanche Kallstrom, Jim & Faye Palin, Anchorage Suzuki Arctic Cat, Wasilla Arctic Cat, Inlet Petroleum, Six Robblees', Service Oil & Gas, Northern Powersports, Fairbanks Fuel, Pennzoil, Alaska Automotive, Sourdough Fuel, Ken Allison.

4. Polaris

Peter Demoski, Fairbanks, Age: 46
Peter is employed by Brice, Inc. as a heavy equipment operator. Peter and his wife Euphrasia have 4 children: Justina, 20; Gareth, 16; Quentin, 11; and PJ Curtis-Wayne, 5. Peter enjoys basketball, running and baseball. Peter was born in Koyukuk and has lived in Alaska for 46 years. Years raced: '98, '99.



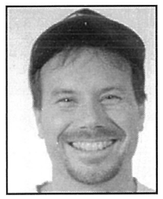
George Malamute, North Pole, Age: 30
George is employed by Spenard Builders Supply. He enjoys basketball, riding, working on snowmachines and spending time with his family, Sarah and son Dylan, 1. Years raced: Rookie.

Sponsors: McKinley Polaris, Santa's Motor Sports, Terry and Nancy Pitka, City of Koyukuk, Kelly Kamper, Brice Construction, Spenard Builders Supply of Fairbanks, Arctic Circle Air, Arctic Signs.

5. Ski-Doo



David Harris, Anchorage, Age: 41
David and his wife Diane are longtime Alaskans. They own homes in both Anchorage and Big Lake and enjoy spending time in the great Alaskan outdoors. David works as a major projects material coordinator for ASRC Energy Services on the north slope of the Brooks Range. David is a three-time Iron Dog Veteran and has been involved in motocross and snowmachining in the Mat-Su Valley and Seward Peninsula since 1974. Years raced: '01, '02.



Paul Sindorf, Palmer, Age: 41
Paul works for ConocoPhillips Alaska, Inc. as an MRP Controller. Paul enjoys horseback riding, mountain biking, hiking, skiing, hockey and racing motocross with his wife, Lisa and four children: Heather, 15; Melanie, 13; Kristofer, 11; and Jonathan, 7. Years raced: '96, '97, '98, '99, '00, '01, '02.

Sponsors: Ski-Doo X-Team Racing, Alaska Mining & Diving, GOPRO, Champion Technologies, Quadra, TEAM Industries, Klim, Frontier Service Automotive, Valley Insurance Services, Hatcher Pass Gateway Center, Warren Gossett, Wilderness Ski-Doo, Lisa's Hatchers Pass Cabins, GBR Equipment, DOOTalk.com

THANK YOU!

To all friends and volunteers of the Tesoro Iron Dog,

This last year has been an extreme learning experience for me as Executive Director of the Iron Dog race. Just prior to my coming on board, there were many first time changes that were to affect the 2003 event. The allowable CC limit on the snowmachines changed, as did program ad format, and the air support ruling changed as well. It was also the first time the race course would be reversed, and it was to be the historically significant 20th Anniversary of the running of the event – and these are just a few of the anomalies. Preparing for the race was a challenge to say the least. Add to this the weird weather pattern in the winter of 2002/2003 resulting in extreme warm winter temperatures and only traces of snow. This affected many winter events in Alaska, and the Iron Dog race was no different. 2003 was also the first year ever the race had to be cancelled. It was, to say the least, a little overwhelming. And I probably would have gone completely nuts, except for the loyal support and untiring dedication from all of you who love the Iron Dog race.

I am continually amazed at the time, effort and commitment put forth, and the amazing number of volunteers that give so much of themselves toward this event.

To try and name each one of you, each individual that is an integral part of this race, would be impossible. I still consider myself a rookie on paper, as I haven't been through the entire event yet, so if I attempted to individually name everyone involved 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; the trail breakers; 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 all for your unending dedication, determination and loyalty. It is appreciated far more than you know.

Stacey Grohol
Executive Director

IRON DOG SPONSORS

Presenting Sponsor

Tesoro Alaska Company

PLATINUM PACK

City of Wasilla
Matanuska Telephone Association
McKinley Capital Management
Citgo Lubricants
FUZE/KWHL/KFQD
Spenard Builder's Supply
Pike's Waterfront Lodge
Weston Smith

WINNERS CIRCLE

Alaska Airlines
Everts Air Cargo
KMBQ Q99.7FM Valley Radio
Wells Fargo Bank Alaska

TRAIL BLAZER

Anchorage Daily News
Carlile Transporation Systems
Choko Designs International
First National Bank Alaska
Jackovich Industrial
Matanuska Electric Association
Northern Air Cargo
VIP Distributing, Inc.

SILVER SLED

3M Alaska
Action Graphics
Arctic Transportation Services
Aurora Productions
Compeau's
D&J Development
Eurest Support Services
Frontier Flying Service
Gana-a'Yoo, Ltd.
General Communications, Inc. (GCI)
Interior Fuel
LEAD DOG Helmet Light
Lynden Air Cargo
NAPA Auto Parts
Newman's Sled Beds
Racor Parker Nannifin Corporation
Smart Wool Sox
Spy Optics
Warning Lites of Alaska
Whakatna Lodge-Galena
Weldin Construction

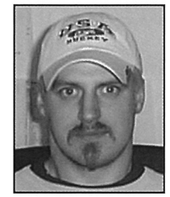
BRONZE SLED

Alaska Distributors
Big Lake Lodge
Bovey Trophies
Brady & Company
Debenham Investments
Fishers Fuel
Graphic Solutions
KIAK 970 AM Fairbanks
Mat-Su Resort
NGK Spark Plugs (USA), Inc.
Nanuaq Manor Hotel - Nome
Schneiter & Moad
Service Oil and Gas
SNC Telecommunications
Sundog Serigraphics
Takusko House – McGrath
Western Power Sports
Willow Air Service

Special Thanks to:

Jeff Evans, Tesoro
Mayor Dianne Keller
Everyone at VIP Distributing
Marianne Beckham
Harriet Fenerty
John Grohol
Johnny Grohol
Mike Leary
Tim Mosley
Weston Smith
Dave Stoddard
Howard Theis
Dick Wilson

6. Polaris



Barber Shane, Willow, Age: 29
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, 9; Shana, 8; and a new baby "on the way." Years raced: '00, '01.



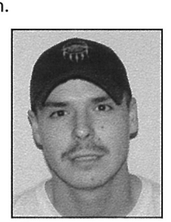
Ken Kleewein, Willow, Age: 40
Kenny is the owner of Hatcher Pass Polaris. He and his wife Bobbie have four children: Kenny, 13; Dakota, 12; Laken, 9; and Kruz, 8. Years raced: '94, '95, '98, '99, '00, '02.

Sponsors: Hatcher Pass Polaris, Alaska Air Taxi, our wives and kids.



7. Polaris

Tom Kriska, Koyukuk, Age: 42
Tom's racing experience includes the Unalakleet-Kiana, Galena-Nulato-Galena, Pike's-Nenana and Yukon 800. He enjoys snowmobile racing, baseball, boat racing, basketball, hunting and fishing. He and wife Sherri Jones have five children: Sharlisa, 19; Conrad, 13; Shantille, 6; Shanay, 4; and Tyson.



Harlan Sweetsir, Fairbanks, Age: 26
This is Harlan's first Iron Dog race. He is employed as an ironworker for Alaska Local 751. Harlan was born and raised in Galena and enjoys playing basketball and hunting. Years raced: Rookie.

Sponsors: Hatcher Pass Polaris, Sweetsir Construction, Fairbanks Motor Sports, Sweetsir's Store, John Billings, Jr., Joe Cleaver, Louie Carlo, Tyler Huntington, Alan Madsen, Jim Ray, Gerry Allen, Cliff Owens, Pat Krupa, J. Sawyer.



8. Polaris

Lee Davis, Eagle River, Age: 36
Lee is a 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, B.C. and back the last two years. He enjoys hunting, fishing and doing home remodeling projects. Years raced: Rookie.



Daniel Paajanen, Eagle River, Age: 29
Daniel is a project manager for Drake Construction and enjoys fishing, hunting and skiing. Daniel raced in the 2002 Iron Dog and finished 20th. Years raced: '02.

Sponsors: Liberty Enterprises Well & Pump Service, Tommy & Barbara Davis, Davis B & B, Alaska Power Sports, George and Kathey Berry.

9. Polaris

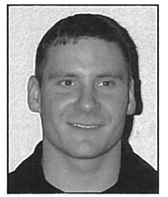


Steve Haynes, Eagle River, Age: 41
Steve is a three time Iron Dog racer. He has also participated in the Tok to Dawson ride several times. He is a Cub Scout leader and enjoys coaching youth baseball. Steve is employed at VIP Distributing Inc. He and his wife, Michelle have two children: Weston, 11; and Sarah, 8. Years raced: '98, '99, '00.



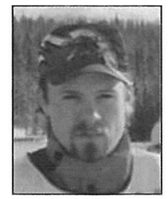
Rodney Kinney, Eagle River, Age: 42
Rod is employed at Rodney P. Kinney Associates, Inc. as a civil engineer. He and his wife Beverly have four children: Justin, 16; Ashley, 14; Lynn, 12; and Jared, 10. Rod enjoys hunting, fishing and snowmachining with his family and friends. Years raced: '99, '00.

Sponsors: Global Motorsports, Eagle River Polaris & Arctic Cat, Rodney P. Kinney Associates Inc., VIP Distributing Inc., Exhaust Gas Technologies Inc., Grip-and-Rip Racing, Holtzman Engineering Inc., Accupoint Inc., Helmetlight, Inc., J. Kimberly Services (Kim Platt), Helly Hansen (Chuck and Dave), Fine Line Interiors (Doug Dixon), Sam Maxwell, Mike Lichter, Jake Maxwell, Clark Kinney, Ken & Tracey (a place to rest our heads), Sandi Haynes (feeding us).



10. Polaris

Jack Carson, Anchorage, Age: 27
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: '99, '00, '02.

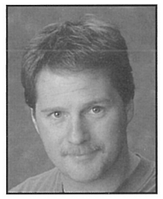


Jeff Raymond, Fairbanks, Age: 28
Jeff is a superintendent for Summit Consulting Services. Jeff raced in the 2002 Iron Dog race and finished in 10th place. Years raced: '02.

Sponsors: Northern Performance, Summit Consulting, Holtzman, Power House Signs, Reima, Dave Parker, Triple M Concrete, Wilderodo Air Ventures Guides & Outfitters.



11. Polaris



Tracey Brassard, Anchorage, Age: 39
Tracey has been racing since 1987 and is an Iron Dog champion. He works as a superintendent for Renegade Equipment. He and his wife have two children: Emily, 13; and Amy, 8.
Years raced: '98, '99, '00, '01, '02.

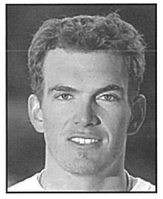


Ken Lee, Eagle River, Age: 42
Ken is the collection manager for Cal Worthington Ford as well as an Iron Dog champion. Ken and his wife Jana have three children: Janaya, 19; Kari, 14; and Kenney, 6. Years raced: '94, '95, '96, '97, '98, '99, '01, '02.

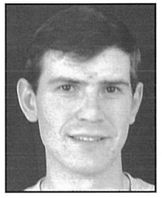
Sponsors: Polaris Industries, Alaska Power Sports, V&H Enterprises, Cal Worthington Ford, Bruce Friend, Shaw Enterprises, RL Trucking, Holtz Racing Products, Glacier Auto Works, Triton Trailers, MGM Truck Accessories, Woody's, Piccadilly Flowers, D&S Concrete, Renegade Equipment, Patti Brassard, Jana Lee.



12. Polaris



Sasha Gros, Anchorage, Age: 29
Sasha is self employed as a carpenter. He has participated in the Arctic Man and won in 2002 and 2003. Sasha was a part of the US Ski team from 1996-2002 and participated in the Olymp
ics in Nagano, Japan in 1998. His hometown is Vail, Colorado. Years raced: Rookie.

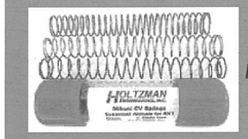


Chet Williams, Anchor Pt., Age: 27
Chet is employed by Iliamna Transport as an equipment operator. This is Chet's first Iron Dog. Years raced: Rookie.

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.

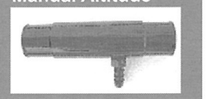


HOLTZMAN ENGINEERING, INC.



NEW "EASY" HP

Auto Temperature
Manual Altitude

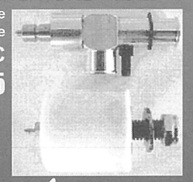


TEMPA FLOW
$160

SLIDE SPRINGS for RX-1
Green - 0-4,000 ft
Yellow - 4,000 – 8,000 ft
Red - 8,000 – 12,000 ft
$34 set



CARB COMPENSATORS Patented
Auto Temperature and Altitude
ATACC
$215



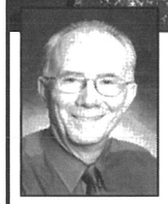
VARI FLOW
Dual Range $145
Multi Range $158

Never play out of tune!

www.holtzmaneng.com

LIKE A GOOD NEIGHBOR,
STATE FARM IS THERE.®
WE LIVE WHERE YOU LIVE.™





For your insurance and financial needs,
See State Farm Agent:
Curt Green, CLU
836 E 15th Avenue Ste 1
Anchorage, AK
907-272-2812

LIKE A GOOD NEIGHBOR STATE FARM IS THERE.®

statefarm.com ®

P026088 *State Farm® • Home Offices: Bloomington, Illinois* 04/02

~ 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

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

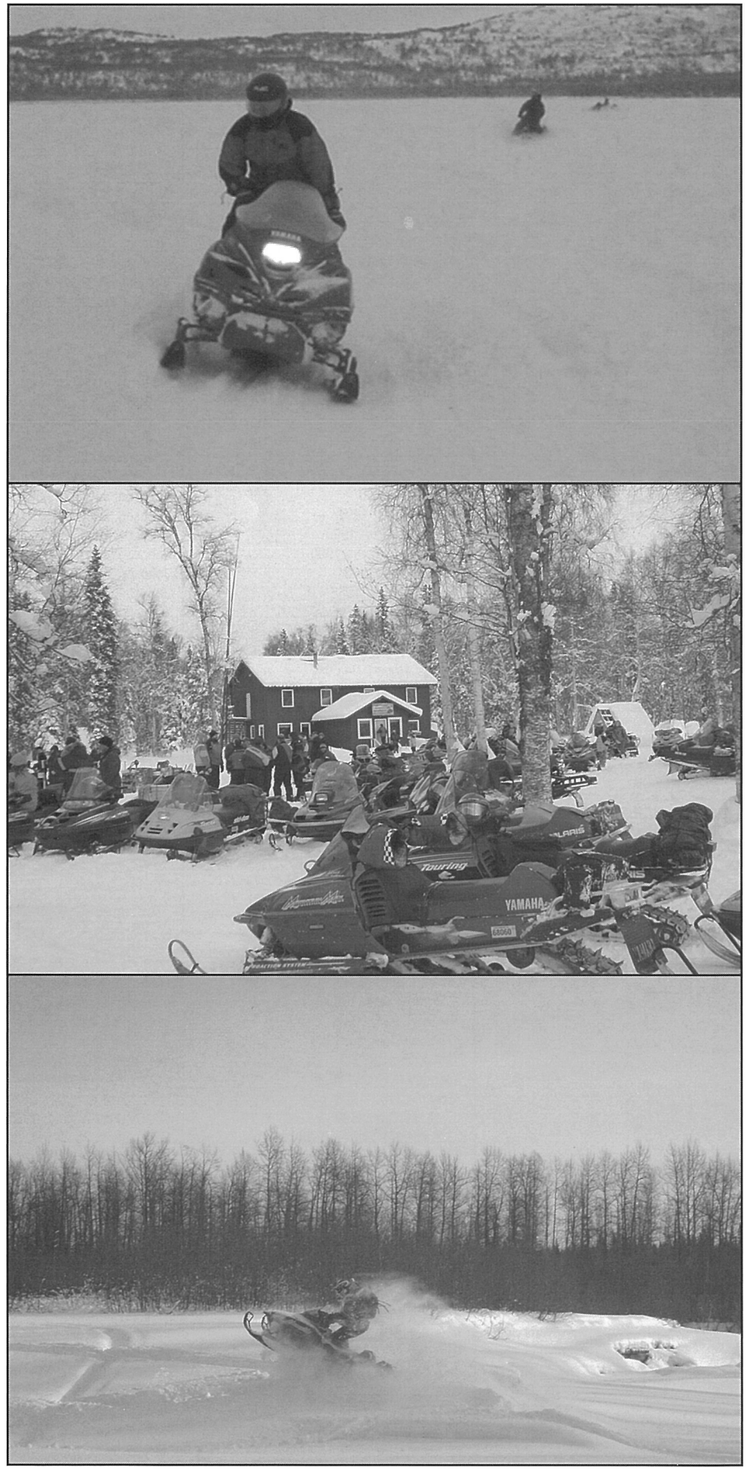
1986
John Faeo & Dan Zipay
Polaris 47:00

1985
Scott Davis & Gary Eoff
Yamaha 38:00

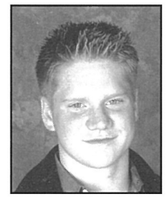
1984
John Faeo & Rod Frank
Polaris 23:50

Alumni ... continued from page 29

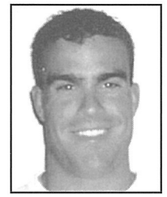
Sandstrom, Jeff; 1989
Schaefer, Stephen; 1993
Schaeffer, Calvin; 2002
Schaeffer, Ray; 2002
Schick, Louie; 88,96
Schneider, Ronald; 1998
Schuerch, Unch; 96,99-02
Schuerch, Squeaky; 1999
Schuerch, Brent; 2001
Schwark, Shari; 1994
Shanley, Kevin;1986
Sholin, Steve; 01-02
Shull, Del; 1986
Simmons, Jorge; 95-97,99,01
Simmons, Michael; 96-97,99
Sindorf, Paul; 96-02
Smith, Ellis; 85-87
Smith, Walt; 91-93
Smith, Mike; 1985
Smith, Steve; 1985
Sommer, Earl; 98,99,01
Sottosanti, Al; 2002
Sottosanti, Ryan; 2002
Soule, Ronald; 98,99,01-02
Soule, Elmer; 1990
Soule, Shorty; 1990
Spain, Mike; 2000
Stewart, Jim; 1999
Stimpfle, Jim; 1997
Stoddard, Dave; 01-02
Stoltz, Victor; 95-96
Story, Len; 93-96
Strick, Jr., Richard; 1997
Summerall, Scott; 1995
Sweetsir, James; 98-00
Swenson, Rick; 1993
Tachick, Steve; 1986
Tanner, Don; 1986
Taylor, Bill; 1990
Taylor, Karen; 1990
Terwillger, Cliff; 99-01
Thomas, Lyndon; 1986
Thornton, Rick; 86-87
Thurmond, Darryl; 98-99
Tierney, Robert; 1987
Tope, Mike; 86,89,93,95
Tope, Mark; 1995
Torkelson, Mark; 85-91,94-99,00-02; 1 win
Trammell, Steve; 90-93
Turner, Sr., Joey; 2000
Tweedy, Cliff; 93,96
Uher, Mike; 1993
VanMeter, Dusty; 94-95,97-98,00-02 ; 1 win
Webster, Charles; 1998
Weedman, Thomas; 1994
Weisheim, Larry; 95-96
Wentworth, Rick; 94-95
West, Phil; 1993
White, Homer; 85-86,91,94,98
Whitstine, Jeff; 97,99
Wilbur, Carl; 2000
Wilger, Larry; 1988
Wilke, Jim; 1987
Wilkes, Bill; 99-00
Willams, Eric; 2000
Williams, Phil; 1997
Wilson, Myles; 2002
Wingerd, John; 2000
Winn, Jene; 1985
Woods, III, Frank; 93-94
Wright, Ralph; 2000
Young, Rod; 92-93
Zipay, Dan; 85-94,97-98,01; 5 wins
Zugg, Ron; 97,99



14. Arctic Cat



Tyler Aklestad, Palmer, Age: 18
Tyler is a student at Palmer High School. He expects to graduate in May, 2004. He was the winner of the 2003 Mayor's Cup, and the K150. He has lived in Alaska his whole life and enjoys fishing and flying. Years raced: Rookie.



Marc McKenna, Anchorage, Age: 29
Marc is co-owner of McKenna Brothers Paving. Marc enjoys traveling, hockey, dirtbiking and snowmachining. This year will be Marc's fifth Iron Dog race. Years raced: '99, '00, '01, '02.

Sponsors: Team Arctic, Arctic Recreational Distributors, Boss Seats, McKenna Brothers Paving Inc., Quam Technologies, Munro Enterprises, Annette's Trucking, Alaska X Inc., GMC Contracting, Central Paving Products, Davis Constructors & Engineers, Tony Turinsky State Farm, Construction Machinery Inc., Phil Haws Auto Outlet, Wes Mikes., Garretts Tesoro, Auto Armor of Alaska, Hartley Motors, IGIO, Eric Quam, Mark Torkelson



15. Polaris

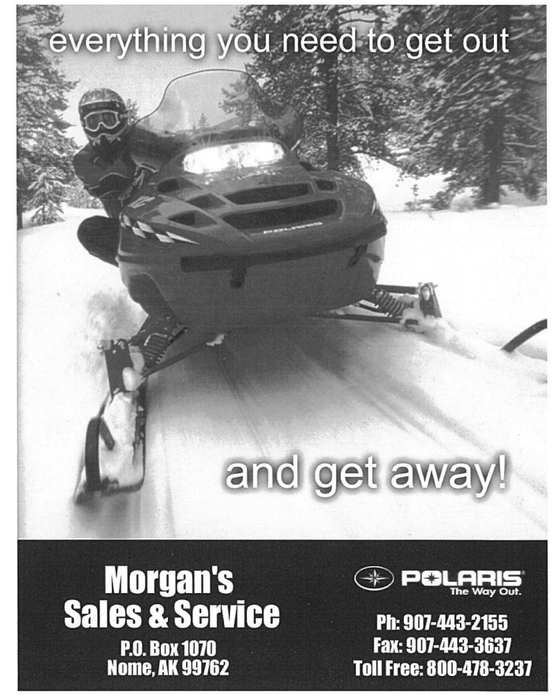
Frank Edenshaw, Kotzebue, Age: 29
Frank is racing his first Iron Dog this year, He is employed as a truck driver with B.G.& A and KIC Construction. Frank and his wife Googy have two children: Trevor, 4; and Lana, 1. Years raced: Rookie.

Mahlon Uhl, Anchorage, Age: 28
Mahlon is employed by Alaska Marine Lines and enjoys basketball, snowmachine racing, fishing and hunting. This is Mahlon's first Iron Dog. Years raced: Rookie.

Sponsors: Wally & Roberta Carter, Mahlon & Katherine Uhl, Francisca Yanez, Kathleen & Henry Sherman, Karen & Robert Sours. Eagle River Polaris, Paul Hughes, Traction by Stud Boy, Carver Performance, Googy, Treavor & Lana Edenshaw, the Uhl & Edenshaw families.







16. Polaris



Curtis Cherrier, Chugiak, Age: 34
From Chugiak, Curtis joins the Iron Dog for the fifth time. Curtis is an estimator for Inlet Electrical Contractors. His hobbies include waterskiing, flying and tennis. Curtis is outnumbered by two daughters: Katie, 13; and Gabrielle, 10.
Years raced: '98, '00, '01, '02.



James McAllen, Anchorage, Age: 42
James and his wife Beth live in Anchorage with their two children: Chloe, 11; and Zach, 7. James is employed with McAllen & Son Electric as an electrician. This year will be James' fifth race.
Years raced: '99, '00, '01, '02.

Sponsors: Brown's Electric, Dean's Automotive, C&J Mechanical, B&H Investments.



17. Arctic Cat

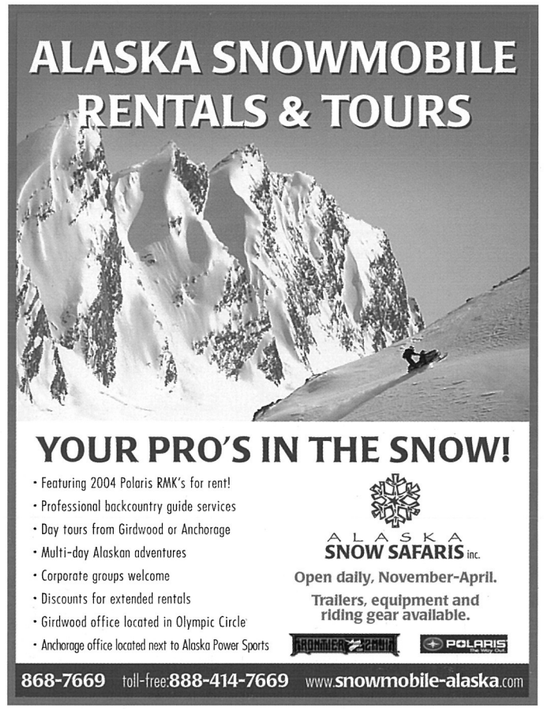


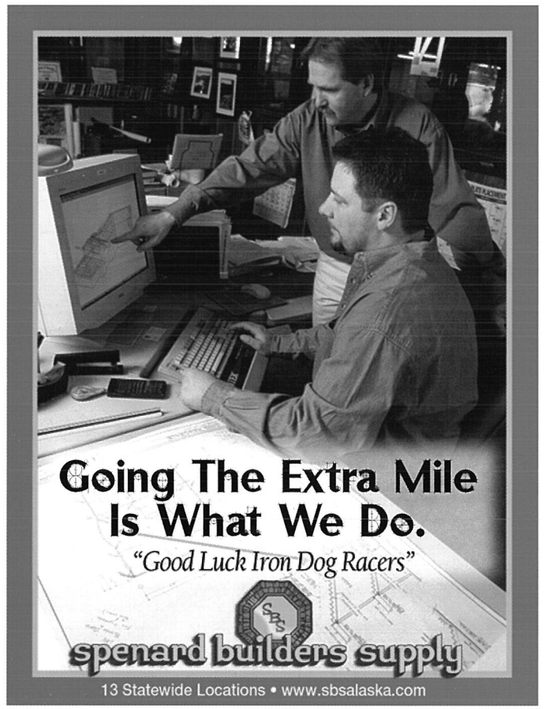
Scott Davis, Soldotna, Age: 44
Scott is the owner and President of Davis Block Co., Inc. and a six time Iron Dog champion. Scott enjoys motorcycle racing, down hill skiing and snowmobiling with his girlfriend Regina and his 2 children: Cory, 15; and Carly, 13. Years raced: '84, '85, '86, '87, '88, '89, '90, '91, '92, '93, '94, '95, '96, '97, '98, '99, '00, '01, '02.



Todd Palin, Wasilla, Age: 39
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, 14; Bristol, 13; Willow, 9; and Piper, 2-1/2.
Years raced: '93, '94, '95, '96, '97, '98, '99, '00, '01 '02.

Sponsors: Team Arctic Alaska, Anchorage Suzuki/Arctic Cat, Citgo, Spenard Builders Supply, Debenham Investments, Alaska Pacific Leasing, Fine Line Interiors, Davis Block, Renton Coil Springs, Stud Boy, TekVest, The Castle Racing, ARCTICWEAR, Pace Local 8-369, L&M Supplies Dillingham, Ron Davis, Anchorage Drag Bike, Wasilla Arctic Cat, Starting Line Products, Kristan Cole/ Wasilla Remax, Dey-Core, Criterion General Inc., Bill's Cat House, Woody's, LEAD DOG Helmet Light, VIP Distributing.





IRON DOG – 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; 2 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; 94-95,98-00, 02
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
Runyan, Zac; 1999

Alumni ... continued on page 30

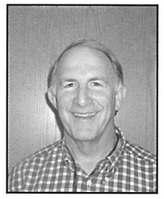
55. Arctic Cat



Hank Halstrom, St. Hilaire, MN, Age: 67
Hank is retired from Arctic Cat as a safety coordinator. Hank and his wife live in St. Hilaire, MN. They have two sons: Rob, 46; Wade, 36; and a daughter Shari, 43. Hank has traveled to Alaska, Japan, the Amazon River, the Panama Canal, Hawaii, Canada and Mexico. Hank enjoys hunting, traveling, and the outdoors. He enjoys snowmobiling and has taken several trips to the Manitoba area, West Yellowstone and Lake Superior. Hank has been snowmobiling for 45 years!



Jason Howell, Thief River Falls, MN, Age: 31
Jason is employed by Arctic Cat as an engineering product team manager and lives in Thief River Falls, MN. Jason is the proud uncle of Logan and Dakota and enjoys spending time with his girlfriend, Kimmi. This is his first Iron Dog.



Ron Ray, Thief River Falls, MN, Age: 55
Ron comes to Iron Dog from Thief River Falls, MN . He is employed by Arctic Cat and works in manufacturing. Ron and his wife Lindsay have a son, Matt, 29; and a daughter, Joanne, 27. This is Ron's first Iron Dog. He has been on a snowmobile trip around Lake Superior at subzero temperatures. Ron also enjoys bicycling in his free time.



Steve Schwartz, Anoka, MN, Age: 51
Steve comes to the Iron Dog from Anoka, MN where he lives with his wife Nancy. Steve and Nancy have two children: Mason, 25; and Korrie, 24. Steve is employed with Arctic Cat as the manufacturing manager. Steve enjoys woodworking and snowmobiling.



Robin Foster, Red Lake Falls, MN, Age: 46
Robin is a welding manager with Arctic Cat. He and his wife Lorrie live in Red Lake Falls, MN. They have a son Christopher, 23. This will be Robin's first Iron Dog Race.



James Keely, Thief River Falls, MN, Age: 64
James has two daughters , Christy 44, Cheryl 40, and two sons, Brian 42, Bradley 39. James comes to us from Thief River, MN and is racing his first Iron Dog this year. James enjoys riding motorcycles and snowmobiling long distance.

Sponsors: Arctic Cat Inc., Brodine's Comfort System, Mountain Team at Arctic Cat, Renton Coil Springs, Accessory Guys at Arctic Cat for all their bags and goodies, Yellow Arctic in West Yellowstone, MT.



18. Polaris



C.F. Baird, Eagle River, Age: 48
CF is an Electrical Superintendent for Norcom, Inc. and enjoys dirt biking, hunting and fishing. He and his wife Hope have five children – three sons: Charles IV, 24; Shawn, 17; Akeem, 12; and two daughters: Timothy Marie, 22; and Jamie Elizabeth, 22. Years raced: '98, '99, '01.



Vern Schachle, Wasilla, Age: 27
Vern is employed by Matanuska Telephone Association as an apprentice telephone lineman. He was born in Alaska and has lived here all of his life. He enjoys hunting, fishing and flying. Years raced: Rookie.

Sponsors: VECO, Norcon, Inc., I.B.E.W. Local 1547, Potelcom, Inc., Eagle River Polaris and Arctic Cat, Alaska Power Sports, Wells Fargo Financial, Alaska Business Development Center, Alaska Powersports, Klim, Walker Evans Suspension.



19. Yamaha



Evan Booth, Nome, Age: 35
Evan has lived in Nome for 35 years and is employed by the State of Alaska Department of Transportation. Evan and his wife Crystal have a daughter, Taylor 12 and two sons: Chase, 11; and Ian, 6. Evan is a two-time Iron Dog champ. This is his tenth year racing the Iron Dog. He has also participated in the I-500 Kotzebue, Nome, Golovin and the Wasilla 500. Evan enjoys motorsports, the outdoors and hunting. Years raced: '90, '91, '92, '93, '94, '98, '99, '00, '01.



Dan Zipay, Anchorage, Age: 48
Dan and his wife Roberta live and play in Anchorage. Dan is employed by Alaska Pro Truck, Inc. Roberta and Dan have six children: Sam, 17; Jacob, 14; Kolbe, 12; Victoria, 6; Dominic, 3; and little Gabriel, 1. Dan has been an Iron Dog racer for 16 years and is a five-time champion. Years raced: '84, '85, '86, '87, '88, '89, '90, '91, '92, '93, '94, '95, '97, '98, '99, '01.

Sponsors: Yamaha - Bob Kowalke, Yamaha Motor Corporation USA.

THE NEW SNOW HAWK 600HO LIQUID COOLED



Don't just Ride... FLY

This light weight, gravity-defying machine lets you climb away from the ordinary. With razor-sharp handling you can point and shoot your way through the trees. Boondock, sidehill, jump, carve . . . You decide, it follows.

SNOW HAWK™
www.snow-hawk.com

Miller Marine & Recreational Services
1310 E. 66th (Corner of Homer & 66th) Anchorage, AK
(907) 349-9550 / millermarine@acsalaska.net

Saluting our service men and women.

Fairbanks Super 8 Motel
1909 Airport Way
907.451.8888

Anchorage Super 8 Motel
3501 Minnesota Dr.
907.276.8884

Ask About Military Discounts!
Free Courtesy Shuttle to Airport
Cable TV with HBO
Guest Laundry
Pets Welcome with Deposit
Children 12 & Under Stay Free
Free Coffee in Lobby 24-Hours

Also Visit Us in Juneau & Ketchikan
1.800.800.8000 • super8.com

Somewhere between where you are and where you're going, there's a Super 8.

SUPER 8 MOTEL®

See you along the way.℠

20. Polaris



John Faeo, Wasilla, Age: 47
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, 25; and Scott, 20. Years raced: '84, '85, '86, '87, '88, '89, '90, '91, '92, '93, '94, '95, '96, '97, '98, '99, '00, '01, '02.



Todd Minnick, Wasilla, Age: 24
Todd Minnick has been racing competitively since 1994, winning several races including Valdez Mayors Cup, K400, 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: '02.

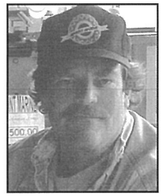




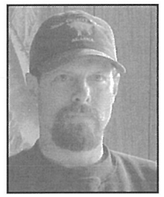
SUMMIT
Windows & Doors Inc.
Anchorage
907-522-7757

Sponsors: Polaris Industries, Alaska Power Sports, Anchorage Chrysler Dodge, Allstate Insurance Co., Alaska Railroad, Nelson Kogane Accounting, Deans Automotive, Woody's, Fine Line Upholstery, Weld Air, BJ Custom Aircraft, Northern Lights Avionics, Larson Chiropractic, A1 Pawn, VFW Post 9365, Greer Tank, Big Dipper Construction, Weldin Construction, Canyon Lake Lodge, Alaska Rubber, Hot Rod Welding, Interstate Battery, GCI, Walker Evans, Sourdough Fuel, Carls Cycle Sales, Thompson Concrete, Advanced Powder Coating, Potelcom, Steve Norton Ent., Great Northern Engineering, United Rentals, Woody's.

21. Polaris

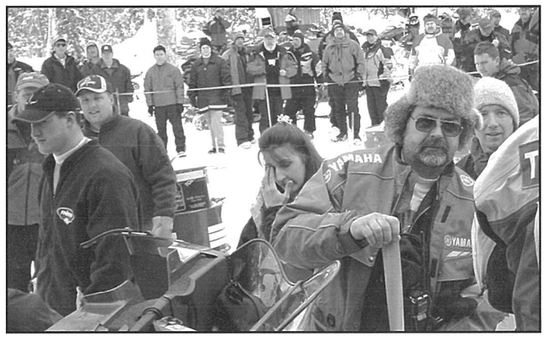


Steve Foster, Big Lake, Age: 44
Steve is employed by MEA as a power lineman. He is also part owner/operator of Genesis Earthworks. Steve and his wife Tracy have a daughter Stevie Lynn, 14. They enjoy spending time as a family, jet skiing, snow-going, fishing and hunting. Years raced: '98, '99, '01.



Steve Hassenfratz, Wasilla, Age: 49
Steve is employed by Independent Steel Erectors as an iron worker. He has lived in the Mat-Su Valley for 25 years. He enjoys snowmachining, hunting, and fishing. He has raced for eight years and achieved the Grass Drag Speed Record in 2002. He has run the K-400 five times, as well as the AMMC Grand Prix 150, AMMC Sno-X, Alaska State Snowmobile Grass Drag 600 and 700 Open Races, and the Valdez Mayors Cup. He and his wife, Jolene Clark, have 5 children: Samantha, Krystle, Bernard, Teyah and Fozzy. Years raced: Rookie.

Sponsors: Big Lake Power Sports, Coyote, Custom Rock, Bill Foster, Tim Foster, Genesis Earthworks, Curt Mathews Preferred Insulators, Curt & Shawn Hanson, Hatcher Pass Polaris, Mark Hillemeier, Tracy & Stevie Lynn, IBEW, Big Lake Super Store, High Performance Engineering, MPE, Studboy, Power Band Racing, Sprint Marine, Paul Madson, Terry Fouts, Jodi, Kids.



51. Ski-Doo



John Reed Dart, Manley Hot Springs, Age: 51
John and his wife Deborah and their daughter Corrina 13 live in Manley Hot Springs. This is John's second Iron Dog and he will be riding with his cousin, John Reed Dart.



John Rob Dart, North Pole, Age: 47
John and his wife Christine live in North Pole with their two children: Matalyn, 16; and Nathalie, 13. John works for the State of Alaska DOT as an engineering assistant. He enjoys antique machines and geology, and has lived in Alaska for 29 years.

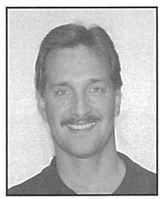


53. Arctic Cat



John Estabrook, Anchorage, Age: 57
John is employed by Anchor Realty as an associate broker. This is John's second year racing in the trail class of the Iron Dog.

Peter Ljubicich, Anchorage, Age: 40
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.



Ron Brooks, Anchorage, Age: 45
Ron is employed with Corporate Express as an account manager. Ron has lived in Alaska for 36 years. He and his wife Teri have four children: Katrina, 21; Ryan, 18; Jared, 16; and Jordan, 13. Ron enjoys volleyball, softball, spending time with his family and traveling.



Ray Michaelson, Palmer, Age: 44
Ray is a youth facility superintendent for the State of Alaska. Ray and his wife Jenny have three children: Gregory, Helen and Audrey.

We treat you like a neighbor...



because you are one.

19 area locations across the great state of Alaska.

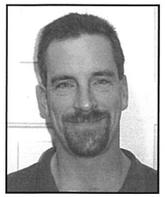
1.800.423.5514
www.celloneusa.com

CELLULARONE®
from Dobson Cellular Systems

31. Ski-Doo



Scott Bagley, Anchorage, Age: 43
Scott is a sanitation engineer for Waste Management. He enjoys spending time with his family at his cabin on the Yentna. He and his wife Karen have a daughter, Ashley, 22. Years raced: Rookie.



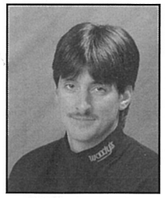
Greg Markson, Anchorage. Age: 40
Greg was born and raised in Alaska. He enjoys hunting and fishing. Greg is the sales manager for Summit Window and Door. Greg and his wife JoAnne have two children: Brandon, 10; and Rene, 7. Years raced: Rookie.

Sponsors: Cosmetic Dental Lab, Waste Management, Budget Fireworks, Summit Windows and Doors, Roger Hickel Contracting, The Sign Guy, Len & Gari Sisk, Ivan & Lori Sena, Karen & Joanne.

32. Ski-Doo



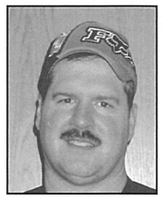
Mark Carr, Kenai, Age: 45
Mark, a three time Iron Dog champion enjoys golf, hunting and competitive shooting. He is employed as a pilot for Alaska Adventure Air. Years raced: '94, '95, '96, '97, '98, '99, '00, '01, '02.



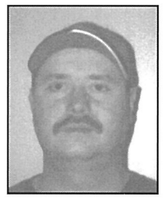
Dusty VanMeter, Kasilof, Age: 34
Dusty is an operator for Tesoro and a former Iron Dog champion. Dusty enjoys, hunting, fishing and spending time with his family. He and his wife Evelyn have three children: Kaitlyn, 11; Shaelyn, 8; and Brayden, 22 months. Years raced: '94, '95, '97, '98, '00, '01, '02.

Sponsors: CC Ski-Doo, Compeaus.

33. Arctic Cat



Joe Nosko, North Pole, Age: 42
Joe is employed by Doyon LTD as a security guard. Joe and his wife Julie have two children: Daniel, 13; and Jamie, 10. Years raced: Rookie.



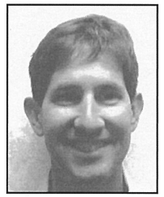
Ted Wingerter,
Fairbanks, Age: 37
Ted is a paramedic and security officer for Doyon Universal Service. Ted has raced in the trail class of the Iron Dog three times, but this is his first time as a pro class racer. Years raced: Rookie.

TRAIL CLASS

50. Arctic Cat



Brad Cherrier, Anchorage, Age: 42
Brad is the manager of Cherrier & Cherrier. Born in Anchorage, he enjoys hockey, skiing, water skiing and snowmachining. Brad and his wife Sheri have two children: Madeline, 7; and Colton, 5.



Jeff Stanford,
Anchorage, Age: 41
Jeff is a mortgage specialist for Residential Mortgage. Jeff and his wife Bethany have one seven year old daughter named Devon.

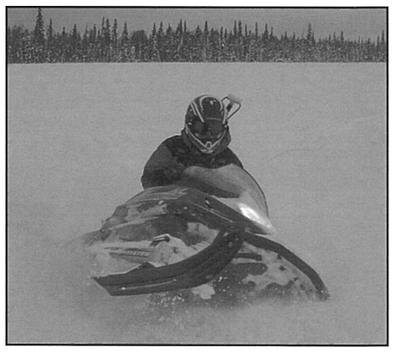
Sponsors: Residential Mortgage, Polaris Bar - Nome, Century Plaza Apartments, World Cup Sports, Simplex Grinnell, Devon LLC and Taco Del Mar.

GUARANTEED PARTS FRIENDLY SERVICE

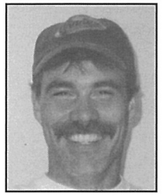
High-Performance Auto Supply
Steve Deptula

2601 FAIRBANKS STREET
ANCHORAGE, ALASKA 99503

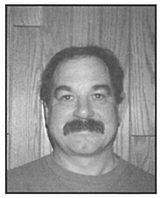
PH. (907) 276-2225
(907) 276-3116



22. Polaris



Carl Nentwich,
Anchorage,
Age: 34
Carl works as a carpenter for Arnell ICM. This is Carl's second Iron Dog Race. Years raced: '02.



Ronald Soule,
Wasilla, Age: 54
Ron works as an estimator for Arnell ICM. This is Ron's fifth Iron Dog Race. Years raced: '98, '99, '01, '02.

24. Arctic Cat



Jim West, Jr.,
Nome, Age: 43
Jim has lived in Nome for 43 years , he and his wife Annette, have four children: James III, 18; Clinton, 16; Colton, 12; and Cydney, 6. Jim is the Vice President of the Board of Trade. Jim enjoys hunting, snowmobiling and fishing. Jim has run the Iron Dog three times in the trail class. He is riding in the pro class this year with his son Tré. Years raced: '99, '00, '02,



Tré West, Nome,
Age: 18
Tré was born in Nome and has lived there all his life. Tré is a mechanic with Alaska Cab Garage. He enjoys hunting, fishing, riding dirt bikes and racing snowmachines. He is a member of the Nome Race Association. Years raced: Rookie.

Sponsors: Solid Green Bingo & Pull Tabs II, Board of Trade Saloon, West Refueling Services, Alaska Cab Garage.

30. Yamaha



Mack Bergstedt,
Anchorage,
Age: 41
Mack, born and raised in Alaska, 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, 17; and Francesca, 1 year. Years raced: Rookie.



Warren Bumgarner,
Big Lake,
Age: 50
Warren Bumgarner and his wife Cynthia live at Big Lake and have two daughters: Danielle, 23; and Melissa, 21 and a grandson, Jamis. Warren is employed by Noble Mechanical Inc. as a stock holder. Warren has lived in AK for 50 years and this will be his third Iron Dog. Years raced: '00, '01.

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.



GET SERIOUS,

Triton has always placed great care in offering the consumer a trailer that will provide them with years of worry-free use! Contact your local dealer for details on your next Triton Trailer!

TRAILERS ARE SHOWN W/OPTIONS

GET A TRITON!

TRITON® ALUMINUM TRAILERS
WWW.TRITONTRAILERS.COM

FOR LOCAL DEALERS CONTACT:
V&H Enterprises
907-349-7228

THE TESORO IRON DOG

Tesoro Alaska is proud to be the Title Sponsor for the longest, toughest snowmachine race on earth —

The Tesoro Iron Dog.

It's a race without peer. And it takes people and fuel that can stand up to unbelievable conditions — temperatures of 60° below zero, speeds up to 100 miles per hour, and savage terrain. That's why Tesoro is the exclusive fuel of the Tesoro Iron Dog.

Tesoro Alaska.

The only way to go in Alaska and the Tesoro Iron Dog.

TESORO

