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2005 TESORO IRONDOG













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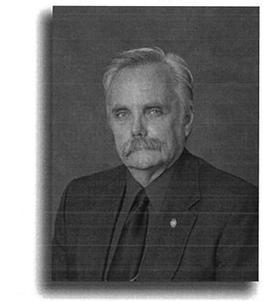
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The City of Wasilla wishes
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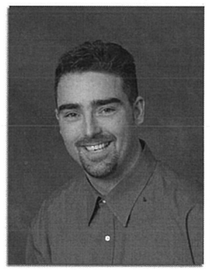


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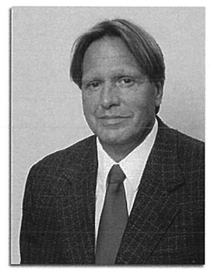
COUNCIL MEMBERS



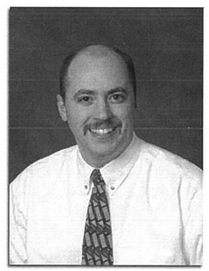
Noel Lowe



Diana L. Straub



Mark A. Ewing



Rob Sande



Ron Cox

RACER:_____ (Iron Dog Use Only) TEAM #_____

2006 TESORO IRON DOG ENTRY FORM

2006 FORM 1

RACE DAY – Feb 12, 2006

Early Entry (until 9/1): **$1830** **Pro Class** (after 9/1) **$2030** **Late Entry Pro** (after 10/15) **$2530** **Trail Class** **$1280**

Name _____ Social Security # _____

Address _____ City _____ State _____ ZIP _____

Phone: Home _____ Work _____ Fax _____

Email _____ Cell _____

1st Emergency Contact

Name _____ Relationship _____

Address _____ City _____ State _____ ZIP _____

Phone: Home _____ Work _____ Cell _____

Email _____

2nd Emergency Contact

Name _____ Relationship _____

Address _____ City _____ State _____ ZIP _____

Phone: Home _____ Work _____ Fax _____

Email _____ Cell _____

Iron Dog Class & Finish Status: (Sample: **"Pro, 1st", or "DNF" or "Trail"**)

83		89		95		01	
84		90		96		02	
85		91		97		03	NO RACE
86		92		98		04	
87		93		99		05	
88		94		00			

Brand _____ Model _____ CC's _____

I declare that I am of sound mind and good health and am (will be) 18 years old prior to race day. From the date I sign this entry form, until post-race, I agree to abide by all rules and code of conduct set forth by the Iron Dog, Inc. Board of Directors. I understand there is a fee of $300.00 per change in the event my partner is unable to race on race day, except for medical reasons.

_____ _____

DRIVER SIGNATURE DATE

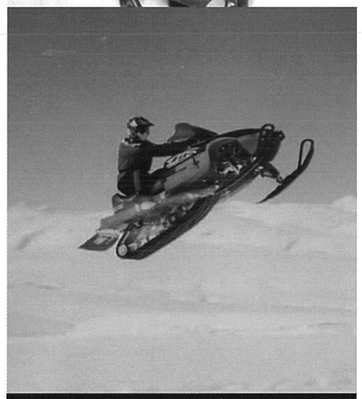
PRO CLASS SELECT YOUR TEAM #1-40 1st _____ 2nd _____ 3rd _____

Racing Partner _____

Email: irondog@ptialaska.net Office: 907-563-4414 Fax: 907-336-5052







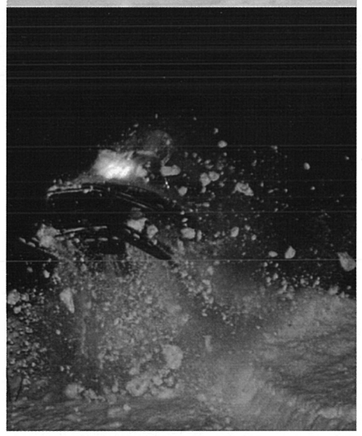
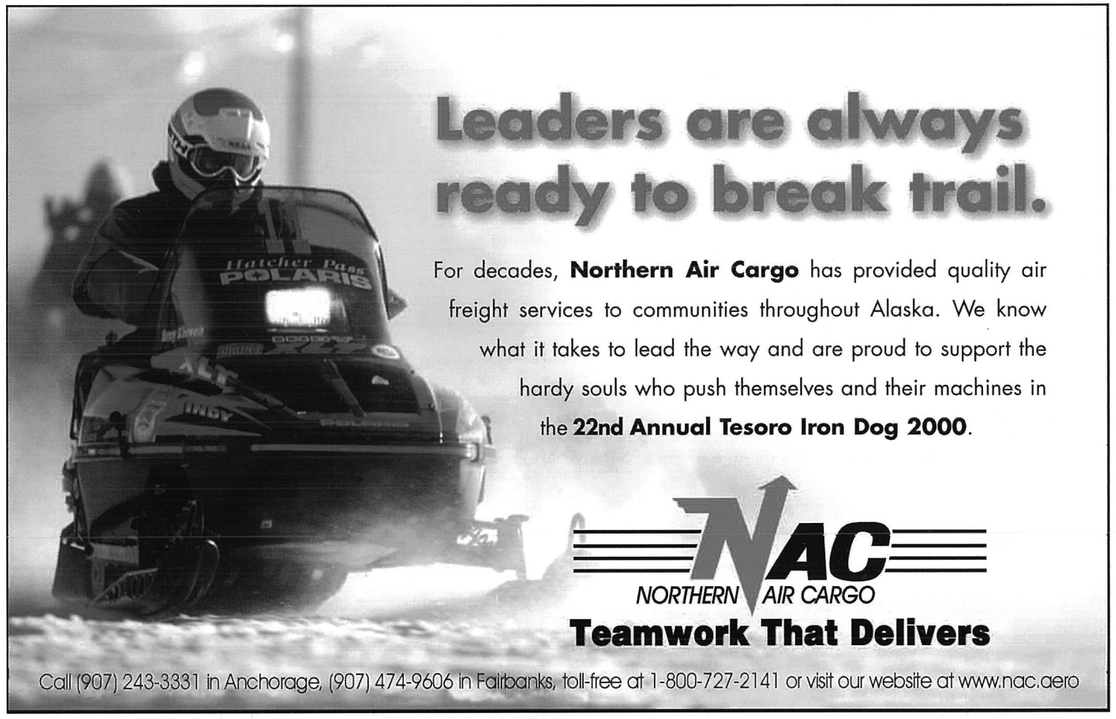


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Autographs


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TESORO

2005 IRONDOG

ALASKA

CALENDAR OF EVENTS

PARADE DOWNTOWN WASILLA
BEST WESTERN LAKE LUCILLE INN

1:00 p.m., Saturday, February 12, 2005

Parade from Best Western Lake Lucille Inn and back

SAFETY INSPECTION

2:00 p.m., Saturday, February 12, 2005

Best Western Lake Lucille Inn

STARTING POSITION DRAWING

5:00 p.m., Saturday, February 12, 2005

Best Western Lake Lucille Inn

RACE START

11:00 a.m., Sunday, February 13, 2005

Call of the Wild, Big Lake

Racers line up at 10:00 a.m.

Racers will leave in 2 minute intervals

RACE FINISH

11:00 a.m., Saturday, February 19, 2005

Call of the Wild, Big Lake

Racers will be held at Puntilla Lodge in Rainy Pass and will be released at 7:00 a.m.

BIG LAKE CARNIVAL

Big Lake and Aurora Lions Clubs will be holding a winter carnival in conjunction with the Start and Finish of the Iron Dog race. Carnival will start Friday, February 11. Live music Friday and Saturday night.

COME JOIN IN THE FUN!

TESORO IRON DOG RULES GLOSSARY OF TERMS

1)*Air Support:* Any assistance provided by aircraft (commercial or otherwise) and aircraft personnel that may be following along or present during the race event.

2)*Assistance:* This strictly pertains to the Section 2 under "Drivers Rules" and is defined as any assistance other than: working on or fueling a snowmachine, air support, and other exceptions indicated in this section.

3)*Drivers Meeting:* The Drivers Meeting is held the day prior to race day to determine that all drivers understand the race rules, trail conditions, etc. and are granted the opportunity to have any questions answered and rules interpreted as needed.

4)*Layovers:* Layovers are designated rest stops for racers and are required. If the minimum layover requirement is not met, the racing team will be disqualified from the race.

5)*Off the Clock:* Any time spent during a layover not working on, or unloading or loading a snowmachine; or any time spent that has been allotted or designated by the Iron Dog organization for race delay, hold time or as indicated by an Iron Dog official.

6)*Official Checkers and Checkers:* Official checkers and checkers are Iron Dog designated volunteers at the specific checkpoints and villages along the race route. Official checkers will have insignia designating them as such. Official checkers will not interpret the rules. Checkers are responsible for receiving pre-race Iron Dog supplies, checking racers in and out of checkpoints by having at least one team member sign the check in form, recording information on the designated sheets, and calling information in to the Iron Dog headquarters. Official checkers should not be considered race "officials" where interpretation of rules, or responsibility for individual racer equipment and supplies is concerned.

7)*On the Clock:* Actual racing time along with any mechanical time spent working on a snowmachine during the race.

8)Participant: Any active entrant in the Tesoro Iron Dog race.

9)*Pro Class Team:* A racing team of two racers on two snowmachines, entering the Tesoro Iron Dog at the professional level, racing for a specified monetary prize.

10) *Protest:* A protest is an allegation of unfair participation and practices during the race and may only be filed by an active pro-class racer during the race. Any protest can be called in to Iron Dog headquarters by a pro-class racer during the race at the next checkpoint or layover point and it shall be considered notice given. Evidence of any rule violations shall be provided to Iron Dog no more than 24 hours after the last eligible racing team crosses the finish line. If no evidence of a violation is provided to Iron Dog within this time frame, the protest will be considered null and void.

11) *Race Marshal:* There are three race marshals associated with the race. The lead race marshal shall interpret the rules governing the race during the event. Two other race marshals shall have the same interpretation authority, but shall defer to the lead race marshal in the event of any confusion associated with the rules. The Tesoro Iron Dog Board shall be consulted on any decisions not remedied by the race Marshals.

12) *Racer:* Any pro-class entrant in for that specific year's race

13) *Safety Equipment:* All required survival and safety equipment (see section "Snowmobile Description") to be carried with all racers (pro and trail class) on their person or snowmachine during the event.

14) *Safety Inspection:* The safety inspection is a mandatory gathering of racers and participants whereby each racer and snowmachine is checked out by designated Iron Dog officials to ensure the required equipment is in place to participate in the race. In the event a participant does not have all of the required equipment, they will have until the race starting line-up to acquire the correct equipment. If the participant is unable to accomplish this, they will forfeit their entry fee and will not be eligible to race.

15) *Snowmobiles or Snowmachines:* For this event a snowmobile and snowmachine are one and the same and are defined as a snow vehicle, track driven and ski steered, with a maximum CC limit for 2-cycle at 700 cc maximum with single exhaust pipe, and 4-cycle at 1000 cc maximum. No minimum CC limit is required. Snowmobiles for this race must follow the basic design of skis, fuel tank, engine, and seating for driver. They must be steered by handlebars that control the skis and by shifting the position of the driver. Acceleration and braking are controlled. Further requirements are listed in the "Snowmobile Description" section in the Tesoro Iron Dog Rules.

16) *Start Drawing:* The start drawing is held typically after the Drivers Meeting for racers to have the opportunity to draw for their starting order. The racing bibs are issued prior to the starting order drawing and do not determine starting order. Once a starting position has been drawn, it may not be changed or transferred to another racer. Racers will line up in their starting position no later than one hour prior to start time on race day.

17) *Tesoro Iron Dog Officials:* Tesoro Iron Dog officials include all Tesoro Iron Dog Board members, Race Marshalls, and during the race, any person designated as such by Iron Dog. During the event, all race officials shall have badges identifying them as such.

18) *Trail Class:* Entrants in the Tesoro Iron Dog event at a recreational level for the enjoyment and experience of riding the trail.



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(Continued from page 43)
will not be allowed to race. Both snowmachines are required at the safety inspection.
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. One team member must sign at each checkpoint. Failure to sign at each checkpoint will result in a penalty at the Race Marshal's Discretion.

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 or checkpoint. The finish line is considered a layover for protesting purposes. Infractions must be reported at the next layover or checkpoint 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.
4. Protests can only be filed by active pro-class racers of this year's race. Alleged violations will be reviewed, and any penalties to be assessed will be done so by the Race Marshall or the Tesoro Iron Dog Board.

CHECKPOINTS, LAYOVERS AND THEIR OPERATION (THIS SECTION STILL UNDER REVIEW BY THE BOARD OF DIRECTORS)

1. Layovers for all racers from Big Lake to Nome:
A. Total required layover time of 28 hours. Minimum 6 hours any location.
B. All Northbound layovers must be taken before Nome. The last available layover location is White Mountain.
C. Layovers may be taken at any official checkpoint.
D. In Nome, the layover for the Pro & Masters Class will be approximately 36 - 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 Thursday at 7:00 a.m.
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. All layovers must be taken before reaching Puntilla
C. Discretionary layovers can be taken at any official checkpoint except Puntilla and Skwentna checkpoint.
D. 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.
7. A team may arrive at a checkpoint being towed by an active pro-class racer 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 Nikolai and Rohn River – Drivers must travel across the Farewell Burn. The South Fork of the Kuskokwim River is off limits. **B)** Between Rohn River and Puntilla - Drivers must go through Ptarmigan Pass - Rainy Pass is off limits. **C)** Between Rainy Pass and Skwenta the Skwentna River is off limits. Shell Lake Lodge will be a mandatory express checkpoint. **D)** 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.
3. The number of entries in the Pro & Masters Class will determine payback. The schedule for distribution of unrestricted purse will be as follows:

1-3 1	11-13 4	22-25 7	32-34 10
4-6 2	14-17 5	26-28 8	35-37 11
7-10 3	18-21 6	29-31 9	38+ 12

PLACE — NUMBER OF POSITIONS PAID BACK

	1	2	3	4	5	6	7	8	9	10	11	12
1	100%	60%	50%	40%	33%	31%	30%	28%	27%	25%	24%	24%
2		40%	30%	30%	25%	23%	22%	21%	20%	18%	18%	17%
3			20%	20%	18%	17%	16%	15%	15%	14%	13%	13%
4				10%	14%	13%	12%	12%	12%	10%	10%	10%
5					10%	10%	10%	9%	8%	8%	8%	8%
6						6%	6%	6%	6%	7%	7%	7%
7							4%	5%	5%	6%	6%	6%
8								4%	4%	5%	5%	5%
9									3%	4%	4%	4%
10										3%	3%	3%
11											2%	2%
12												1%

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 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.

2005 TESORO IRON DOG CHECKPOINTS:

Big Lake to Nome:	Miles	Nome to Wasilla:	Miles
Big Lake to Skwentna	Start	Nome to White Mountain	71
Trail 5/1 Intersection	Express	White Mountain to Koyuk	87
Trail 6/5 Intersection	Express	Koyuk to Shaktoolik	50
Cow Lake/6 Intersection to Skwentna	8	Shaktoolik to Unalakleet	41
Skwentna to Shell Lake	Express	Unalakleet to Kaltag	80
to Puntilla	65	Kaltag to Galena	92
Puntilla to Rohn	67	Galena to Ruby	53
Rohn to Nikolai	74	Ruby to Poorman	57
Nikolai to McGrath	53	Poorman to Ophir	94
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Ophir to Poorman	94	McGrath to Nikolai	53
Poorman to Ruby	57	Nikolai to Rohn	74
Ruby to Galena	53	Rohn to Puntilla	67
Galena to Kaltag	92	Puntilla to Shell Lake	Express
Kaltag to Unalakleet	80	To Skwentna	65
Unalakleet to Shaktoolik	41	Skwentna to Cow Lake/6 Intersection	Express
Shaktoolik to Koyuk	50	Trail 6/5 Intersection	Express
Koyuk to White Mountain	87	Trail 5/1 Intersection	Express
White Mountain to Nome	71	Big Lake (Finish)	82
Halfway Total	**1009**	**Inbound Total**	**1,009**
	TOTAL	**2018**	

2005 TESORO IRON DOG

FEBRUARY 13-19, 2005

Wasilla > Nome > Wasilla
– 2,018 Miles –
11:00 a.m. Start – Call of the Wild, Big Lake, AK

RACE HEADQUARTERS

Year Round Headquarters
Tesoro Iron Dog
7100 Old Seward Highway, Unit C
Anchorage, Alaska 99518
(907) 563-4414 (ph) / (907) 336-5052 (fax)

Seasonal – Race Week
Tesoro Iron Dog
Wasilla Headquarters
Best Western Lake Lucille Inn
(907) 373-1776

Home Page: www.irondog.org
(24 hour race updates)
E-mail: irondog@ptialaska.net

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Steve Haynes
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KMBQ – 99.7 Valley Radio **KBYR 700 Smart Talk Radio** **KNOM – Nome**
Community Radio for Alaska members:
KIYU Galena and KSKO McGrath

For live updates from start to finish tune in to Q99.7 Valley Radio during race week. Get up to the minute reports and live coverage from Community Radio of Alaska members stations KIYU Galena and KSKO McGrath. KIYU also contributes updates to Alaska wide APRN Public Radio. Award winning KNOM Radio, broadcasting to Nome and vicinity, provides live race coverage and racer interviews throughout the race. You can also listen in on your computer at www.KMBQ.com.

Championship History

2004	Mark Carr & Dusty Van Meter	Ski-Doo	39:03
2003	NO RACE		
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	--
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	--
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

POLARIS – 10 WINS **ARCTIC CAT – 6 WINS**
YAHAMA – 3 WINS **SKI-DOO – 1 WIN**

Wasilla > Nome 1,049 miles until 1992
Wasilla > Nome > Wasilla 2,000 miles until 1997
Wasilla > Nome > Fairbanks 2,000 miles 1998 to 2004
Wasilla > Nome > Wasilla 2005

TESORO IRON DOG

The World's Longest Snowmobile Race!

(Continued from page 38)

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

1. 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 racer's snowmachines, or 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, tools or assistance from anyone, including another race team that has not scratched from the race or Trail Sweeper, except as follows: a) Any radio contact with an aircraft is prohibited for Pro & Masters Class participants. Immediate disqualification will result. b) In the Pro & Masters Class, only racers (including another race team that has not scratched from the race) 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 from the start of the race to the finish of the race is strictly prohibited. Tesoro Iron Dog reserves the right to randomly breathalyze and drug test. Any violation of this rule will result in disqualification.
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, racer or otherwise 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 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 other than in Nome, are completely off limits except to a race official and/or other pro-class race teams "on the clock".
23. Air support is prohibited anywhere on the trail except as indicated as follows. Penalty will be disqualification. The following checkpoints are the only acceptable locations along the race route that an aircraft may land to deliver parts:

Big Lake	FAA Approved Airport
Ruby	FAA Approved Airport
Skwentna	FAA Approved Airport
Galena	FAA Approved Airport
Puntilla	Lake Runway Only
Kaltag	FAA Approved Airport
Rohn	Rohn Airstrip Only
Unalakleet	FAA Approved Airport
Nikolai	FAA Approved Airport
Shaktoolik	FAA Approved Airport
McGrath	FAA Approved Airport
Koyuk	FAA Approved Airport
Ophir	Runway where Iron Dog Fuel Plane lands
White Mountain	FAA Approved Airport
Poorman	Upper Runway Only
Nome	FAA Approved Airport

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 have a minimum area of 2" x 4".
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 from any state 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 all snowmachines without crankcase serial numbers on the recoil side.

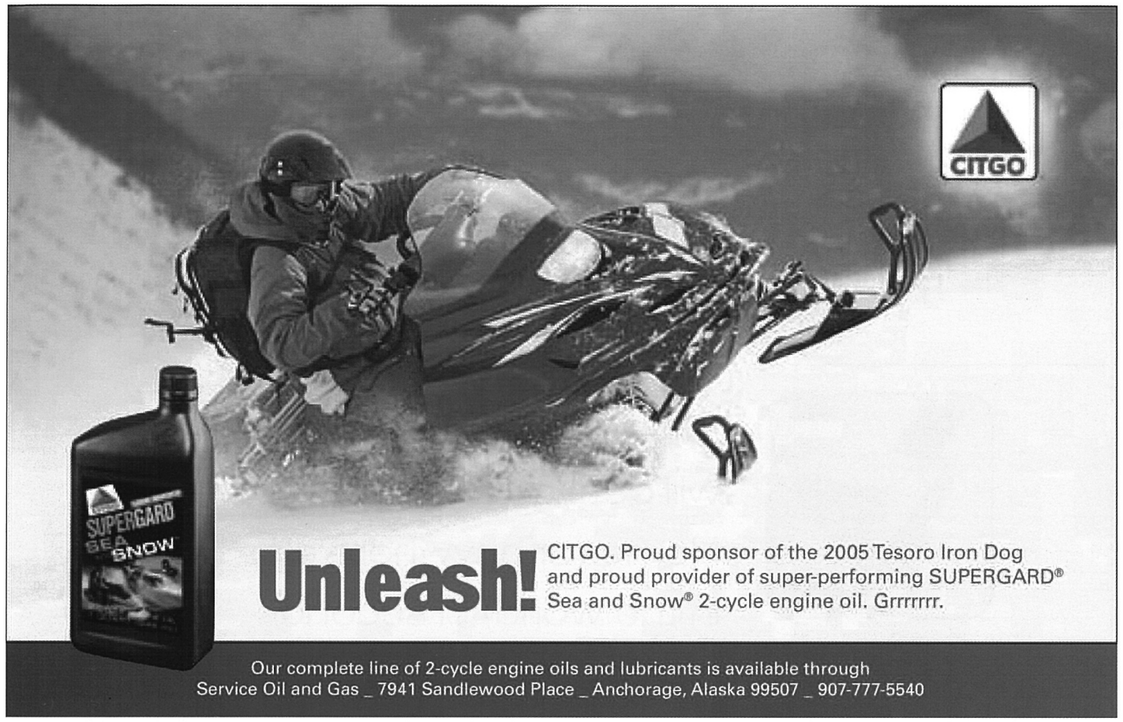
STARTING METHOD

1. Starting positions are determined by drawing numbered cards at the drawing reception.
2. Teams line up in their starting position order in Big Lake 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 more than 15 minutes late for either event, they will be penalized in one hour. Penalty will be assessed in Nome. If at least one team member does not show at both events, then the team will forfeit any entry fees and

(Continued on page 44)



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- 2005 Trail Breaking -

More and more recreation enthusiasts are heading into the great Alaskan outdoors to enjoy the beauty that only our unique landscape can offer. Iron Dog trailbreakers start with the first snowfall to create and mark the trails that villagers, snowmachiners, mushers, skiers and other Alaskans use and enjoy.

One of the public's favorite Iditarod mushers, Dee Dee Jonrow, said during a 2001 trail workshop, "Iron Dog trailbreakers do a great job putting the trail in early. It really helps me in my training efforts and benefits winter recreation opportunities for both snowmachiners and mushers alike."

Trail breaking is not easy work. You don't get to do much riding, Ken Lee and Tracey Brassard often put in 18 hour days working their way through deep snow and thick brush to mark the trail from Skwentna to Rainy Pass. Lee and Brassard are the 2001 Tesoro Iron Dog Champions. Gordon Bartel continues marking the trail from Rainy Pass to Rohn.

Past Rohn volunteers from Interior and Coastal villages pound thousands of trail markers into ice and snow, build ice bridges, and create vital links for transportation and recreation.

Dick Newton oversees the Ophir to Poorman trail work. He and his wife, Jan also coordinate a group of student volunteers from Takotna Training School to staff the Ophir checkpoint.

Butch Novak and the Spenard Builders Supply crew travel into Galena by airplane, ride into Ruby on snowmachines and perform essential trail breaking in to the Poorman checkpoint and on toward Ophir, clearing the remaining portion of the trail.

Experienced Iron Dog racer and volunteer, Justin Esmailka from Kaltag leads the group that works on the trail from Ruby to Unalakleet. Garrett Adsuna, from Elim helps mark the trail from Unalakleet up the coast. Ben Sockpealuk works out of the Shaktoolik checkpoint breaking trail around this broad expanse. Wes Perkins has an experienced crew of volunteers from Nome that keep the wind-ravaged trail into Nome open and marked.

Each team leader has between 2 – 10 additional volunteers so there are about 75 Alaskans working on keeping the trail in shape from October until March – without their help there wouldn't be a race and the rare opportunity to travel Interior Alaska.



← *Checkpoints Start to Finish* →

HOME OF THE IRON DOG – *THE CITY OF WASILLA*
A GENEROUS SUPPORTER OF THE RACE

OFFICIAL RACE HEADQUARTERS –
BEST WESTERN LAKE LUCILLE INN, WASILLA

OFFICIAL RACE COMMUNICATIONS SPONSOR– *MTA*
Providing end-to-end state-of-the-art, reliable, telecommunications services for the Tesoro Iron Dog race, allowing race fans all over the world to follow the racers on their 2000 mile trek.

All checkpoints except Puntilla SB, Skwentna and Nome are layover options.

Checkpoint 1N – Skwentna, Northbound Mile 82 — Layover Northbound only
Adopted by McKinley Capital Management, Inc.
Located near the confluence of the Yentna and Skwentna Rivers. Bonnie manages the Skwentna Road House, a popular destination for area snowmachiners. Sheri Newell helps out at this checkpoint with setting up fuel lanes. Since this is such a short distance from the starting line, racing teams will be close in succession and anxious to get through. Racers will gas and go heading toward Shell Lake's Express Checkpoint (no fuel) and toward Rainy Pass Lodge at Puntilla Lake.

Checkpoint 2N – Puntilla Lake, Mile 147 — Layover Available
Adopted by VECO Corporation
With a pass elevation of 3,160 the trail from Skwentna to Puntilla could be the toughest part of the trail.

Rainy Pass Lodge, owned by the Perrins offers warm food with lodging available for those racers who choose to layover at this checkpoint. Approximatley 800 gallons of fuel is flown in barrels, via aircraft for this checkpoint for trailbreakers, racers and checkers. Kim Platt and his team will oversee this stop to check racers in and through. They will stay through the weekend and arrive early the next weekend to check racers back through to Skwentna.

Checkpoint 3N – Rohn, Mile 214 — Layover Option
Adopted by Citgo Petroleum
Goomy Anderson, Theron Magnuson and crew ride down from McGrath to staff this checkpoint. They break trail all along the way. The checkpoint is near the remains of an old roadhouse and is certainly one of the most remote. There is a small cabin, warmed by a wood stove, to greet the racers as they come in. Iron Dog fuel is flown in just prior to the race for racers and checkers. Oil and Iso is also provided for the racers and checkers at this remote location.

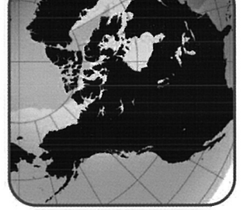
Checkpoint 4N – Nikolai, Mile 288 — Layover Option
Adopted by Carlile Transportation
Nikolai is a friendly Athabaskan village with a population of about 130, which is located in Interior Alaska on the south fork of the Kuskokwim River. Peter Tony is our lead checker at this point and Roger Jenkins provides the fuel for our race. Racers can choose to layover at this location or gas and go.

Checkpoint 5N – McGrath, Mile 341 — Layover Option
Adopted by 3M Alaska, Action Graphics, Arctic Transportation Services, Frontier Flying Service, GCI, LEAD DOG Helmet Light, NAPA Auto Parts, NGK Sparkplugs, Warning Lites of Alaska, Weldin Construction
Located at the confluence of the Kuskokwim and Takotna Rivers, McGrath is home of B&J's, the Takusko House, Yukon Fuel and The Magnuson Family—major supporters of the Iron Dog. Ben Magnuson generously provides his tanker truck for fuel. He and his crew staff this checkpoint 24-hours fueling and checking racers through. Many racers will choose to layover here.

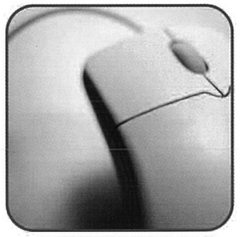
Checkpoint 6N – Ophir, Mile 384 — No Layover Option, Gas Stop Only
Adopted by Northern Air Cargo
A ghost town named for a nearby creek that supported placer mining, it is a gas only stop. Dick Newton and his large crew of students from Takotna Training Center have loyally staffed this checkpoint for many years as a class project. Iron Dog fuel is flown into this checkpoint for racers and checkers.

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Thank You

To all friends and volunteers of the Tesoro Iron Dog,

The 2004 race was such a wonderful success. We had a great turnout of fans and volunteers at the start, finish and all along the way.

And true to form, our volunteer participation was awesome. Officials, checkers and helpers at the checkpoints did a wonderful job tracking our racers through, fueling the sleds, providing hydration, recording times and relaying critical race data promptly to headquarters. This allowed the HQ volunteers to instantly update the new race tracking system, which was put together and monitored by our computer expert volunteer, Weston Smith. We received a huge amount of positive feedback on the race reporting as a result of this. Our Start and Finish Line volunteers put together professional start and finish shoots, put up banners, managed parking, trail monitoring, safety, and crowd control. Our safety inspectors ensured that our racers were qualified and ready for the elements. Our Race Marshal volunteers worked to insure a fair and equitable playing field. Our flaggers on the rivers helped to provide a safe environment for all spectators. Our trailbreakers worked for months to ensure a clear and marked trail. Our sweepers and groomers worked on the trail post race. As one can see, it takes a huge number of volunteers to put on an event of this magnitude. Your participation, coordination, organization, enthusiasm; the giving of your time, strength, skills, energy and commitment, is what makes this great race happen.

Even with the best of intentions in trying to name each and every individual that is involved, I would inevitably leave someone out. So because all of you play such a vital role in the success of the Iron Dog, I can only convey my sincere thanks and appreciation for all that you do. I can truly say that it is a privilege to work with such a committed group of individuals.

I thank you all for your perseverance, dedication and loyalty. It is appreciated far more than you know.

Stacey Grohol
Executive Director

every Dog has its Day

To the racers of the *2005 Tesoro Iron Dog*, your day has arrived.
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Checkpoint 7N – Poorman, Mile 478 Gas Stop Only
Adopted by Spenard Builders Supply
SBS employees man this "most remote" of checkpoints. Spenard built a small cabin at this checkpoint to offer bunks, warm coffee and food to racers or riders who need to rest. Butch Novak and his Spenard crew fly into Galena, ride into McGrath and head toward Poorman breaking trail, cutting through fallen trees and clearing the way to Poorman to ensure a passable trail for the race.

Checkpoint 8N – Ruby, Mile 535 Layover Option
Adopted by Alaska Airlines
Ruby is located on the south bank of the Yukon River, in the Kilbuck-Kuskokwim Mountains. It is about 50 air miles east of Galena and 230 air miles west of Fairbanks. Ruby lies adjacent to the Nowitna National Wildlife Refuge. Racers turn left here and head for the coast. Randy Moss and volunteers staff this checkpoint and Ivan Kangas provides the fuel. Racers are welcome to layover at this location. Pro class racers head on toward the coast.

Checkpoint 9N – Galena, Mile 588 Layover Option
Adopted by Everts Air Cargo
Galena is located on the north bank of the Yukon River, 45 miles east of Nulato and 270 air miles west of Fairbanks. It lies northeast of the Innoko National Wildlife Refuge. Racers can layover here at the school where they can partake in a hearty meal. Vern Berry generously assists with fuel for the race. Ray Debenham and crew will manage this area and will provide a sled impound location for those racers who choose to layover at this popular checkpoint. Galena is the place most of the Pro Class racers take their second or third layover.

Checkpoint 10N – Kaltag, Mile 680 Layover Option
Adopted by Warning Lites of Alaska
Kaltag is located in Koyukon Athabascan territory on the west bank of the Yukon River. The Esmailka brothers provide essential trail breaking for the race and Dale Arkell provides our fuel. Racers can choose to layover here or head on over Old Woman Pass to the sound.

Checkpoint 11N – Unalakleet, Mile 760 Layover Option
Adopted by Wells Fargo Bank Alaska
Unalakleet is located on Norton Sound at the mouth of the Unalakleet River, 148 miles southeast of Nome. Racers have reached the head of Norton Sound and may be plagued by storms off the Bering Sea. Here there is food, lodging and enthusiastic Iron Dog fans to host the racers for another layover option. Booba Kathatag provides fuel and he and his crew have been loyal Iron Dog official checkers for many years.

Checkpoint 12N – Shaktoolik, Mile 801 Layover Option
Adopted by First National Bank Alaska
Shaktoolik, the first and southernmost Malemiut settlement on Norton Sound, is located on the east shore of the Sound. The village sits on a point in Koyuk Bay approximately half way between Unalakleet and Koyuk. This is a fairly new checkpoint adopted in the past few years. Ben Sockpealuk and crew provide fuel, coffee and tracking of racers at this location.

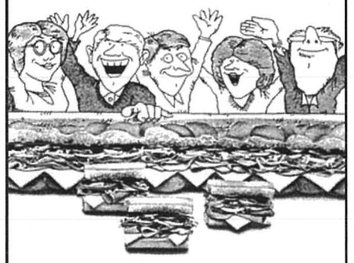
Checkpoint 13N – Koyuk, Mile 851 Layover Option
Adopted by VIP Distributing
Koyuk is located at the mouth of the Koyuk River, at the northeastern end of Norton Bay on the Seward Peninsula. It marks the end of a long and sometimes dangerous sea ice trail. Lodging for the racers and riders is provided by the Koyuk School and is one of the two remaining opportunities to satisfy mandatory layovers. Fuel is provided by Koyuk Native Corporation and Raymond Douglas, Sr. has been a dedicated Iron Dog Race official for many years.

Checkpoint 14N – White Mountain, Mile 938 Layover Option
Adopted by Lynden Air Cargo
White Mountain is located on the west bank of the Fish River, near the head of Golovin Lagoon, on the Seward Peninsula. White Mountain is the last northbound location where racers can complete their required layover time before reaching Nome. Lodging, food and gas are available. Jason Courier, our lead checker, and his crew are efficient and dedicated race officials and Davis Lincoln supplies the fuel. Racers only have 71 miles to the halfway point in Nome. Just outside of White Mountain lie the Topkok Hills with winds that are infamous for being brutal.

Checkpoint 15N and 1S – Nome, Mile 1009 Mandatory 40 hour Layover
Nome is the halfway point for the Pro Class teams. The City of Nome generously donates space in their Public Works garage as an impound area for the snowmachines. Racers are required to layover in Nome for a period of 36 to 40 hours, based on the Race Marshal's discretion. Each team will be allowed one 15-minute machine inspection "off-the-clock." After the Pro Class and Masters Class teams complete their mandatory layover, they will point their sleds toward Big Lake, and leave at 7:00 a.m. on Thursday morning.

Checkpoint 2S – White Mountain, Mile 1080 Layover Option, Thursday
Gas & Layover – 71 Miles from Nome. Racers have 28 hours of layover time to be taken prior to reaching the hold point at Puntilla. This is one of the optional layover locations. Those that choose to go on, check in with Race Official Jason Currier and fuel up for their trip South.

MAKE YOUR
BASH A
SMASH

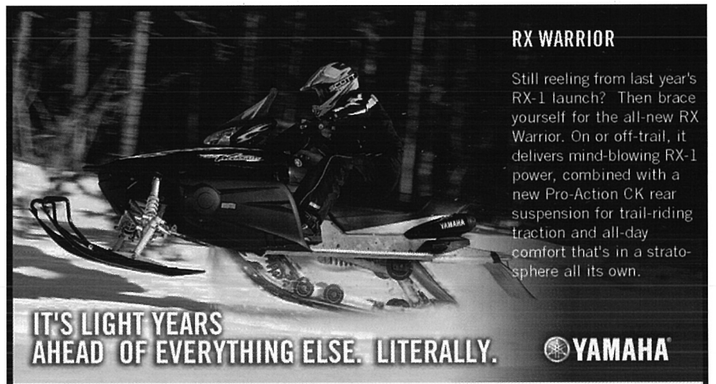


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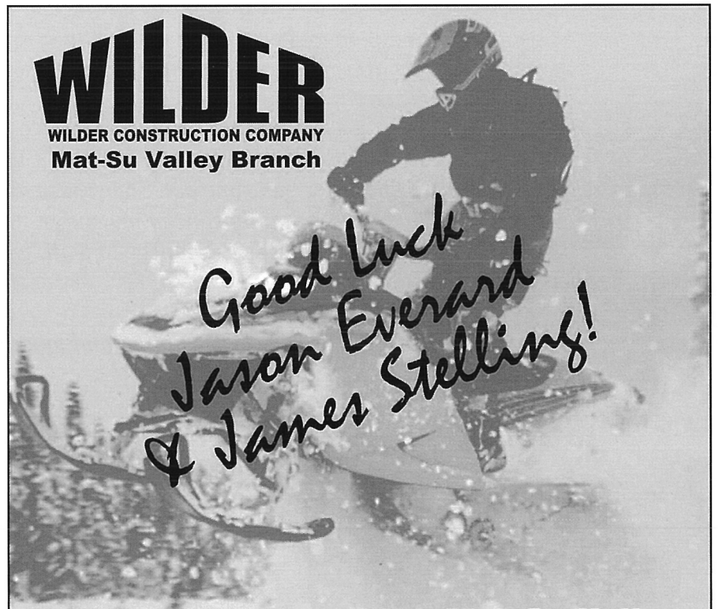
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TESORO 2005 IRON DOG OFFICIAL RULES

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 for 2005 runs from Big Lake, Alaska to Nome and then finishes in Big Lake. 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.

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.

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, 2004 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.

(Continued on page 43)



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Checkpoint 3S – Koyuk, Mile 1167 Layover Option
Gas and Layover – 87 Miles from White Mountain. Strategy is essential when traveling the next 50 miles south to Shaktoolik as racers are only allowed 5 gallons of gas in Koyuk. After traveling only 121 miles out of Nome, many racers will continue to push on.

Checkpoint 4S – Shaktoolik, Mile 1217 Gas Only and Layover
50 Miles from Koyuk. Ben and his crew will again provide fuel, hydration and coffee to the racers. With only 41 miles to Unalakleet, many racers will push on to layover at the next checkpoint.

Checkpoint 5S – Unalakleet, Mile 1258 Layover Option
Adopted by Wells Fargo Bank Alaska
After traveling a little over 200 miles, many racers will choose to this location as their first layover, where there is food, lodging and enthusiastic Iron Dog fans to host the racers.

Checkpoint 6S – Kaltag, Mile 1338 Layover Option
Adopted by Warning Lites of Alaska
There is a 92 mile run to Galena from here. Many racers may choose to layover. Racers must take 28 hours of layovers from Nome to Big Lake a minimum of 6 hours each at three separate locations.

Checkpoint 7S – Galena, Mile 1430 Layover Option
Adopted by Everts Air Cargo
After traveling 92 miles from Kaltag, many racers will choose to rest here. Ray will still be here with his crew to check the racers back through.

Checkpoint 8S – Ruby, Mile 1483 Layover Option
Adopted by Alaska Airlines
Temperatures will surely drop when racers reach the river. Randy and Ivan will be here to check racers back through.

Checkpoint 9S – Poorman, Mile 1540 Gas Stop Only
Adopted by Spenard Builders Supply
SBS employees will be here to check the racers back through. They usually have a warm and hearty "Poorman Stew" on the stove to feed hungry racers. Fuel is flown in prior to snowfall and off loaded into an onsite tanker, which provides racer fuel.

Checkpoint 10S – Ophir, Mile 1634 Gas Stop Only
Adopted by Northern Air Cargo
Racers travel 94 miles here from Poorman. Although tired, racers will push the next 43 mile to head on to McGrath. Dick and his efficient crew are on site to fuel racers and check them through.

Checkpoint 11S – McGrath, Mile 1677 Layover Option
3M Alaska, Action Graphics, Arctic Transportation Services, Frontier Flying Service, GCI, LEAD DOG Helmet Light, NAPA Auto Parts, NGK Sparkplugs, Warning Lites of Alaska, Weldin Construction
Many racers will choose to stay here in McGrath to satisfy a portion of their required southbound layover time.

Checkpoint 12S – Nikolai, Mile 1730 Layover Option
Adopted by Carlile Transportation
Roger Jenkins and crew will be expecting racers on Friday as they push on toward Puntilla. This is the last layover village for racers prior to reaching the hold point at Puntilla Lake.

Checkpoint 13S – Rohn, Mile 1804 Layover Option
Adopted by VIP Distributing
Most racers have completed their required layover time prior to reaching Rohn. From this point on it's a fast and furious race to the hold point in Puntilla.

Checkpoint 14S – Puntilla Lake, Mile 1871 Mandatory Hold, Saturday, February 19
Adopted by VECO Corporation
Rainy Pass Lodge is the mandatory hold point for the race. Times will be adjusted and racers will be released in order once this has been done. The first 6 teams will be released in the order they came in (with time adjustments) and the remainder of the field will leave next in 15 minute increments.

Checkpoint 15S – Skwentna, Mile 1936 No layover available
Adopted by McKinley Capital Management, Inc.
Racers will be coming in from the hold at Puntilla after they are released at 7:00 a.m., via the Shell Lake Express checkpoint. HQ will receive calls from Skwentna when the racers leave to give the finish line volunteers notice, as it only takes the racers about 45 minutes to get to Big Lake from Skwentna.

FINISH LINE, Mile 2018
Big Lake
Big Lake Aurora Lions Club, Big Lake Lions Club, Call of the Wild
After traveling over 2000 miles, the first place racers should arrive around 10:00 a.m. depending on conditions. After notification from the Skwentna checkpoints racers should arrive within 45 minutes. Bert Kleinenberg and his crew will have the finish line shoots all set up and activities to entertain the crowds between finishers, and those finishers can claim the fame of having faced and conquering the daunting challenge of running the Iron Dog trail.

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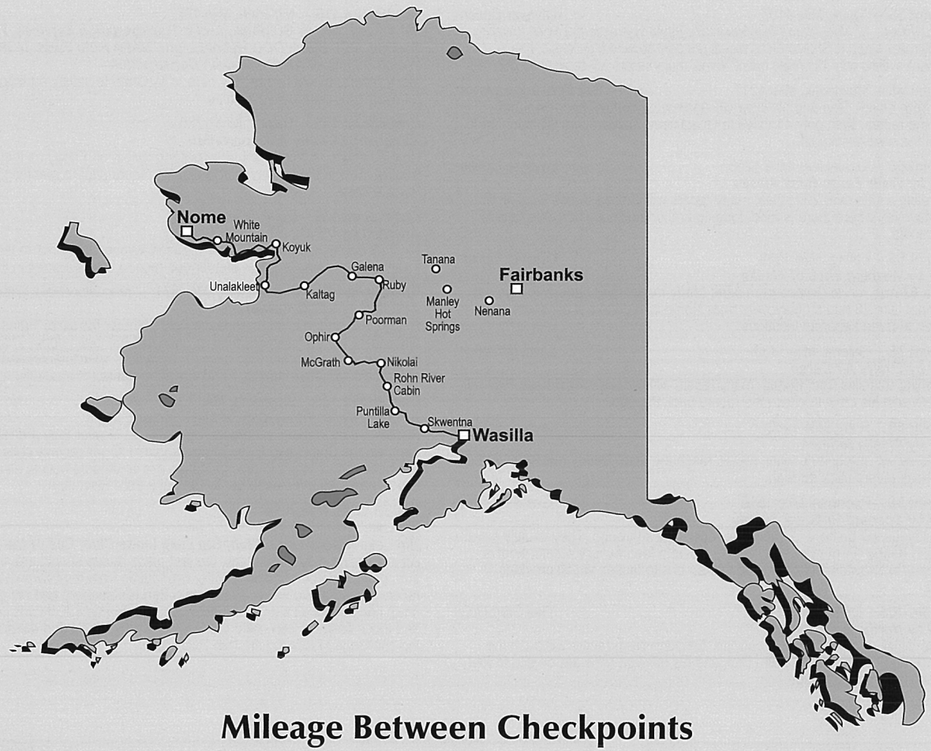


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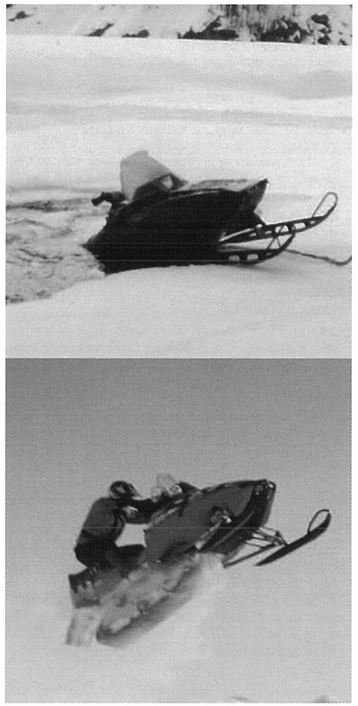


Mileage Between Checkpoints

MILES FROM PREVIOUS CHECKPOINT		MILEAGE FROM PREVIOUS CHECKPOINT	Nome	White Mountain	Koyuk	Shaktoolik	Unalakleet	Kaltag	Galena	Ruby	Poorman	Ophir	McGrath	Nikolai	Rohn	Puntilla	Skwentna	Big Lake
		SOUTHBOUND →	0	71	87	50	41	80	92	53	57	94	43	53	74	67	65	82
			1S	2S	3S	4S	5S	6S	7S	8S	9S	10S	11S	12S	13S	14S	15S	F
0	S	Big Lake	1009	938	851	801	760	680	588	535	478	384	341	288	214	147	82	
82	1N	Skwentna	927	856	769	719	678	598	506	453	396	302	259	206	132	65		82
65	2N	Puntilla	856	785	704	654	613	533	441	388	331	237	194	141	67		65	147
67	3N	Rohn	795	724	637	587	546	466	374	321	264	170	127	74		67	132	214
74	4N	Nikolai	721	650	563	513	472	392	300	247	190	96	53		74	141	206	288
53	5N	McGrath	668	597	510	460	419	339	247	194	137	43		53	127	194	259	341
43	6N	Ophir	625	554	467	417	376	296	204	151	94		43	96	170	237	302	384
94	7N	Poorman	531	460	373	323	282	202	110	57		94	137	190	264	331	396	478
57	8N	Ruby	474	403	316	266	225	145	53		57	151	194	247	321	388	453	535
53	9N	Galena	421	350	263	213	172	92		53	110	204	247	300	374	441	506	588
92	10N	Kaltag	329	258	171	121	80		92	145	202	296	339	392	466	533	598	680
80	11N	Unalakleet	249	178	91	41		80	172	225	282	376	419	472	546	613	678	760
41	12N	Shaktoolik	208	137	50		41	121	213	266	323	417	460	513	587	654	719	801
50	13N	Koyuk	158	87		50	91	171	263	316	373	467	510	563	637	704	769	851
87	14N	White Mountain	71		87	137	178	258	350	403	460	554	597	650	724	785	856	938
71	15N	Nome		71	158	208	249	329	421	474	531	625	668	721	795	856	927	1009
		← NORTHBOUND																

CHECKPOINT	1N	2N	3N	4N	5N	6N	7N	8N	9N	10N	11N	12N	13N	14N	15N
Cumulative Miles NB	82	147	214	288	341	384	478	535	588	680	760	801	851	938	1009
CHECKPOINT	2S	3S	4S	5S	6S	7S	8S	9S	10S	11S	12S	13S	14S	15S	F
Cumulative Miles SB	1080	1167	1217	1258	1338	1430	1483	1540	1634	1677	1730	1804	1871	1936	2018

David Matthews
Years Raced: 1999
Troy Miller
Years Raced: 2002
Vern Monette
Years Raced: 1998
Guy Moss
Years Raced: 1998
Randall Moss
Years Raced: 1998
Michael Murphy
Years Raced: 1998
Daniel Neill
Years Raced: 2001
Dwight Neill
Years Raced: 2001
Bill O'Hara
Years Raced: 1998
John Oney
Years Raced: 1998
Tony Oney
Years Raced: 1998
Daniel Paajanen
Years Raced: 2001
Jim Palin
Years Raced: 1996
Howard Patten
Years Raced: 1997
Greg Pearce
Years Raced: 1998
Cort Phalp
Years Raced: 1999
Jeff Pieper
Years Raced: 1999
Cathy Powell
Years Raced: 2001
Scott Powell
Years Raced: 2001
Tony Price
Years Raced: 1996
Dana Pruhs
Years Raced: 1998
Ron Ray
Years Raced: 2004
Rodney Reese
Years Raced: 1997
Eugene Riggs
Years Raced: 2001
Orland Saavedra
Years Raced: 1999
Jaime Schaefer
Years Raced: 1997
Steve Schwartz
Years Raced: 2004
Peter Schwarz
Years Raced: 1999
Gary Selk
Years Raced: 1996
Larry Sheffert
Years Raced: 1999
Adam Sholton
Years Raced: 1998
Paul Sholton
Years Raced: 1998
Stan Smith
Years Raced: 1999
Elmer Soule
Years Raced: 1991
Shorty Soule
Years Raced: 1991
Andy Sterba
Years Raced: 2001
Claude Sternberg
Years Raced: 1998
Jim Stimpfle
Years Raced: 1998
Dennis Swantner
Years Raced: 1991
Marty Torrance
Years Raced: 1998
Tre West III
Years Raced: 2002
Jim Weymiller
Years Raced: 1998
Barry Wharam
Years Raced: 1998
Dwayne Tom White
Years Raced: 1999
Larry Witaschek
Years Raced: 1998



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Malon Uhl
Years Raced: 2004
Charles Webster
Years Raced: 1998
Thomas Weedman
Years Raced: 1994
Jim West
Years Raced: 2004
Phil West
Years Raced: 1993
Tre West
Years Raced: 2004
Stevan White
Years Raced: 2001
Carl Wilbur
Years Raced: 2000
Larry Wilger
Years Raced: 1988
Jim Wilke
Years Raced: 1987
Eric Willams
Years Raced: 2000
Chet Williams
Years Raced: 2004
Phil Williams
Years Raced: 1997
Myles Wilson
Years Raced: 2002
John Wingerd
Years Raced: 2000
Ted Wingerter
Years Raced: 2004
Jene Winn
Years Raced: 1985
Ralph Wright
Years Raced: 2000

TRAIL ALUMNI

3 RACES

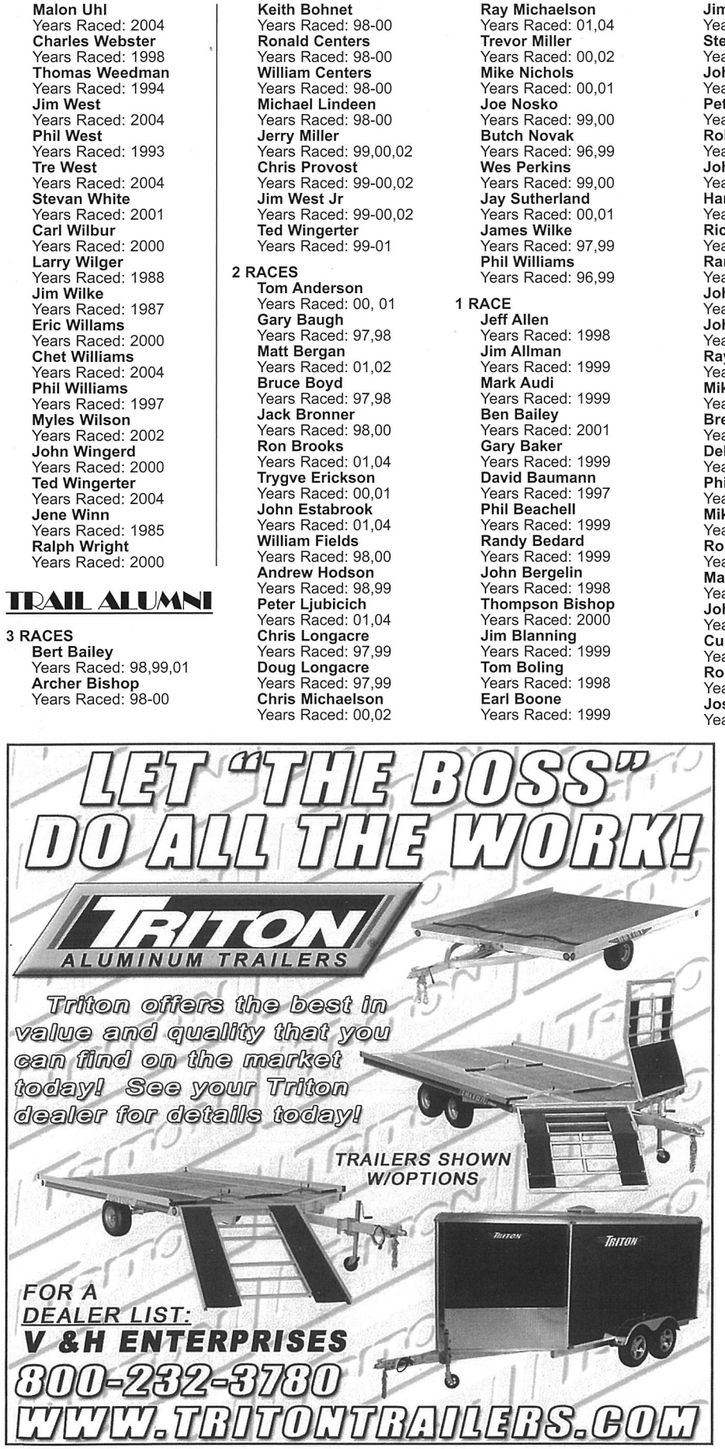
Bert Bailey
Years Raced: 98,99,01
Archer Bishop
Years Raced: 98-00
Keith Bohnet
Years Raced: 98-00
Ronald Centers
Years Raced: 98-00
William Centers
Years Raced: 98-00
Michael Lindeen
Years Raced: 98-00
Jerry Miller
Years Raced: 99,00,02
Chris Provost
Years Raced: 99-00,02
Jim West Jr
Years Raced: 99-00,02
Ted Wingerter
Years Raced: 99-01

2 RACES

Tom Anderson
Years Raced: 00, 01
Gary Baugh
Years Raced: 97,98
Matt Bergan
Years Raced: 01,02
Bruce Boyd
Years Raced: 97,98
Jack Bronner
Years Raced: 98,00
Ron Brooks
Years Raced: 01,04
Trygve Erickson
Years Raced: 00,01
John Estabrook
Years Raced: 01,04
William Fields
Years Raced: 98,00
Andrew Hodson
Years Raced: 98,99
Peter Ljubicich
Years Raced: 01,04
Chris Longacre
Years Raced: 97,99
Doug Longacre
Years Raced: 97,99
Chris Michaelson
Years Raced: 00,02
Ray Michaelson
Years Raced: 01,04
Trevor Miller
Years Raced: 00,02
Mike Nichols
Years Raced: 00,01
Joe Nosko
Years Raced: 99,00
Butch Novak
Years Raced: 96,99
Wes Perkins
Years Raced: 99,00
Jay Sutherland
Years Raced: 00,01
James Wilke
Years Raced: 97,99
Phil Williams
Years Raced: 96,99

1 RACE

Jeff Allen
Years Raced: 1998
Jim Allman
Years Raced: 1999
Mark Audi
Years Raced: 1999
Ben Bailey
Years Raced: 2001
Gary Baker
Years Raced: 1999
David Baumann
Years Raced: 1997
Phil Beachell
Years Raced: 1999
Randy Bedard
Years Raced: 1999
John Bergelin
Years Raced: 1998
Thompson Bishop
Years Raced: 2000
Jim Blanning
Years Raced: 1999
Tom Boling
Years Raced: 1998
Earl Boone
Years Raced: 1999
Jim Brady
Years Raced: 2000
Stephen Brown
Years Raced: 1999
John Burke
Years Raced: 1999
Peter Butorac
Years Raced: 1999
Robert Camilli
Years Raced: 1998
John Campbell
Years Raced: 2001
Harold Charles
Years Raced: 1998
Richard Collins
Years Raced: 1999
Randy Comer
Years Raced: 1998
John Reed Dart
Years Raced: 2004
John Robert Dart
Years Raced: 2004
Ray Debenham
Years Raced: 1998
Mike Dennis
Years Raced: 1999
Brett Dodson
Years Raced: 1998
Deborah Douglas
Years Raced: 1999
Phil Douglas
Years Raced: 1999
Mike Foldager
Years Raced: 1997
Robin Foster
Years Raced: 2004
Mark Fuerstenau
Years Raced: 1998
John Glass
Years Raced: 2001
Curtis Green
Years Raced: 1997
Robert Groeneweg
Years Raced: 1998
Joseph Grohs
Years Raced: 1998
Harlan (Hank) Hallstrom
Years Raced: 2004
Richard Hanna
Years Raced: 1999
Ed Harmon
Years Raced: 1999
Lee Hilde
Years Raced: 1998
Robert Himschoot, Jr.
Years Raced: 1999
Jason Howell
Years Raced: 2004
Wilson Hughes
Years Raced: 1998
Jeff Johnson
Years Raced: 2002
Steve Johnson
Years Raced: 1999
Greg Jones
Years Raced: 1998
James Keely
Years Raced: 2004
Joe Klejka
Years Raced: 1999
Kevin Koechlein
Years Raced: 1999
Chris Larson
Years Raced: 1999
Tony Lee
Years Raced: 2001
Nathan Lewis
Years Raced: 2001
Fred Lind
Years Raced: 1999
Karen Lindeen
Years Raced: 2000
Jessica Litera
Years Raced: 2000
Bill Long, Sr.
Years Raced: 1997
Gary Mandzik
Years Raced: 1999
Wayne Martin
Years Raced: 1999
Jan Masek
Years Raced: 1996





2005 TESORO IRON DOG
GPS COORDINATES (Northbound)

	Place Name	Check Point	Gas/ Oil	Food	Layover	Remarks	Latitude	Longitude	Miles to Next Ck Pt
1 - CALL	Call of the Wild Big Lake	X		X		Race Start	61 32.067'N	149 58.166'W	82 miles
2-SUSTINA	Susitna Station/Sustina Rvr					Crossing river to Yenta River Trail	61 32.334'N	150 31.8'W	
3-YENTNA	Yentna River Mouth					Confluence w/Susitna River	61 33.992'N	150 29.114'W	
4-YET-ROA	Yentna Station Roadhouse		X	X		Commercial Roadhouse	61 43.986'N	150 40.101'W	32 miles
5-YET+SKW	Yentna & Skwentna Rivers					Confluence with the Skwentna	61 59.095'N	151 08.022'W	
6-SKWENTNA	Skwentna Roadhouse	X	X	X	X	Skwentna Roadhouse	61 58.495'N	151 11.718'W	65 miles
7-SHELL	Shell Lake		X	X	Trail	Shell Lake Lodge	61 57.508'N	151 33.566'W	
8-FINGER	Finger Lake			X	Trail	Winter Lake Lodge	61 59.3'N	152 04.1'W	
9-HAPPY	Bottom of Happy Gorge					Steep River Crossing	61 59.0'N	152 21.0'W	
10-SHIRLEY	Shirley Lake					Private Cabins	61 59.6'N	152 24.9'W	
11-PUNTILLA	Puntilla Lake	X	X	X	X	Rainy Pass Lodge	62 05.4'N	152 44.2'W	67 miles
12-PASS	Pass Creek /Happy R.					Use only when race cannot go through Ptarmigan Pass	62 10.1N	153 00.2'W	
13-RAINY	Rainy Pass						62 13.3'N	153 05.8'W	
14-DALZELL	Dalzell Creek /Tatina R						62 18.2'N	153 16.1'W	
15-PTARMIG	Ptarmigan Pass	Over the Hill (Hells Gate Bypass) Snow Machine Trail					61 55.616N	153 09.037'W	
16-KUSKOKW	Start of So. Fork of Kusko					Start of the River Run	61 54.743N	153 11.234'W	
17-ROHN	Rohn Roadhouse	X	X	X	X	Public Shelter Cabin	62 17.7'N	153 22.4'W	74 miles
18-FAREWELL	Farewell Lakes					Cabin Ruin	62 32.4'N	153 35.3'W	
19-BEAR	Bear Creek Cabin					Public Shelter Cabin	62 43.4'N	154 04.6'W	
20-SULLIVA	Sullivan Creek Bridge					Small Bridge	62 46.5'N	154 16.3'W	
21-NIKOLAI	Nikolai Airport	X	X			Village	63 01.1'N	154 22.8'W	53 miles
22-STEWART	Stewart Hill Cabins					Private Cabin	62 58.7'N	155 15.9'W	
23-MCGRATH	McGrath Airport	X	X	X	X	Large Village	62 57.2'N	155 36.2'W	60 miles
24-MCG+TAK	McGrath & Takotna Trail Head					Connecting trail on the Kusko	62 59.0'N	155 39.0'W	
25-TAKOTNA	Takotna Airport		X			Village	62 59.6'N	156 04.0'W	38 miles
26-OPHIR	Ophir	X	X			Old Mining Town	63 08.1'N	156 30.2'W	94 miles
27-CRIPPLE	Cripple					Old Mine	63 41.16'N	156 22.11'W	
28-POORMAN	Poorman	X	X	X	Emerg	Spenard Builders Cabin	64 05.6'N	155 36.5'W	57 miles
29-SULATNA	Sulatna Crossing					Bridge Ruin	64 11.3'N	155 28.2'W	
30-RUBY	Ruby	X	X		X	Village	64 44.736'N	156 54.657'W	53 miles
31-GALENA	Galena	X	X	X	X	Large Village	64 44.140'N	156 54.657'W	92 miles
32-KOYUKUK	Koyukuk Airport		X			Village	64 52.665'N	157 42.591'W	
33-NULATO	Nulato Airport		X			Village	64 43.629'N	158 04.502'W	43 miles
34-KALTAG	Kaltag	X	X	X	X	Village	64 19.679'N	158 43.707'W	80 miles
35-TRIPOD	Tripod Flat Cabin					Public Shelter Cabin	64 08.2'N	159 24.8'W	
36-OLD WOM	Old Woman Cabin					Public Shelter Cabin	64 00.8'N	159 49.4'W	35 miles
37-UNALAKL	Unalakleet Airport	X	X	X	X	Large Village	63 52.741'N	160 47.273'W	42 miles
38-EGAVIK	Egavik Cabin					Private Cabins	64 02.3'N	160 55.4'W	
39-BEESON	South End Beeson Slough					Barrier Dunes	64 13.0'N	160 57.1'W	
40-SHAKTOO	Shaktoolik Airport	X	X			Village	64 21.8'N	161 05.2'W	50 miles
41-LITTLE	Little Mountain Cabin					Shelter Cabin	64 32.2'N	161 05.2'W	
42-KOYUK	Koyuk	X	X	X	X	Village	64 55.955'N	161 09.143'W	87 miles
43-MOSES	Moses Point Airport					Start of Road to Elim	64 41.626'N	162 03.133'W	
44-ELIM	Elim Airport		X			Village	64 36.9'N	162 16.0'W	
45-WALLA	Walla Walla Ruin					Cabin Ruin	64 32.9'N	162 28.6'W	
46-TOP POR	Top of Elim Portage					High divide	64 33.0'N	162 32.9'W	
47-DIVIDE	Divide Elim Portage					Low divide	64 31.4'N	162 43.4'W	
48-MCKINLE	McKinley Creek Cabin					Shelter Cabin	64 30.8'N	162 51.4'W	
49-CREEK	McKinley Creek Mouth					Connecting trail & Golovin	64 30.7'N	162 53.3'W	
50-GOLOVIN	Golovin Airport		X			Village	64 32.7'N	163 02.2'W	18 miles
51-WHITE	White Mountain	X	X	X	X	Village	64 40.9'N	163 24.4'W	71 miles
52-CHAMBER	Cumberland River					Creek Crossing	64 41.9'N	163 41.9'W	
53-KOLKERB	Kolkerblok Creek					Creek Crossing	64 40.1'N	163 46.2'W	
54-SUPRIZE	Suprize Creek Cabin					Shelter Cabin	64 36.4'N	163 54.2'W	
55-TOPKOK	Topkok Musher's					Shelter Cabin (strobe light)	64 33.8'N	160 04.8'W	
56-JOHNSON	Tommy Johnson's					Shelter Cabin (strobe light)	64 33.8'N	164 17.6W	
57-BONANZA	Bonanza River Bridge					Connect to Nome Road System	64 32.6'N	164 26.2'W	
58-SAFETY	Safety Roadhouse					Private Cabins	64 28.0'N	164 45.5'W	18 miles
59-CAPE	Cape Nome					Quary	64 26.2'N	165 00.9'W	
60-NOME	City of Nome	X	X	X	X	Half Way - Layover	64 29.693'N	165 22.733'W	

Note: Iron Dog Furnishes Fuel, Oil and ISO at checkpoints only

2005 TESORO IRON DOG
GPS COORDINATES (Southbound)

	Place Name	Check Point	Gas/ Oil	Food	Layover	Remarks	Latitude	Longitude	Miles to Next Ck Pt
RETURN TRIP TO BIG LAKE RETURN TRIP TO BIG LAKE RETURN TRIP TO BIG LAKE									
60-NOME	Nome Airport	X	X	X	X	Half Way - Restart	64 29.693'N	165 22.733'W	71 miles
59-CAPE	Cape Nome					Quary	64 26.2'N	165 00.9'W	
58-SAFETY	Safety Roadhouse					Private Cabins	64 28.0'N	165 45.5'W	
57-BONANZA	Bonanza River Bridge					End Nome Road System	64 32.6'N	164 26.2'W	
56-JOHNSON	Tommy Johnson's					Shelter Cabin (stobe)	64 33.8'N	164 17.6'W	
55-TOPKOK	Topkok Musher's					Shelter Cabin (strobe)	64 33.8'N	164 04.8'W	
54-SUPRIZE	Suprize Creek Cabin					Shelter Cabin	64 36.4'N	163 54.2'W	
53-KOLKERB	Kolkerblok Creek					Creek Crossing	64 40.1'N	163 46.2'W	
52-CHAMBER	Cumberland River					Creek Crossing	64 41.9'N	163 41.9'W	
51-WHITE	White Mountain	X	X	X	X	Village (City Hall)	64 40.9'N	163 24.4'W	87 miles
50-GOLOVIN	Golovin Airport		X			Village	64 32.7'N	163 02.2'W	
49-CREEK	McKinley Creek Mouth					Connecting trail & Golovin	64 30.7'N	162 53.3'W	
48-MCKINLE	McKinley Creek Cabin					Shelter Cabin	64 30.8'N	162 51.4'W	
47-DIVIDE	Divide Elim Portage					Low divide	64 31.4'N	162 43.4'W	
46-TOP POR	Top of Elim Portage					High divide	64 33.0'N	162 32.9'W	
45-WALLA	Walla Walla Ruin					Cabin Ruin	64 32.9'N	162 28.6'W	
44-ELIM	Elim Airport		X			Village	64 36.9'N	162 16.0'W	
43-MOSES	Moses Point Airport					VOR Airport & Cabin Ruin	64 41.626'N	162 03.133'W	
42-KOYUK	Koyuk	X	X	X	X	Village	64 55.955'N	161 09.143'W	50 miles
41-LITTLE	Little Mountain Cabin					Shelter Cabin	64 32.2'N	161 05.2'W	
40-SHAKTOO	Shaktoolik Airport	X	X			Village	64 21.8'N	161 12.0'W	50 to Koyuk
39-BEESON	S. End Beeson Slough					Barrier Dunes	64 13.0'N	160 57.1'W	
38-EGAVIK	Egavik Cabin					Private Cabins	64 02.3'N	160 55.4'W	
7-UNALAKL	Unalakleet Airport	X	X	X	X	Large Village	63 52.741'N	160 47.273'W	80 miles
36-OLD WOM	Old Woman Cabin					Public Shelter Cabin	64 00.8'N	159 49.4'W	
35-TRIPOD	Tripod Flat Cabin					Public Shelter Cabin	64 08.2'N	159 24.8'W	
34-KALTAG	Kaltag	X	X	X	X	Village	64 19.679'N	158 43.707'W	92 miles
33-NULATO	Nulato Airport		X			Village	64 43.629'N	158 04.502'W	
32-KOYUKUK	Koyukuk Airport		X			Village	64 52.665'N	157 42.591'W	
31-GALENA	Galena	X	X	X	X	Large Village	64 44.140'N	156 54.657'W	53 miles
30-RUBY	Ruby	X	X		X	Village	64 44.736'N	155 27.760'W	57 miles
29-SULATNA	Sulatna Crossing					Bridge Ruin	64 11.3'N	155 28.2'W	
28-POORMAN	Poorman	X	X	X	Emerg	Spenard Builders Cabin	64 05.6'N	155 36.5'W	94 miles
27-CRIPPLE	Cripple					Old Mine	63 41.16'N	156 22.11'W	
26-OPHIR	Ophir	X	X			Old Mining Town	63 08.1'N	156 30.2'W	60 miles
25-TAKOTNA	Takotna Airport		X			Village	62 59.6'N	156 04.0'W	
24-MCG+TAK	McGrath & Takotna Trail Head					Connecting trail on Kusko	62 59.0'N	155 39.0'W	
23-MCGRATH	McGrath Airport	X	X	X	X	Large Village	62 57.2'N	155 36.2'W	53 miles
22-STEWART	Stewart Hill Cabins					Private Cabin	62 58.7'N	155 15.9'W	
21-NIKOLAI	Nikolai Airport	X	X			Village	63 01.1'N	154 22.8'W	74 miles
20-SULLIVA	Sullivan Creek Bridge					Small Bridge	62 46.5'N	154 16.3'W	
19-BEAR	Bear Creek Cabin					Public Shelter Cabin	62 43.4'N	154 04.6'W	43 miles
18-FAREWELL	Farewell Lakes					Cabin Ruin	62 32.4'N	153 35.3'W	
17-ROHN	Rohn Roadhouse	X	X	X	X	Public Shelter Cabin	62 17.7'N	153 22.4'W	67 miles
16-KUSKOKW	Start of So. Fork of the Kuskokwim River						61 54.743N	153 11.234'W	
15-PTARMIG	Ptarmigan Pass					Hells Gate Bypass Trail	61 55.616N	153 09.037'W	
14-DALZELL	Dalzell Creek /Tatina R					Use only when race cannot	62 18.2'N	153 16.1'W	
13-RAINY	Rainy Pass					go through	62 13.3'N	153 05.8'W	
12-PASS	Pass Creek /Happy R.					Ptarmigan Pass	62 10.1N	153 00.2'W	
11-PUNTILA	Puntilla Lake	X	X	X	HOLD		62 05.4'N	152 44.2'W	65 miles
10-SHIRLEY	Shirley Lake					Private Cabins	61 59.6'N	152 24.9'W	
9-HAPPY	Bottom of Happy Gorge					Steep River Crossing	61 59.0'N	152 21.0'W	
8-FINGER	Finger Lake			X	Trail	Winter Lake Lodge	61 59.3'N	152 04.1'W	
7-SHELL	Shell Lake		X	X	Trail	Shell Lake Lodge	61 57.508'N	151 11.718'W	
6-SKWENTNA	Skwentna Roadhouse	X	X	X		Skwentna Roadhouse	61 58.495'N	151 11.718'W	82 miles
5-YET+SKW	Yentna & Skwentna Rvrs					Confluence w/Skwentna Rvr	61 59.095'N	151 08.022'W	
4-YET-ROA	Yentna Station Roadhouse		X	X		Commercial Roadhouse	61 43.986'N	150 40.101'W	32 miles
3-YENTNA	Yentna River Mouth					Confluence w/ Susitna River	61 33.992'N	150 29.114'W	
2-SUSTINA	Susitna Station Sustina Rvr					Crossing river to Yenta River Trail	61 32.334'N	150 31.8'W	
1-CALL	Call of the Wild - Big Lake	X		X		Race End	61 32.067'N	149 58.166'W	

Prepared by: Ray Debenham Some Latitude & Longitude settings provided by: BLM Map: NAD 192 Datum AK

Note: Iron Dog Furnishes Fuel, Oil and ISO at checkpoints only

Rich Chaffin
Years Raced: 1999
Rob Chaffin
Years Raced: 1999
Shawn Champagne
Years Raced: 2001
Tim Chase
Years Raced: 1998
Brad Cherrier
Years Raced: 2004
Alan Cheshire
Years Raced: 1990
Gloria Chythlook
Years Raced: 2002
Jeff Cizmowski
Years Raced: 2002
Gary Lee Clark
Years Raced: 1991
Michael Cordova
Years Raced: 1985
Todd Corzine
Years Raced: 1986
Skeeter Creighton
Years Raced: 1999
Dan Darrow
Years Raced: 1999
John Reed Dart
Years Raced: 2002
John Robert Dart
Years Raced: 2002
Jim Davis
Years Raced: 1985
John Davis
Years Raced: 2000
Lee Davis
Years Raced: 2004
Ronnie Davis
Years Raced: 1995
Whitey Davis
Years Raced: 1992
Mike Debenham
Years Raced: 1999
Steve Decker
Years Raced: 2000
Gary Demientieff
Years Raced: 1999
Ron Demientieff
Years Raced: 1985
Paul Dick
Years Raced: 1994
William Dick
Years Raced: 1995
Doug Dixon
Years Raced: 1999
Jeff Donlan
Years Raced: 1989
Michael Doughty
Years Raced: 1990
Jeff Dyer
Years Raced: 2000
Chris Eason
Years Raced: 1994
Mike Eastham
Years Raced: 1990
William Eastham
Years Raced: 1990
Frank Edenshaw
Years Raced: 2004

Gary Egrass
Years Raced: 2001
Michael Elder
Years Raced: 1985
Gary Eoff
Years Raced: 1985 Wins: 1
Larry Favde
Years Raced: 1985
Jack Felton
Years Raced: 1993
Chip Fields
Years Raced: 1987
Micheal Fitch
Years Raced: 1985
Mike Foldager
Years Raced: 1998
James Foster
Years Raced: 2002
Calvin Frey Jr.
Years Raced: 2002
Lane Giesler
Years Raced: 2002
Frank Gingras
Years Raced: 1985
Douglas Godfrey
Years Raced: 1986
Joe Good
Years Raced: 1999
Curtis Green
Years Raced: 1998
William Green
Years Raced: 1998
Darrell Greenstreet
Years Raced: 1994
Pat Gregg
Years Raced: 1993
Sacha Gros
Years Raced: 2004
Gary Hammer
Years Raced: 1998
Brad Hanson
Years Raced: 1999
Butch Hanson
Years Raced: 1995
Ken Harding
Years Raced: 2001
Pat Harrison
Years Raced: 1985
Steve Hassenfratz
Years Raced: 2004
Bob Havemeister
Years Raced: 1993
Mike Hayden
Years Raced: 1992
Bill Haylor
Years Raced: 2002
Bill Hearlet
Years Raced: 1991
Rex Hibbert
Years Raced: 1994
Craig Hill
Years Raced: 2001
Jim Hill
Years Raced: 1990
Susan Hilton
Years Raced: 1990
Dale Hirsch
Years Raced: 1991

Steve Hoff
Years Raced: 1986
Daving Hollingsworth
Years Raced: 1994
Mark Hordemann
Years Raced: 1985
David Hudson
Years Raced: 1990
Donald Hudson
Years Raced: 1990
Frank Johnson
Years Raced: 1986
Gary Johnson
Years Raced: 1985
Merlin Johnson
Years Raced: 1986
Travis Johnson
Years Raced: 1996
William Johnson
Years Raced: 1994
Ross Jones
Years Raced: 1993
Randy Kangas
Years Raced: 2001
Bill Karmer
Years Raced: 2000
Frank Katchatag
Years Raced: 1994
Brad King
Years Raced: 1994
Berg Kleinenberg
Years Raced: 1994
Jim Knapp
Years Raced: 1985
Terry Knapp
Years Raced: 1986
James Krajnik
Years Raced: 2001
Frederick Kruger
Years Raced: 2002
Ryan Lane
Years Raced: 2000
Kenneth Laraux
Years Raced: 1986
Michael Leary
Years Raced: 1998
Rance Lentz
Years Raced: 2001
Leonard Lesehaum
Years Raced: 1985
Adron Lewis
Years Raced: 1991
Mike Lichter
Years Raced: 2000
Johnathon Lindeen
Years Raced: 1995
Michael Lindeen
Years Raced: 2001
Doreen Long
Years Raced: 1990
Lisa Luther
Years Raced: 1997
Douglas Lyman
Years Raced: 1987
Melinda Lyman
Years Raced: 1987
Eric Macchiond
Years Raced: 1995

Brian MacDonald
Years Raced: 2000
Rom Maillelle
Years Raced: 1985
George Malamute
Years Raced: 2004
Greg Markson
Years Raced: 2004
Marlene Marshall
Years Raced: 2001
Brian Martin
Years Raced: 1995
Dennis Martin
Years Raced: 2002
Sam Maxwell
Years Raced: 2000
Charlie McAllen
Years Raced: 1999
Missy McClurg
Years Raced: 2001
Chris Michaelson
Years Raced: 2001
Victor Mollozzi
Years Raced: 1990
Jeff Nelson
Years Raced: 2000
James Newell
Years Raced: 1999
Robert Newell
Years Raced: 1999
Joe Nosko
Years Raced: 2004
Steve Novak
Years Raced: 1997
Mark Nunley
Years Raced: 2002
Dan O'Connor
Years Raced: 2002
Bill O'Hara
Years Raced: 1994
Ken Oldham
Years Raced: 1994
Lahka Peacock
Years Raced: 2002
Cort Phalp
Years Raced: 1991
Steve Potter
Years Raced: 1998
Richard Price
Years Raced: 2000
Dana Pruhs
Years Raced: 1995
Rodney Reese
Years Raced: 1998
Brad Reich
Years Raced: 2002
Jim Reynolds
Years Raced: 1997
Bobby Richards
Years Raced: 1985
Eugene Riggs
Years Raced: 2002
Jeff Risch
Years Raced: 1986
Delvin Rock
Years Raced: 1998
Russell Rowe
Years Raced: 1998

Zac Runyan
Years Raced: 1999
Jeff Sandstrom
Years Raced: 1989
Vern Schachle
Years Raced: 2004
Stephen Schaefer
Years Raced: 1993
Calvin Schaeffer
Years Raced: 2002
Ray Schaeffer
Years Raced: 2002
Ronald Schneider
Years Raced: 1998
Brent Schuerch
Years Raced: 2001
Squeaky Schuerch
Years Raced: 1999
Shari Schwark
Years Raced: 1994
Kevin Shanley
Years Raced: 1986
Del Shull
Years Raced: 1986
Mike Smith
Years Raced: 1985
Steve Smith
Years Raced: 1985
Al Sottosanti
Years Raced: 2002
Ryan Sottosanti
Years Raced: 2002
Elmer Soule
Years Raced: 1990
Shorty Soule
Years Raced: 1990
Mike Spain
Years Raced: 2000
Jim Stewart
Years Raced: 1999
Jim Stimpfle
Years Raced: 1997
Richard Strick, Jr.
Years Raced: 1997
Scott Summerall
Years Raced: 1995
Harlan Sweetsir
Years Raced: 2004
Rick Swenson
Years Raced: 1993
Steve Tachick
Years Raced: 1986
Don Tanner
Years Raced: 1986
Bill Taylor
Years Raced: 1990
Karen Taylor
Years Raced: 1990
Lyndon Thomas
Years Raced: 1986
Robert Tierney
Years Raced: 1987
Mark Tope
Years Raced: 1995
Joey Turner, Sr.
Years Raced: 2000
Mike Uher
Years Raced: 1993



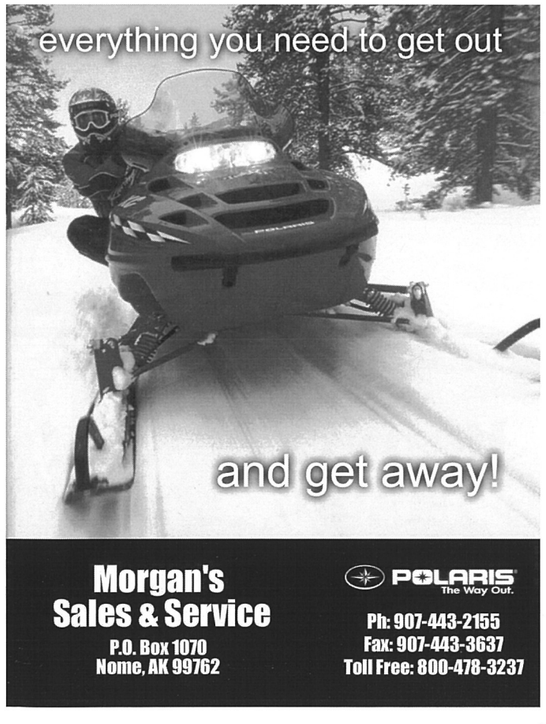
Mike Lentz
Years Raced: 99-01
Randy Moss
Years Raced: 95-97
Joe Mueller
Years Raced: 99-01
Dan Parrish
Years Raced: 95,98,00
Rod Price
Years Raced: 85-87
Gary Richardson
Years Raced: 85,00,02
Eric Robinson
Years Raced: 95,98-99
Michael Simmons
Years Raced: 96-97,99
Ellis Smith
Years Raced: 85-87
Walt Smith
Years Raced: 91-93
Earl Sommer
Years Raced: 98,99,01
James Sweetsir
Years Raced: 98-00
Cliff Terwillger
Years Raced: 99-01

2 RACES

John Bahnke III
Years Raced: 98,02
Rick Bailey
Years Raced: 01,02
David Barber
Years Raced: 91,97
Dave Booth
Years Raced: 87,98
Bill Boulch
Years Raced: 00,01
Roger Boylan
Years Raced: 89,90
Bret Brown
Years Raced: 95,97
Jess Carson
Years Raced: 00,02
Bob Dickerson
Years Raced: 86-87
Robert Everts
Years Raced: 94,00
Kevin Ewing
Years Raced: 99,00
Bish Gallahorn
Years Raced: 85,86
Tim Geiermann
Years Raced: 96,98
Kevin Goard
Years Raced: 00-01
Rusty Goodman
Years Raced: 98.99
Kirk Hibbert
Years Raced: 01-02
Sam Hill
Years Raced: 87,91
Robert Himschoot, Jr.
Years Raced: 97-98
Ray Hoffman
Years Raced: 85-86
Darrell Howard
Years Raced: 85-86
Kenneth Howard
Years Raced: 85-86
Tom Hubbard
Years Raced: 88-89
Chris Hubble
Years Raced: 98-99
Paul Hughes
Years Raced: 87,90
Jack Jaunbral
Years Raced: 91-92
Eric Johnson
Years Raced: 97-98
Richard Kirk
Years Raced: 91,93
Gene Letts
Years Raced: 95,96
Chris Lie
Years Raced: 85,86
Jake Lithacum
Years Raced: 92,93
Andrew Loyer
Years Raced: 87-88
Lynn Lythgoe
Years Raced: 86-87
Jan Masek
Years Raced: 97-98
Jackie McGahan
Years Raced: 00,02
Pat McGraw
Years Raced: 00,02
Dave McKay
Years Raced: 92-93
Todd Minnick
Years Raced: 02, 04
Vern Monette
Years Raced: 95,00
Bruce Morgan
Years Raced: 85,88
Stan Morgan
Years Raced: 85,90
Carl Nentwich
Years Raced: 02,04
James Nunley
Years Raced: 00,02
Daniel Paajanen
Years Raced: 02, 04
Jackie Page
Years Raced: 01-02
Steve Piper
Years Raced: 94-95
Chris Provost
Years Raced: 97-98
Jeff Raymond
Years Raced: 02, 04
Peter Reich
Years Raced: 01-02
Bret Robinson
Years Raced: 98-99
Jeff Roskelley
Years Raced: 95,99
Louie Schick
Years Raced: 88,96
Steve Sholin
Years Raced: 01-02
Dave Stoddard
Years Raced: 01-02
Victor Stoltz
Years Raced: 95-96
Rick Thornton
Years Raced: 86-87
Darryl Thurmond
Years Raced: 98-99
Cliff Tweedy
Years Raced: 93,96
Larry Weisheim
Years Raced: 95-96
Rick Wentworth
Years Raced: 94-95
Jeff Whitstine
Years Raced: 97,99
Bill Wilkes
Years Raced: 99-00
Frank Woods, III
Years Raced: 93-94
Rod Young
Years Raced: 92-93
Ron Zugg
Years Raced: 97,99

1 RACE

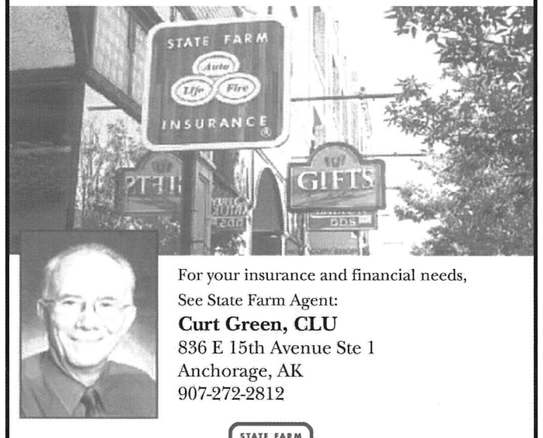
Robert Adkins
Years Raced: 1986
Ron Aklestad
Years Raced: 1990
Tyler Aklestad
Years Raced: 2004
Allan Anders, II
Years Raced: 1997
Vigo Anderson
Years Raced: 1991
Scott Bagley
Years Raced: 2004
Dennis Bahnke
Years Raced: 2002
James Bailey
Years Raced: 1993
Mike Baker
Years Raced: 1990
Jim Baldwin
Years Raced: 1999
James Barndt
Years Raced: 1999
Don Barnes
Years Raced: 1992
Dorvell Barnes
Years Raced: 1991
Gordon Bartel
Years Raced: 1993
David Beam
Years Raced: 2000
Jesse Beardsley
Years Raced: 1998
Joe Beech
Years Raced: 1996
Gene Benson
Years Raced: 1987
Mack Bergsted
Years Raced: 2004
Terry Bielke
Years Raced: 1987
Bob Bilman
Years Raced: 1993
Archer Bishop
Years Raced: 2001
Tom Boling
Years Raced: 1995
Bruce Borks
Years Raced: 1993
Rollin Braden
Years Raced: 1998
Gerald Braswell
Years Raced: 1991
Loen Braswell
Years Raced: 1991
Tim Brett
Years Raced: 1986
Jack Bronner
Years Raced: 2001
Carl Brueggeman
Years Raced: 2000
Sam Burger
Years Raced: 1993
Bill Byers, Jr.
Years Raced: 1986
Laura Carr
Years Raced: 1997
Brent Carter
Years Raced: 1998
Wally Carter
Years Raced: 1985
Paul Cass
Years Raced: 1991



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RACE TRACKER (Northbound)

TEAM # _____ ***RACERS:*** _____

NORTHBOUND	Date	Time In	Time Out	Total Miles	Course Time	Comments
START Big Lake						
1N Skwentna						
2N Puntilla						
3N Rohn						
4N Nikolai						
5N McGrath						
6N Ophir						
7N Poorman						
8N Ruby						
9N Galena						
10N Kaltag						
11N Unalakleet						
12N Shaktoolik						
13N Koyuk						
14N White Mountain						
15N Nome						

RACE TRACKER (Southbound)

TEAM # _____ ***RACERS:*** _____

SOUTHBOUND	Date	Time In	Time Out	Total Miles	Course Time	Comments
1S Nome						
2S White Mountain						
2N Koyuk						
3N Shaktoolik						
4N Unalakleet						
5N Kaltag						
6N Galena						
7N Ruby						
8N Poorman						
9N Ophir						
10N McGrath						
11N Nikolai						
12N Rohn						
13N Puntilla						
14N Skwentna						
FINISH Big Lake						

PRO ALUMNI

20 RACES
John Faeo
Years Raced: 84-02, 04 Wins: 7

18 RACES
Scott Davis
Years Raced: 84-90,93-02, 04 Wins: 6

16 RACES
Mark Torkelson
Years Raced: 85-91,94-99,00-02 Wins: 1

14 RACES
Dan Zipay
Years Raced: 85-94,97-98, 01, 04 Wins: 5

12 RACES
Bob Gilman
Years Raced: 87-92,95-99, 01 Wins: 3

11 RACES
Todd Palin
Years Raced: 93-02, 04 Wins: 3

10 RACES
Evan Booth
Years Raced: 90-94,98-01, 04 Wins: 2
Mark Carr
Years Raced: 94-02, 04 Wins: 4

9 RACES
James Dick
Years Raced: 91-94,96-98,01-02
Ken Lee
Years Raced: 94-02, 04 Wins: 1

8 RACES
Paul Sindorf
Years Raced: 96-02, 04
Dusty VanMeter
Years Raced: 94-95,97-98,00-02, 04 Wins: 3

7 RACES
Korey Cronquist
Years Raced: 93,95,98-02
Dwayne Drake
Years Raced: 94-99,02 Wins: 1
Tyson Johnson
Years Raced: 97-02, 04
Dave Morgan
Years Raced: 85-90,94
Pat Reilly
Years Raced: 85-90, 00

6 RACES
Tracey Brassard
Years Raced: 98-02, 04 Wins: 1
Tom Kriska
Years Raced: 94,98-01, 04
Tony Richardson
Years Raced: 86,93,96,99,00-01

5 RACES
G.W. Bailey
Years Raced: 86,90-94
Curtis Cherrier
Years Raced: 98,00-02, 04
Shannon Hayden
Years Raced: 92-93,95,97,99
Wilson Hughes
Years Raced: 87,90-91,95,00
Kenny Kleewein
Years Raced: 94-95,99-00, 04
Bob Kowalke
Years Raced: 85-86,88-90
Mike Lie
Years Raced: 85-86,90,93,01
Jim McAllen
Years Raced: 99-02, 04
Marc McKenna
Years Raced: 99-02, 04
Unch Schuerch
Years Raced: 96,99-02
Jorge Simmons
Years Raced: 95-97,99,01
Ronald Soule
Years Raced: 98,99,01-02, 04
Homer White
Years Raced: 85-86,91,94,98

4 RACES
Charles Baird
Years Raced: 98,99,01, 04
Todd Brannon
Years Raced: 92-95
Doug Brewer
Years Raced: 99-02
Mike Brown
Years Raced: 98-01
Jack Carson
Years Raced: 99,00,02, 04
Ray Debanham
Years Raced: 95-97,99
Justin Esmailka
Years Raced: 94,98-00
Steve Foster
Years Raced: 98,99,01, 04
Andy George
Years Raced: 99-01, 04
Steve Haynes
Years Raced: 98-00, 04
Harold Lambert
Years Raced: 88,90,00,02
Bill Long, Jr.
Years Raced: 93-96 Wins: 1
Bill Long, Sr.
Years Raced: 90,93,96,98
Carl Nevada
Years Raced: 91-94
Billy Norman
Years Raced: 85-88
Chris Olds
Years Raced: 00-02, 04
JD Palin
Years Raced: 99-01, 04
Greg Pearce
Years Raced: 99-02
Eric Quam
Years Raced: 99-02
Len Story
Years Raced: 93-96
Mike Tope
Years Raced: 86,89,93,95
Steve Trammell
Years Raced: 90-93

3 RACES
Jim Bagley
Years Raced: 91-93
Shane Barber
Years Raced: 00,01, 04
Jim Blanning
Years Raced: 89,90,94
Tim Brannon
Years Raced: 92-94
Richard Breeden
Years Raced: 90,92,94
Gordon Brinker
Years Raced: 94-96
Warren Bumgarner
Years Raced: 00,01, 04
Jim Cooper
Years Raced: 95,97,98
Pat Delia
Years Raced: 91-93
Peter Demoski, Jr.
Years Raced: 98-99, 04
Steve Deptula
Years Raced: 84,86,00
Earl Esmailka
Years Raced: 98-00
Rod Frank
Years Raced: 84,85,98
Wins: 1
Rob Hardy
Years Raced: 93,94,98
David Harris
Years Raced: 01-02, 04
Jackie Johnson
Years Raced: 85,94,00
Rod Kinney
Years Raced: 99,00,04
Jack Klayum
Years Raced: 99-01
Gene LaMay
Years Raced: 94,98-99 0
Frank Lane
Years Raced: 85,87,88





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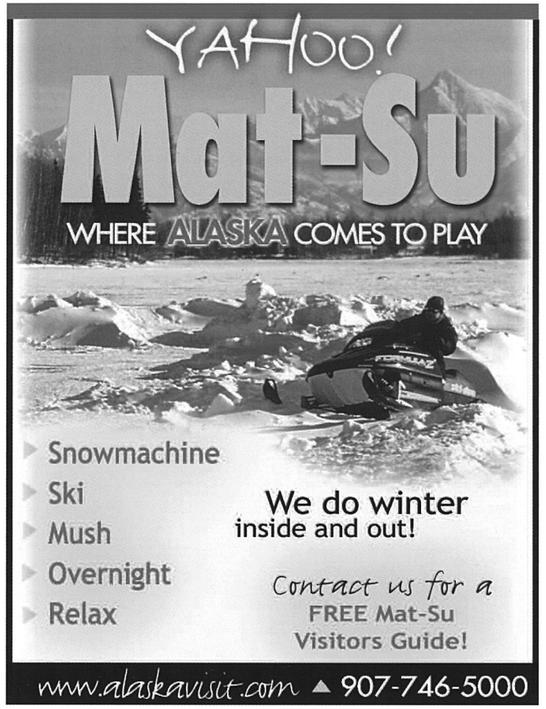
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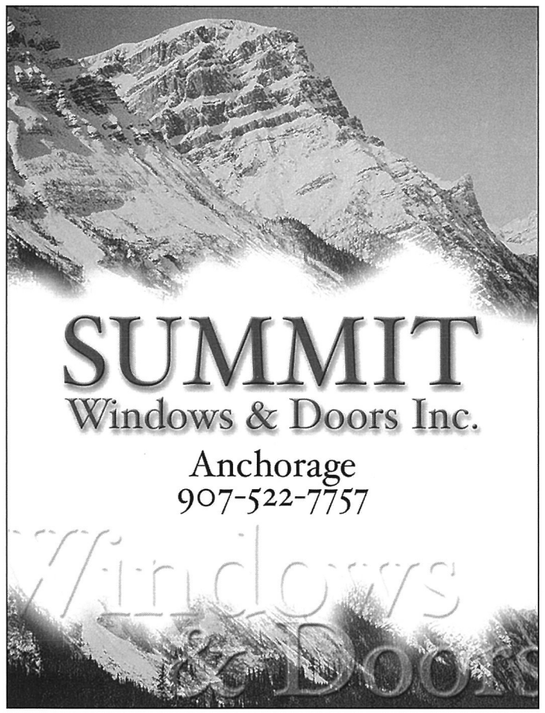
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2005 TESORO IRON DOG ROSTER (Alpha & Numerical)

BIB	LAST NAME	FIRST NAME	HOMETOWN	BRAND	CC	STATUS	NOTES	BIO
14	Aklestad	Tyler	Palmer	Arctic Cat	700	Alum		Page 29
30	Bergstedt	Mack	Anchorage	Yamaha	700	Alum		Page 31
9	Black	Skeet	Eagle River	SkiDoo	600	Rookie		Page 28
10	Brassard	Tracey	Anchorage	Polaris	700	Alum	Iron Dog Champion	Page 28
32	Brewer	Doug	Nikiski	SkiDoo	600	Alum		Page 31
30	Bumgarner	Warren	Big Lake	Yamaha	700	Alum		Page 31
17	Carr	Mark	Kenai	Arctic Cat	700	Alum	Iron Dog Champion	Page 29
2	Carson	Jack	Anchorage	Arctic Cat	700	Alum		Page 26
16	Cherrier	Curtis	Chugiak	Polaris	600	Alum		Page 29
7	Davis	Scott	Soldotna	Arctic Cat	700	Alum	Iron Dog Champion	Page 27
5	Demoski	Pete	Fairbanks	Polaris	600	Alum		Page 27
32	Dick	Jimmer	Seward	SkiDoo	600	Alum		Page 31
18	Drake	Dwayne	Fairbanks	Arctic Cat	700	Alum	Iron Dog Champion	Page 30
25	Everard	Jason	Eagle River	SkiDoo	600	Rookie	Rookie Team	Page 30
11	Faeo	John	Wasilla	Polaris	700	Alum	Iron Dog Champion	Page 28
6	Folger	Gary	Fairbanks	SkiDoo	600	Rookie	Rookie Team	Page 27
18	George	Andy	Wasilla	Arctic Cat	700	Alum		Page 30
6	Glass	John	Palmer	SkiDoo	600	Rookie		Page 27
12	Gros	Sacha	Anchorage	Polaris	600	Alum		Page 28
3	Hunter, Jr.	Randy	Big Lake	Polaris	700	Roookie		Page 26
3	Kleewein	Kenny	Willow	Polaris	700	Alum		Page 26
9	Kropp	Larry	Anchorage	SkiDoo	600	Rookie	Rookie Team	Page 28
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2	Raymond	Jeff	Fairbanks	Arctic Cat	700	Alum		Page 26
15	Reich	Brad	Kiana	SkiDoo	600	Alum		Page 29
15	Schaeffer	Calvin	Kotzebue	SkiDoo	600	Alum		Page 29
23	Soule	Harold	Big Lake	Arctic Cat	700	Rookie	Rookie Team	Page 30
25	Stelling	James	Eagle River	SkiDoo	600	Rookie		Page 30
17	VanMeter	Dusty	Kasilof	Arctic Cat	700	Alum	Iron Dog Champion	Page 29
12	Williams	Chet	Anchor Point	Polaris	600	Alum		Page 28
8	Wingerd	John	Anchorage	Arctic Cat	700	Alum		Page 27
23	Zietlow	Thomas	Anchorage	Arctic Cat	700	Rookie		Page 30

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32	Dick	Jimmer	Seward	SkiDoo	600	Alum		Page 31
32	Brewer	Doug	Nikiski	SkiDoo	600	Alum		Page 31



30. MACK BERGSTEDT

Anchorage
Age: 42
Yamaha 700
Years Raced: 04
Mack, born and raised in AK, 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 three children, Brittany 18, Francesca 2 years and a new son Gunner, 6 months. Mack and his teammate, Warren, will be riding Yamaha Viper 700's in this year's race.



30. WARREN BUMGARNER

Big Lake
Age: 51
Yamaha 700
Years Raced: 00, 01, 04
Warren Bumgarner and his wife, Cynthia, live at Big Lake and have two daughters, Danielle 24 and Melissa 22, a grandson Jamis 5, and a new grandson Emmit age 7 months. Warren is owner of Noble Mechanical Inc. Warren has lived in Alaska for 51 years and this will be his fourth Iron Dog. In last year's race, he and his partner Mack came into the halfway point of Nome in 10th place.

Alaska Winter, Arctic Insulation & Manufacturing, Airglas Engineering, Bandi Signs, Consolidated Contracting and Engineering, Cole & Thompson Architects, Collins Construction, Ferguson Enterprises, HZA Engineering, International Mechanical, James P. Sheldon Company, Mantech Mechanical, Miles Mechanical, Noble Mechanical, Norcoast Mechanical, Parkhurst Mechanical, RSA Engineering, Roth/Siranni, Stinebaugh & Company, Summit Sales, Sand Lake Auto, Northern Lights Mechanical





32. DOUG BREWER

Nikiski
Age: 40
SkiDoo 600
Years Raced: 00, 01, 02
Doug is a pilot and the owner of Alaska West Air. He and his wife, Kelli, have 4 children, Douglas Jr. 19, Joel 16, Duncan 9, and Olivia 4. Doug has lived in Alaska for 35 years and enjoys spending time with his family, hunting, fishing, flying and trapping.



32. JIMMER DICK

Seward
Age: 41
SkiDoo 600
Years Raced: 91, 92, 93, 94, 96, 97, 98, 99, 01, 02
Jimmer is employed as a truck driver for Shoreside Petroleum. He has three children, Jenna 12, Chelsey 11, and Amber 8. Jimmer enjoys snowmaching and R/C airplanes.

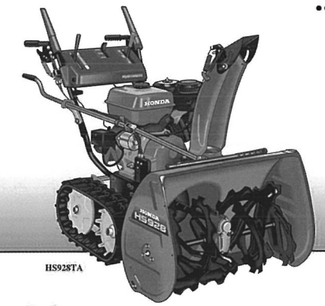
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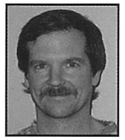


18. DWAYNE DRAKE
Fairbanks
Age: 40
ARC 700
Years Raced: 94, 95, 96, 97, 98, 99, 02
Dwayne is a technician for Alyeska Pipeline Service Company. He and his wife, Barbie, have 6 children, Crystal 20, Dewey 18, Norman 16, Carole 14, Tyler 12, and Raven 2. Dwayne had lived in Alaska for 38 years and enjoys fishing and hunting. He has raced for many years in events such as the Pike's Nenana Race, the K400, the K150 and the Iron Dog. He is a 7 time Iron Dog champion.



18. ANDY GEORGE
Wasilla
Age: 41
ARC 700
Years Raced: 99, 00, 02, 04
Andy is self-employed. He and his wife Stephanie have been owners of Mr. Lube in Wasilla since opening in November, 1994, running a quality business with a friendly atmosphere. In his off time, he and his family enjoy snowmachining, hunting and their cabin on the Yetna. The Georges have four children, Jake 13, Brad 10, Jet 7, and Cole 6.

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23. HAROLD SOULE
Big Lake
Age: 43
ARC 700
Years Raced: Rookie
Harold is employed by Nabors Alaska Drilling. He was born and raised in Anchorage and currently resides at Big Lake. Harold enjoys barefoot waterskiing, motorcycles, snowmobiling, long hot tubs with his wife and beer.



23. THOMAS ZIETLOW
Anchorage
Age: 40
ARC 700
Years Raced: Rookie
Tom is a partner with Hay, Zietlow & Associates, LLC. He has lived in Alaska for 37 years. Tom and his wife, Tracy, have 2 children, Nicholas 10 and Madeline 6. He enjoys hunting, fishing and skiing. Tom has participated in numerous cross-country, sno-cross, ArcticMan and ice races throughout the years. This is Tom's first Iron Dog race.

Onsite Safety, Wasilla Arctic Cat, Safe-T-Way Electric, Alaska Architectural Lighting, Hay Zietlow & Associates, Lithonia Lights



25. JASON EVERARD
Eagle River
Age: 33
SkiDoo 600
Years Raced: Rookie
Jason is employed as a superintendent for Wilder Construction Company. He is married to Meghan and has one son, Trent 1. Jason has lived in Alaska for 29 years. He is a former All-American as a Seawolf swimmer and is the current holder of several records at UAA. He enjoys spending time with his family, fishing, biking and snowmobiling.



25. JAMES STELLING
Eagle River
Age: 33
SkiDoo 600
Years Raced: Rookie
James works for Wilder Construction Company as a Project Engineer. He and his wife, Tracy, have one child, Aiden 3. James has lived in Alaska for 25 years. He has competed in the World Extreme Snowboard Championships ('97), been filmed in the three freeride snowmobile films, and was a pro-football prospect ('98). In the off season James enjoys riding his quad and riding his 50 on his homemade track. He also enjoys riding his mountain bike and teaching his three year old son to ride his bike and snowmobile.

Wilder Construction Company, River & Sea Marine, United Rentals, Contech Alaska, Hotwire Electric, Alaska Frontier Services, FXR Racing, Alaska Concrete Sawing, Surveyors Exchange, STUDBOY, D&S Concrete, Ferguson, Cruz Construction, Sandstrom & Sons, Central Paving Products, Fellman Machinery, Finishing Edge, Tote, Polar Supply, Tek Vest, Action Signs & Graphics, Alaska Trailblazing, Shaman, Ironwood Inc., AK-49, Turnagain Hardcore, Cats Eye Excavating, Fantasies on 5th, GMG General, Team CC Eagle River









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14. TYLER AKLESTAD
Palmer
Age: 19 ARC 700
Years Raced: 04
Tyler 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.



14. MARC MCKENNA
Anchorage
Age: 30 ARC 700
Years Raced: 99, 00, 01, 02, 04
Marc is co-owner of McKenna Brothers Paving. Marc enjoys traveling, hockey, dirtbiking and snowmachining. This year will be Marc's sixth Iron Dog race.

Anchorage Suzuki Arctic Cat, Construction Machinery, Perk-up Espresso, McKenna Brothers Paving, Quam Technologies, Marks Big Lake Repair, Monroe Enterprises, Inc., Alaska Sand & Gravel, Inc.



15. CALVIN SCHAEFFER
Kotzebue
Age: 38 SkiDoo 600
Years Raced: 02
Calvin is employed as an Operator for State of Alaska D.O.T. He and his wife, Sonja, have three children, Gabe 11, Braedyn 7 and Dawson 10 months. Calvin was born in Alaska and enjoys hunting, fishing, basketball and racing. He has been racing for over 20 years and still holds the Nome-Golovin race record time (since 2000).

15. BRAD REICH
Kiana Age: 34 SkiDoo 600
Years Raced: 02
Brad works for D.O.T. as an airport manager and for Maniilaq in IS. He and his wife, Janice, have three children, Matthew 14, Brad II,12 and Lindsey 7. Brad has lived in Alaska 34 years and enjoys hunting and fishing. He has been the overall winner in the Archie Ferguson 220 Mile Snowmachine Race in 1992, 2000, 2001, 2002 and 2004.

GCI, UIC, Maniilaq Prevention Services, Dorsey's Trading Post, GCI, Independent Steel Contractors, Arctic Transportation Services, Wilderness Ski-Doo, Northwest Refrigeration & Electric, Kiana Trading Post, E-Z Market, Schaeffer Performance, Drake Construction, PAC West Construction, Bayside Restaurant, Arctic Auto & Maintenance



16. CURTIS CHERRIER
Chugiak
Age: 35
POL 600
Years Raced: 02, 04
Curtis is an estimator for Inlet Electrical Contractors. His hobbies include tennis and waterskiing. Curtis and his wife, Melissa, have three children, Katie 14, Gabrielle 11, and Blane 3.

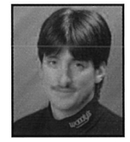


16. JAMES MCALLEN
Anchorage
Age: 43
POL 600
Years Raced: 99, 00, 01, 02, 04
James and his wife, Beth, live in Anchorage with their two children, Chloe 12 and Zach 8. James is the owner of McAllen & Son Electric. This year will be James' sixth race.

Dean's Automotive, CNJ Mechanical, McAllen & Son Electric



17. MARK CARR
Kenai
Age: 46
ARC 700
Years Raced: 94, 95, 96, 97, 98, 99, 01, 02, 04
Mark and his partner, Dusty, are the 2004 Iron Dog Champions. Mark enjoys hunting, fishing, IMAC and competitive shooting. He has won over 30 State shooting titles in rifle, pistol and shotgun. Mark has 36 pro-class snomachine racing wins from 1996 including ovals, grandprix's, cross-country, Sno-Cross and Iron Dog races. Mark holds the 1996 State Motocross Veteran Expert Title. He is employed as a Pilot for Alaska Adventure Air. He and his wife, Glenda, have 2 children, Jennifer 24 and Jamie 21. He is also the proud grandfather of Shaelene age 2.



17. DUSTY VANMETER
Kasilof
Age: 35
ARC 700
Years Raced: 94, 95, 97, 98, 00, 01, 02, 04
Dusty and his partner, Mark, are the 2004 Iron Dog Champions. Dusty works for Tesoro as an operator and is owner and operator of a commercial fishing business. He and his wife, Evelyn ,have three children Kaitlyn 12, Shaelyn 9 and Brayden 2. Dusty is a private pilot and enjoys hunting, fishing and spending time with his family.

Arctic Cat, Arctic Motor Sport's, Shoie Helmets, Woody's Studs, Backdoor Lounge, GLM Turbine's, ACME Auto Glass, Alaska Adventure Air, Renton Coil Springs, Team Clutch's, FXR Racing, S & R Construction, Scott's Goggles



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9. SKEET BLACK
Eagle River
Age: 35
SkiDoo 600
Years Raced: Rookie
Skeet works for Geneva Woods Pharmacy, Inc. as the account manager of Pharmacy Services. He was born and raised in Anchorage and loves spending time with his wife, Kimberly, and their seven children, Joshua 12, Jordan 10, Reif 9, Gabrielle 8, Jacob 6, and Cooper and Haley both 5. Skeet enjoys extreme snowmachining, four-wheeling and jet-skiing.



9. LARRY KROPP
Anchorage
Age:
SkiDoo 600
Years Raced: Rookie
Larry is a physician and was born and raised in Indiana. He hold BS and MS degrees in Chemical Engineering from the University of Colorado. Larry worked for IBM for 5 years and authored two United States patents. He then returned to school and obtained an MD from Indiana University. Larry and his wife, Amy, have two children, Kelly 14 and Michael age 5.

Alaska Mining and Diving, Geneva Woods Pharmacy, Gerbing Clothing, Inc.



10. TRACEY BRASSARD
Anchorage
Age: 40
POL 600
Years Raced: 98, 99, 00, 01, 02, 04
Tracey works as a foreman for Renegade Equipment. He is a former Iron Dog Champion. Tracey and his wife, Patti, have two children, Emily 14 and Amy 9. He has lived in Alaska for 35 years and enjoys hockey. Tracey also enjoys seeing his girls play sports and watching them compete on their horses. He enjoys building things from restoring his old pick-up to building cabins to building his barn.



10. KEN LEE
Eagle River
Age: 43
POL 600
Years Raced: 94, 95, 96, 97, 98, 99, 01, 02, 04
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 20, Kari 15, and Kenney 7.

Alaska Power Sports, V & H Enterprises, Triton Trailers, Warning Lites of Alaska, RL Trucking, MGM Truck Accessories, D & S Concrete, Holtzman Engineering, Cal Worthington Ford, Action Sign & Graphics, Renegade Equipment, Glacier Autoworks, Patti, Emily & Amy, Polaris Industries

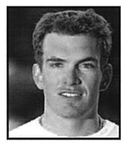


11. JOHN FAEO
Wasilla
Age: 49
POL 700
Years Raced: 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 00, 01, 02
John is a 7 time Iron Dog champion and has raced in every single Iron Dog Race. John works for the Alaska Railroad as a Machinist. John and his wife Vickie have 2 children, John M. 26, and Scott J. 21. John enjoys hunting, fishing and flying.



11. TODD MINNICK
Wasilla
Age: 25
POL 700
Years Raced: 02
Todd has been racing competitively since 1994, winning several races including Mayors Cup, K400, K150. Todd works as an Operator for Big Dipper Construction. In addition to snowmobiling, he enjoys hunting and fishing.

Polaris Industries, Alaska Power Sports, Anchorage Chrysler/Dodge, Allstate Insurance co. Cindi Heal Agency, Alaska Railroad, Nelson Kogane Accounting, Deans Automotive, Woodys, Fineline 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, Thompson Concrete, Advanced Powder Coating, Steve Norton Enterprises, Great Northern Engineering



12. SASHA GROS
Anchorage
Age: 30
POL 600
Years Raced: 04
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 Olympics in Nagano, Japan in 1998. His hometown is Vail, Colorado.

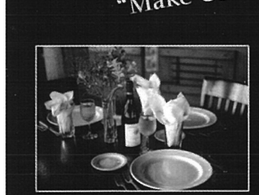


12. CHET WILLIAMS
Anchor Pt
Age: 28
POL 600
Years Raced: 04
Chet is employed by Iliamna Transportation Company as an Equipment Operator. He is a life-long Alaskan that enjoys the outdoors and motorsports of any kind.

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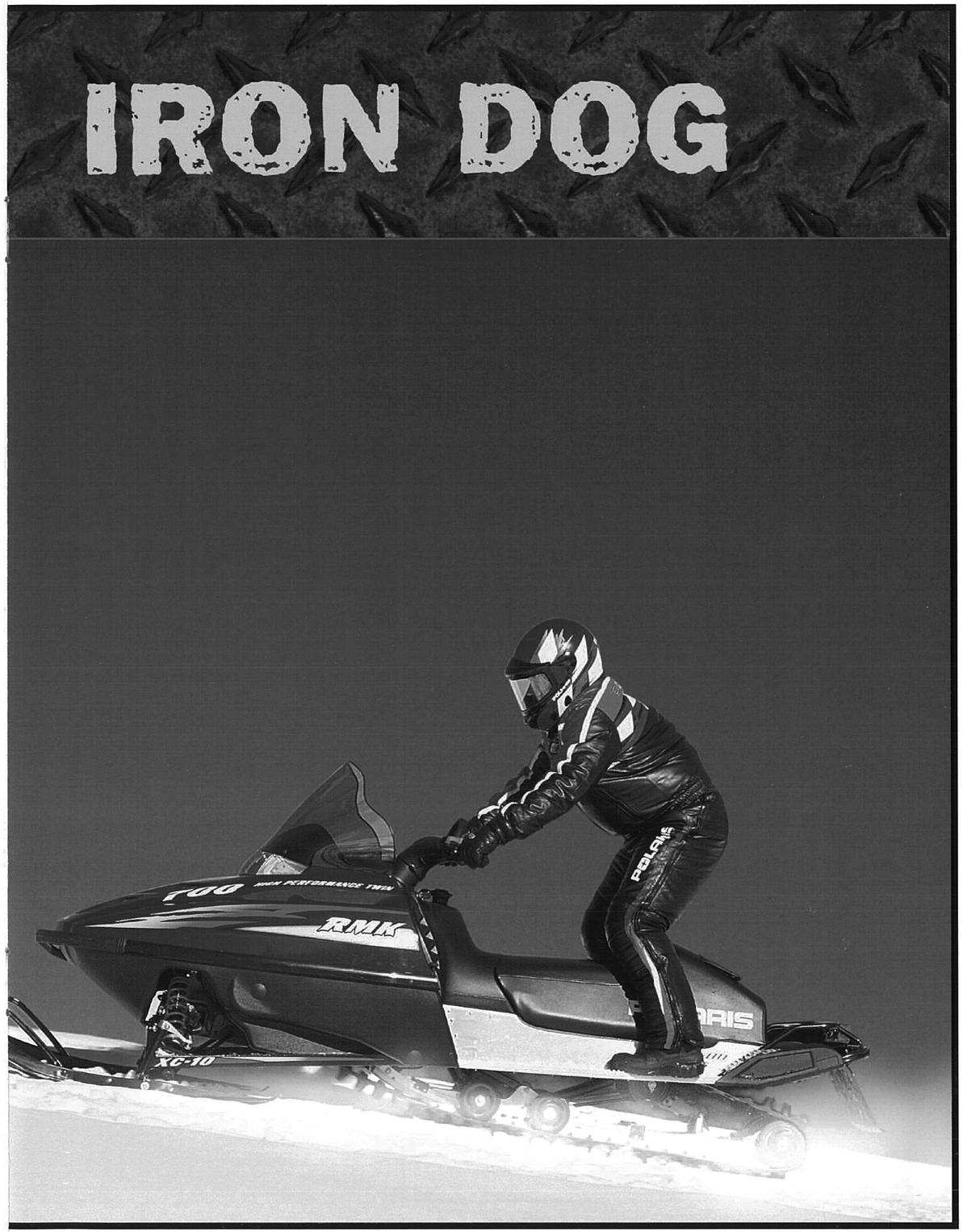
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- RACER LINEUP -



2. JACK CARSON
Anchorage
Age: 29
ARC 700
Years Raced: 99, 00, 02, 04
Jack has participated in four Iron Dog races. Jack is a patrol officer for the Anchorage Police Department. He enjoys motorcycling, and riding snowmobiles.



2. JEFF RAYMOND
Fairbanks
Age: 29
ARC 700
Years Raced: 02, 04
Jeff is a superintendent for Summit Consulting Services. Jeff raced in the 2002 Iron Dog race and finished in 10th place.

Alaska Hunting Adventure, Dave Porter, Power House Signs, Triple M. Concrete, APD Employees, Northern Power Sports, Arctic Cat, Wilderness Creations, Reima, Baffin Boots



3. RANDY HUNTER, JR.
Big Lake
Age: 22
POL 700
Years Raced: Rookie
Randy lives in Big Lake and is employed by Prism Design & Construction as a Laborer. He enjoys riding 4-wheelers and snowmobiles. This is Randy's first Iron Dog.



3. KEN KLEEWEIN
Willow
Age: 40
POL 700
Years Raced: 94, 95, 98, 99, 00, 02, 04
Kenny is the owner of Hatcher Pass Polaris. He and his wife, Bobbie, have four children, Kenny 14, Dakota 13, Laken 10 and Kruz 9. Kenny would personally thank Shane Barber for all of his efforts and support.

Comp Polaris Industries, Alaska Air Taxi, Hatcher Pass Polaris, Potelcom Electrical Supply, Advanced Powder Coating, Bobbie Kleewein, Chris Alden, Prism Design & Construction, Stud Boy, Klim, Valley Dental Clinic



4. DANIEL PAAJANEN
Eagle River
Age: 29
POL 600
Years Raced: 02, 04
Daniel is a project manager for Drake Construction and enjoys Skiing, softball and scuba diving.



4. LAHKA PEACOCK
Nome
Age: 33
POL 600
Years Raced: 02
Lahka was born in Kotzebue. He loves all sports and outdoor activities. Lahka enjoys traveling all over the world and is always looking for a new challenge. His goal for this year's race is to finish in the top ten.

Al & Pat Peacock; Evan Booth; Drake Construction, Kotzebue, AK; Kotzebue High School Wrestling; Lynn & Lane Davis; Morgan's Sales & Svc., Nome, AK; Joseph W. Evans, City Attorney, City of Kotzebue; Lead Dog Helmet Lights; Ohlins USA; Quality Maintenance & Rental Services; B&D Taxi

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5. PETER DEMOSKI
Fairbanks
Age: 47
POL 600
Years Raced: 98, 99, 04
Peter is employed by IBC as a heavy equipment operator. Peter and his wife, Euphrasia, have 4 children, Justina 21, Gareth 17, Quentin 12, and Curtis 6. Peter enjoys basketball and softball. Peter was born in Koyukuk and has lived in Alaska for 47 years.



5. GEORGE MALAMUTE
North Pole
Age: 31
POL 700
Years Raced: 04
George is employed by Spenard Builders Supply. He was born in Oklahoma and moved to Alaska in 1989. He lived in Galena and saw his first Iron Dog racers pass through at age 15. He fell in love with snowmachines ever since. George enjoys working on sleds and spending time with his family; Sarah and Dylan. Besides preparing for the race, he plays city league basketball every year.

McKinley Polaris, Santa's Motor Sports, Jeremy Esmailka, Shane Derendoff, Riverview Quickstop, Machelle Oliver, Brice Construction, Arctic Circle Air, Terry & Nancy Pitka, Doyon Limited, Polar Front Express, Sarah & Dylan, Golden Heart Construction, Alaska Tool Company, Alaska Expedition Service - Kelly Kamper, Harold Attla, Bobbie Moore, TK & Tiffany-Str8Nate Racing, Kyle Malamute, Woody's, David Attla, Dwayne Drake, Greg B., Arctic Signs & Graphics, Harlan Sweetsir



6. GARY FOLGER
Fairbanks
Age: 46
SkiDoo 600
Years Raced: Rookie
Gary is a State Tooper for the State of Alaska. He and his wife, Patty, have three children, Ray 17, Duane, 15 and Amy 14. Gary enjoys hunting, fishing and flying.



6. JOHN GLASS
Palmer
Age: 61
SkiDoo 600
Years Raced: Rookie
John retired in 2000 as an Alaska State Trooper. He has been an Alaska resident since 1972. He enjoys flying, hunting, diving and running. John ran in the Tesoro Iron Dog trail class in 2001.

River Sea and Marine





7. SCOTT DAVIS
Soldotna
Age: 45
ARC 700
Years Raced: 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 00, 01, 02, 04
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. Scott has two children, Cory 16 and Carly 14.



7. TODD PALIN
Wasilla
Age: 39
ARC
Years Raced: 93, 94, 95, 96, 97, 98, 99, 00, 01 02
Todd is a production operator for BP Alaska. Todd has raced the Iron Dog 12 times and has finished 1st three times. He and his wife Sarah have four children, Track 15, Bristol 14, Willow 10, and Piper who is 3.

Team Arctic Cat, Citgo Lubricants, Service Oil & Gas, Ohlin Shocks, Renton Coil Springs, Arcticwear, Speed Werx, Davis Block, Spenard Builders Supply, Debenham Investments, Anchorage Suzuki Arctic Cat, Fineline Interiors, Anchorage Drag Bike, The Castle Racing, Stud Boy, TekVest, Wasilla Arctic Cat, Jim West, P.A.C.E. Local 8-369, Advance Coating, L&M, Supplies, Bill's Cat House, Ron Davis, Sweeney's Clothing, Cyclops Motorsports

8. JOHN WINGERD
Anchorage
Age: 35
ARC 700
Years Raced: 00
John is a journeyman ironworker for U-Steel. He has been in Alaska 32 years. He raced in the 2000 Tesoro Iron Dog. John enjoys riding his Harley Davidson.



8. JD PALIN
Anchorage
Age: 35 ARC 700 Years Raced: 99, 00, 01, 04
JD has lived for 36 years in Alaska. He enjoys hunting, fishing, snowmachining. He is employed by Williams Alaska as an account manager. He and his wife, Wendy, have two children, Miranda, 11 and Victoria, 2.

Global Motorsports, Citgo, Carls Jr., Residential Mortgage, GCI, VIP Distributing, KLIM, Snap-On Tools, Big Daddy's Upholsteries, International Aviation Services, Wild West Guns, Action Sign & Graphics, Ken Allison, Anchorage Suzuki Arctic Cat, Wasilla Arctic Cat, L&M Supplies, Northern Powersports.



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