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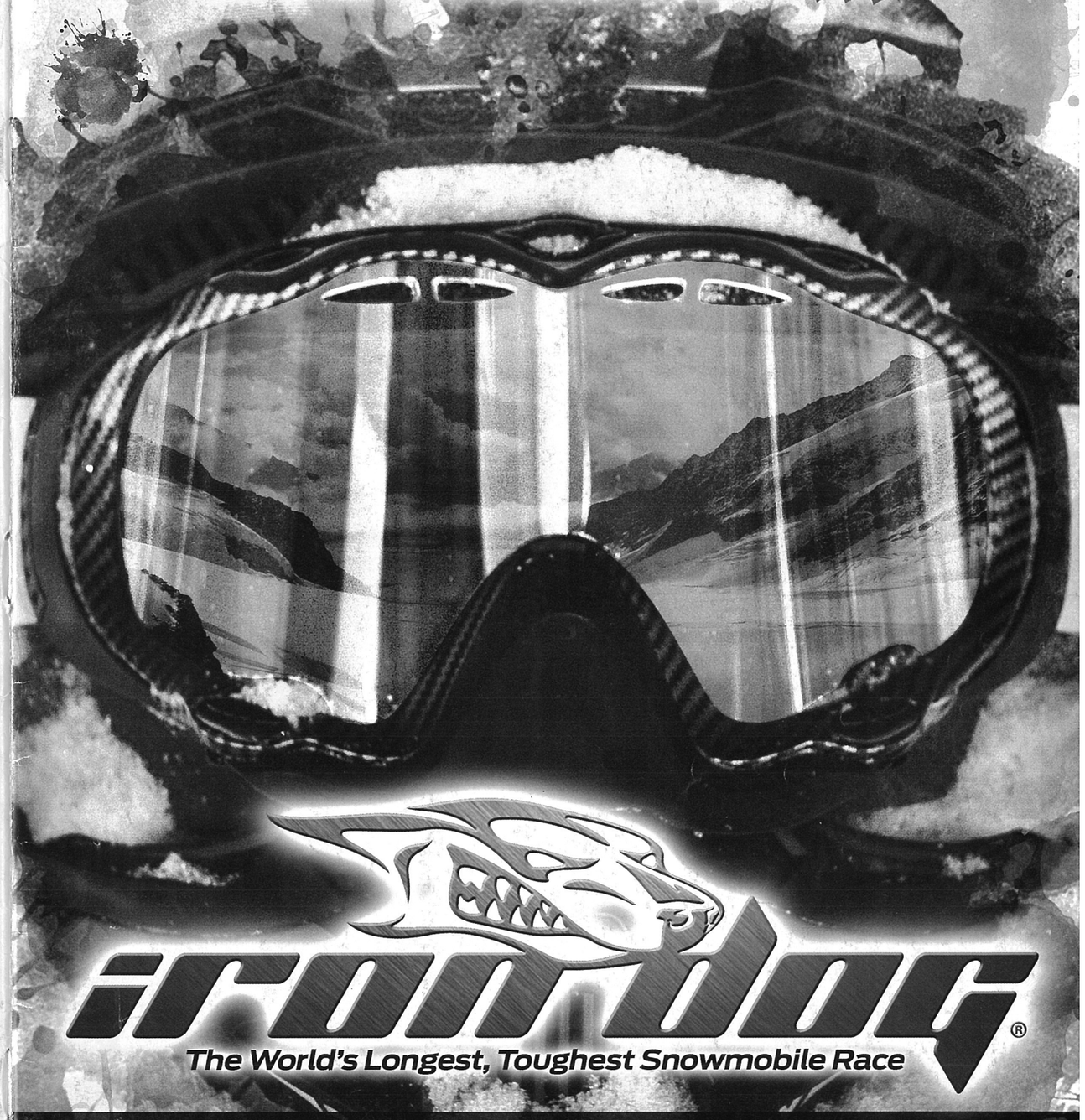
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Unalakleet, who apparently led the team farther out on the ice shelf of Norton Sound than usual, the team made way for Shaktoolik. Unable to keep up with the freezing fog, Woodbury and Miller removed their goggles to maintain a cruising speed of 40-50 mile per hour. Although skeptical of the vague directions they had received, and having to been forced into night riding due to layover rules, the lights of Shaktoolik eventually came into view – providing a false sense of security. Out of the darkness came the edge of the ice with waves splashing over. Woodbury and Miller jammed on the brakes. Miller, within inches of losing his life, came to a stop as one ski slipped over the edge.

Woodbury, having missed the edge by less than 10 feet himself, dismounted and ran to assist Miller, whom he found lying on the ice, holding onto his sled to keep it from sliding into the sea. Despite both racer's attempts to pull the rig back, a belly pan full of water, a ski snagged over the ice edge and the ice beneath them moving with the ocean, the two were convinced to let go and bid the machine adieu. They tore off on Woodybury's Ski-Doo just in time to jump a shifting ledge where the ice had cracked and water was gushing through.

In Unalakleet, Team 28 scratched due to the lost machine, along with Team 11, John Bahnke III and Brad Reich riding Ski-Doo, due to mechanical failure.

Others had made it to Nome. First in line at the restart were 2009 champs Todd Minnick and Nick Olstad of Team 16. Unfortunately, they returned to Nome shortly after their release to repair a blown motor, putting Team 10 in the lead. Team 3's Shane Barber and Aaron Loyer riding Polaris also returned to Nome, after Barber sustained a broken leg.

> Twelve teams of the original 29 successfully finished in Fairbanks, a testament to the challenges of 2010.

Before the end of the race, Nome, White Mountain and Manley claimed the final scratches, four teams to include Team 16.

By the time Fairbanks was ready to welcome riders, it was Team 10 that came tearing in to the finish before all others with an elapsed time of 41 hours, 4 minutes and 19 seconds.

"It was kind of a weird race this year; never felt like we were racing even from the beginning. Our goal from the start was to survive the first day and not get beat up or the machines. That paid off," said Olds after the race.

Next in line was Team 7 with a time of 43 hours, 37 minutes, 40 seconds. Spence and partner Doug Dixon cited training and preparation as the main reason they did well. Having switched out a clutch in nine minutes in Galena, it was only obvious the team had honed their mechanical skills.

Third place was held by Team 25, Brad Helwig and Eric Quam riding Arctic Cat, with a time of 44 hours, 34 minutes, 46 seconds.

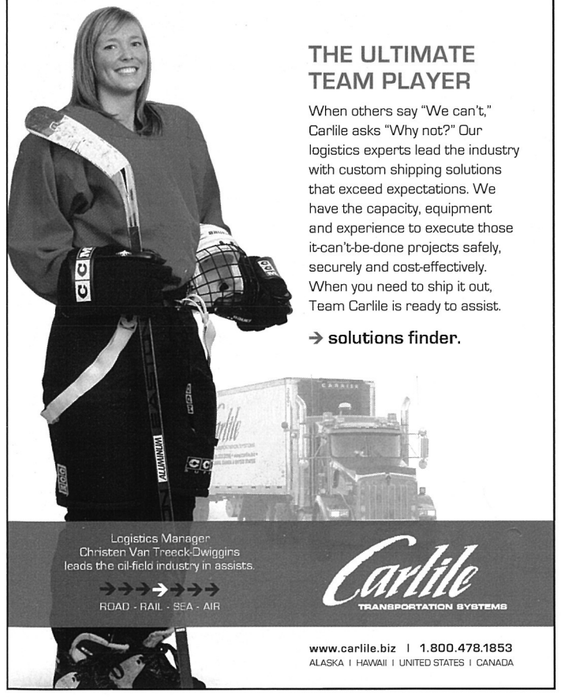
Twelve teams of the original 29 successfully finished in Fairbanks, a testament to the challenges of 2010. And as for Team 10's Chris Olds and Tyler Huntington, expect to see them defend their championship. Despite their win, they know it will be hard work to maintain their champion status.

"There's between eight and ten guys that could easily win," said Olds. "Each of those teams have strengths and weaknesses. There's a lot of competitive teams still out there."

However, Olds and Huntington don't feel there is anything different they can do on the course to improve. They're race begins far sooner.

"I think we just need to be mentally and physically prepared when the race comes so we're not worrying about machines or there's no second guessing and we're in shape and everything," said Olds. "Really, we just have to have good preparation more than anything."

"Our plan is to have a good, steady pace so we don't have a lot of problems, because it definitely helps out in the race for the end, you know," he said.



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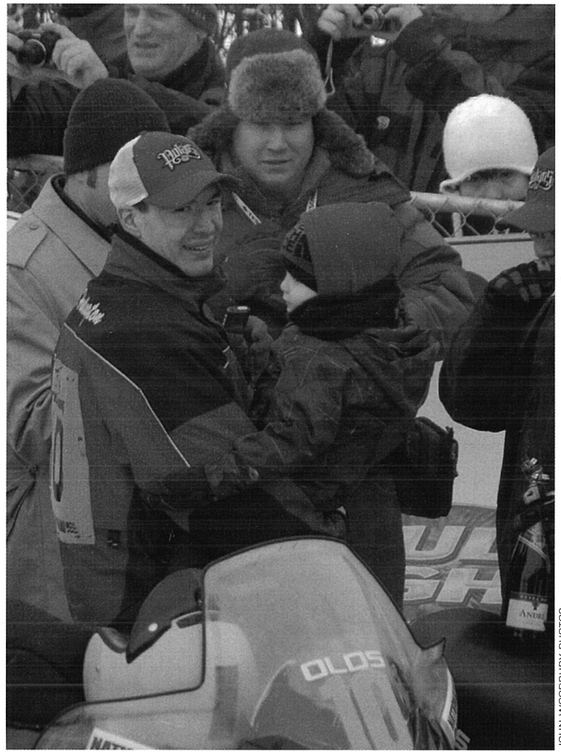
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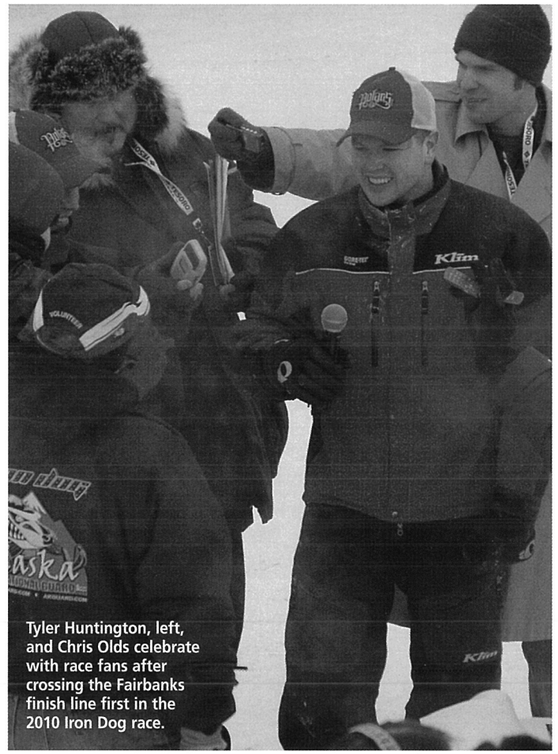
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JOHN WOODBURY PHOTOS



Tyler Huntington, left, and Chris Olds celebrate with race fans after crossing the Fairbanks finish line first in the 2010 Iron Dog race.

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machines, was causing engines to overheat. Racers were forced to stop and let their machines cool. Some attempted to speed up the process any way they could.

"You'd pull over and find a little snow, which was usually hard ice," said Spence. "You'd stomp and break it up and carry it to the machine. On the back we set snow on the heat exchangers while the machine was running until the light turned off. We'd take off again and after 500 yards do it again," he said.

With 27 years of Iron Dog behind us, this isn't the first time racers have encountered a problem such as this, and some racers could even see a bright side to the hassle.

"What I learned most importantly is to expect the unexpected, just understanding weather conditions, snow conditions, mechanical issues that happen along the trail," said Army National Guard Sergeant 1st Class Elaine Jackson, who rode the trail class in 2010.

She rode Polaris with teammate, National Guard Warrant Officer Rick Fleming, and will be using her experience as a Pro Class racer this year.

Team 10, Chris Olds and Tyler Huntington, Polaris riders, felt all the trouble was to their benefit as well.

"Looking back it ended up being an advantage for us more than anything," said Olds. "We allowed our machines to cool down probably a lot better. We didn't allow them to overheat, where a lot of people did. Obviously that probably helped us out because it took out a lot of other teams."

Anyone who did pass Puntilla Lake and the Farewell Burn where snow conditions were at their worst was forced to continue through the night all the way to McGrath. Many didn't arrive until late in the night or the next morning. For them, day two's daylight was spent resting for the required twelve hours, helpless to make good time under the sun. A pattern of night riding to Nome had been initiated.

Those who had been selected to be at the front of the release order in Big Lake, unless hindered by mechanical problems or injury, were able to reach McGrath earlier, fulfill the layover and leave under the sun.

The first team in and out was Team 8, Tyler Aklestad and Tyson Johnson on Ski-Doos. Unfortunately, after three miles they returned under tow with a blown engine. This allowed Team 16, Todd Minnick and Nick Olstad riding Polaris, to take the lead on the way to Nome.

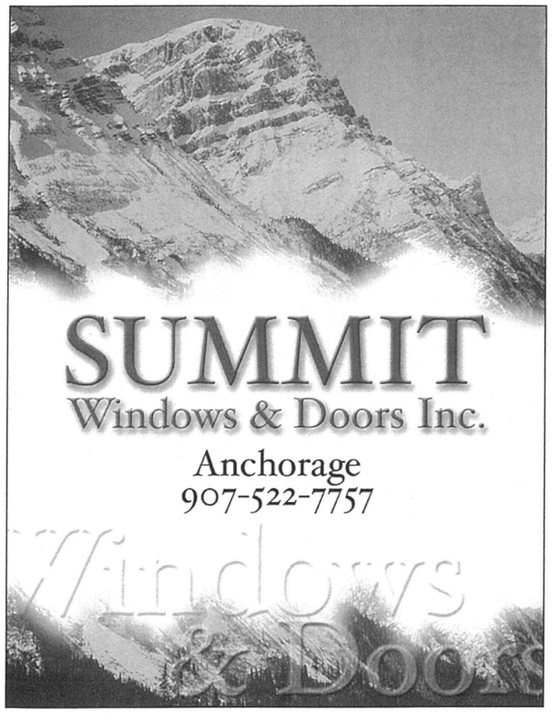
Eventually, all but three teams had left McGrath. Three scratched due to broken sleds, and many pointed the blame at the Farewell Burn where snow nearly ceased to exist, overheating engines and causing massive impact on suspension due to rough terrain.

Three more teams, including Team 8, scratched in Galena due to mechanical failure and a fourth, Team 9's Darrick Johnson and Kurt Steiner riding Ski-Doos, scratched with an injury.

For those who were able to continue toward Unalakleet, they were clearly fortunate to still be in the race with functioning machines, but unless at the head of the pack, darkness was still an issue.

It was near Unalakleet that Team 28, George Woodbury and Scott Miller riding Ski-Doos, veteran racers although rookies to Iron Dog, had one of the most traumatic experiences in Iron Dog history. Having followed the directions from a resident of

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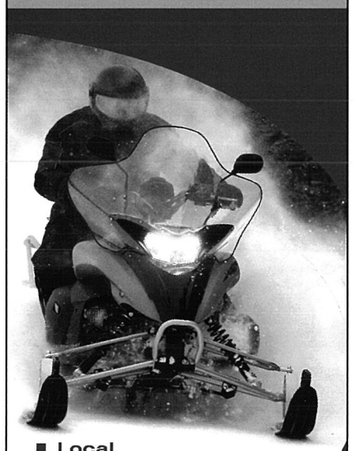
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JOHN WOODBURY

Team 28's George Woodbury and Scott Miller refuel in Galena. The pair was moving up the pack after starting last but were forced to scratch in Unalakleet after losing a sled into Norton Sound.

2010 IRON DOG RACE RECAP

TOIL OVER SOIL

Mother Nature throws 2010 racers a curveball

BY JUSTIN MATLEY

If you were watching the race in 2010, or tuning in to the airwaves, you'll recall a lot of heat. That is to say, racer's engines were overheating due to lack of snow on long stretches of the trail, and heated debates were taking place on forums regarding all aspects of the race, a not-uncommon occurrence with events such as Iron Dog with die-hard and passionate followers.

In the end there were winners, near death experiences, and the stage was set for major revamps regarding Iron Dog's future race procedures and planning. And 2010, despite any and all opinions, still lived up to the claim as the longest, toughest, snowmobile race in the world.

Although preseason plans and changes were somewhat contested by racers, Iron Dog staff and board members hoped to improve tracking and media coverage with mandatory layovers and fewer layover locations. Things seemed smooth at the start. It was business-as-usual for Iron Dog as they released teams across Big Lake. If fan turnout and online traffic were any indication of race success and notoriety, then Iron Dog was claiming a major victory. And when the last team was released spectators dispersed quickly to huddle around home computers for GPS tracking updates.

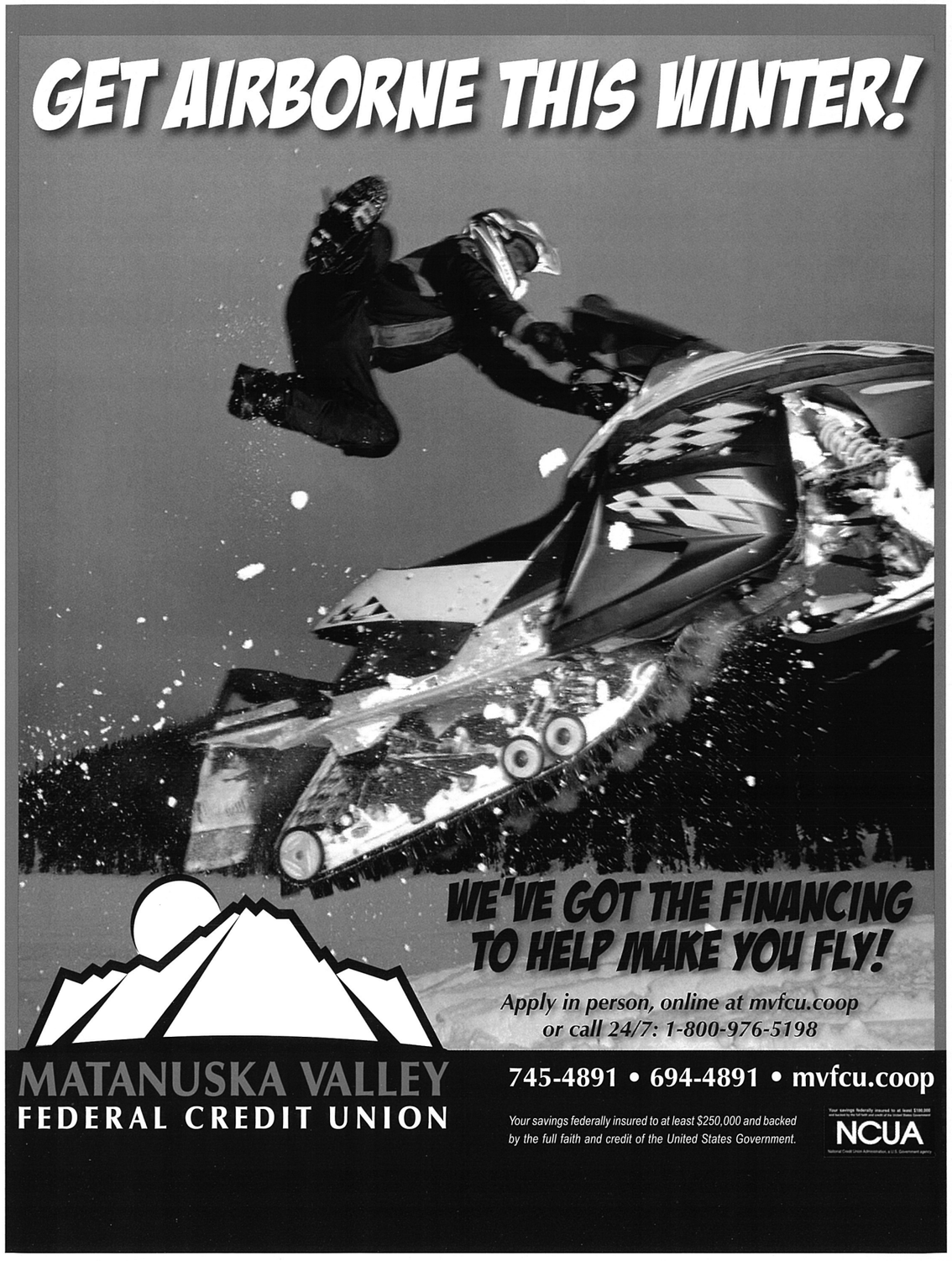
Iron Doggers were making good progress, or so it seemed at first. It wasn't until some time had passed that Team 14, Marc McKenna and Dusty VanMeter riding Ski-Doos, were stuck in place on the map. Mechanical failure caused their early scratch. Soon to follow was Team 18, Andy George and Tre West III riding Arctic Cats, with a reported scratch at Shell Lake due to injury, an all-to-common and unavoidable mishap during such a challenging race. Not long after, when other racers continued past Puntilla Lake, the first of a series of optional layover locations, Team 22 of Scott Davis and Todd Palin riding Arctic Cats, and Team 19's Micah Huss and Brandon Baxter also riding Arctic Cats, remained behind. Each scratched due to injury with little over five hours logged on the trail.

After Puntilla, however, is when all racers found themselves, literally, on a rocky road.

"We probably stopped 20-25 times," said Stephen Spence of Team 7, who later finished second with their Arctic Cat sleds.

Lack of snow, a requirement for cooling systems on snow-

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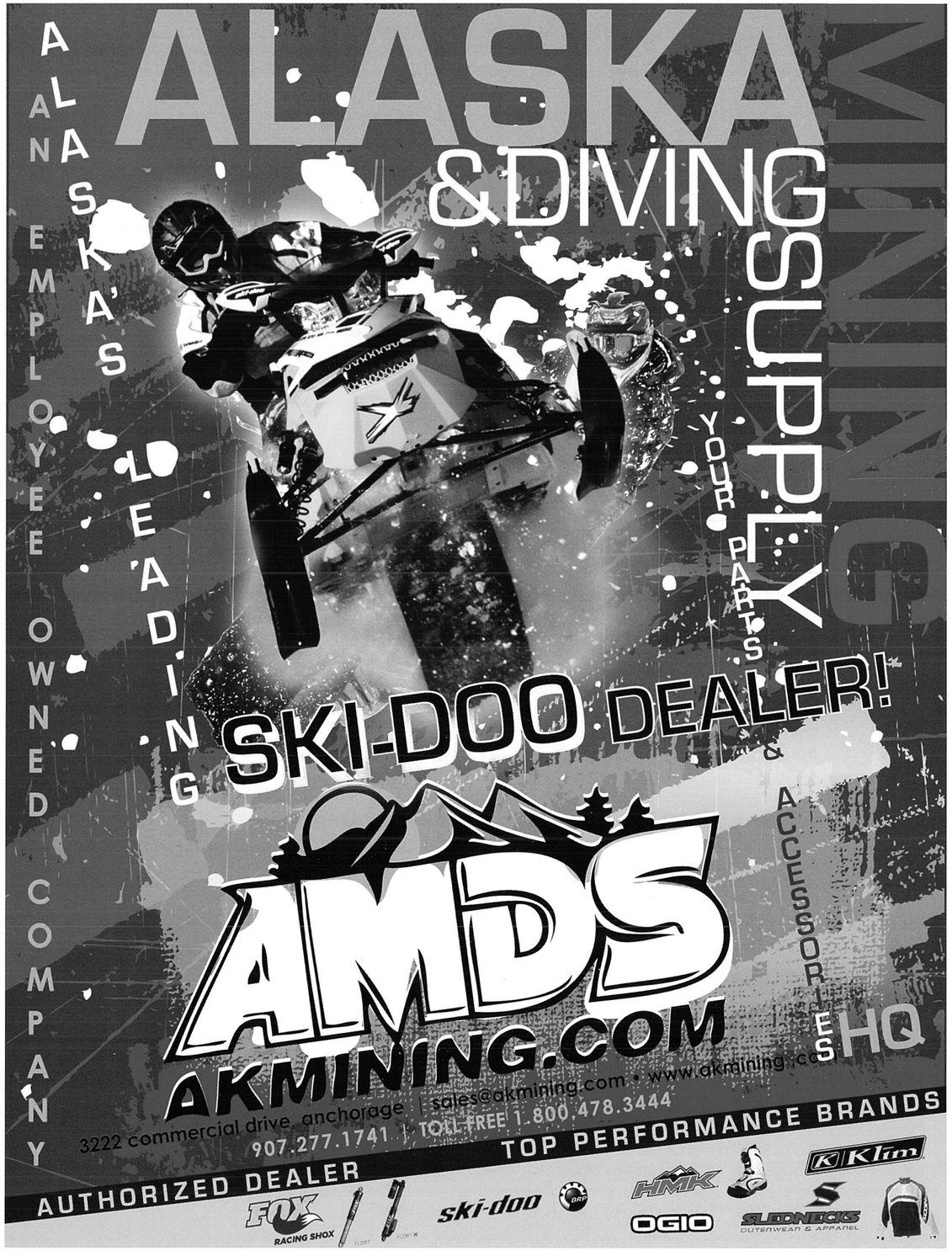
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All the name changes might have lead to marketing challenges if not for the steady increase in fans and racer involvement. This was due in part to Iron Dog's elevated status to the longest snowmachine race in the world in 1994. The same year more than 900 miles were added to the already grueling challenge, bringing the mileage total to 1,971. Since then, racers finish in Fairbanks, Alaska's second largest city, which puts Nome at the halfway point for pro class racers, yet remains the finish for trail class riders.

This newer, longer and tougher course saw a record run by the winners of the 2009 Tesoro Iron Dog, Todd Minnick and Nick Olstad. Persistent racing allowed them to set the time standard at 37 hours, 19 minutes.

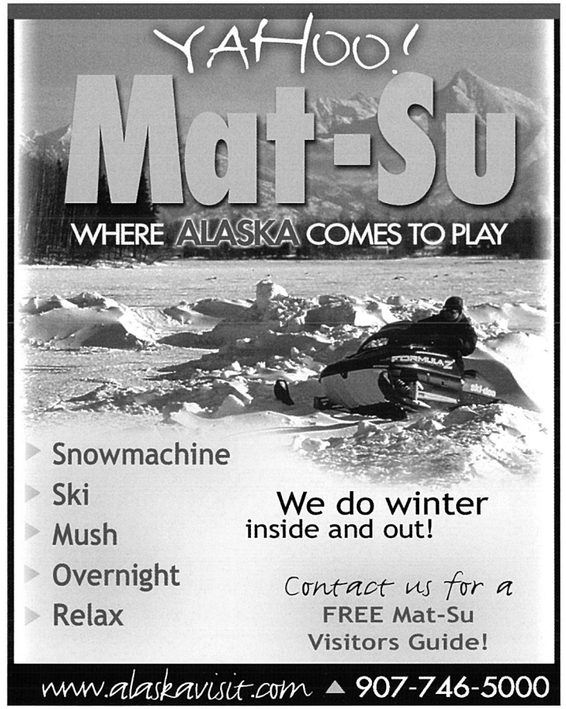
That time will be even harder to beat, beginning this year. Iron Dog has expanded once again. For 2011, the course has been increased by 50-60 miles. A minor increase will take place at the start, but is hardly notable. Beginning at Southport Marina on Big Lake, racers will have some additional racing to do across the ice. It's at or near the finish line in Fairbanks where things have really taken shape.

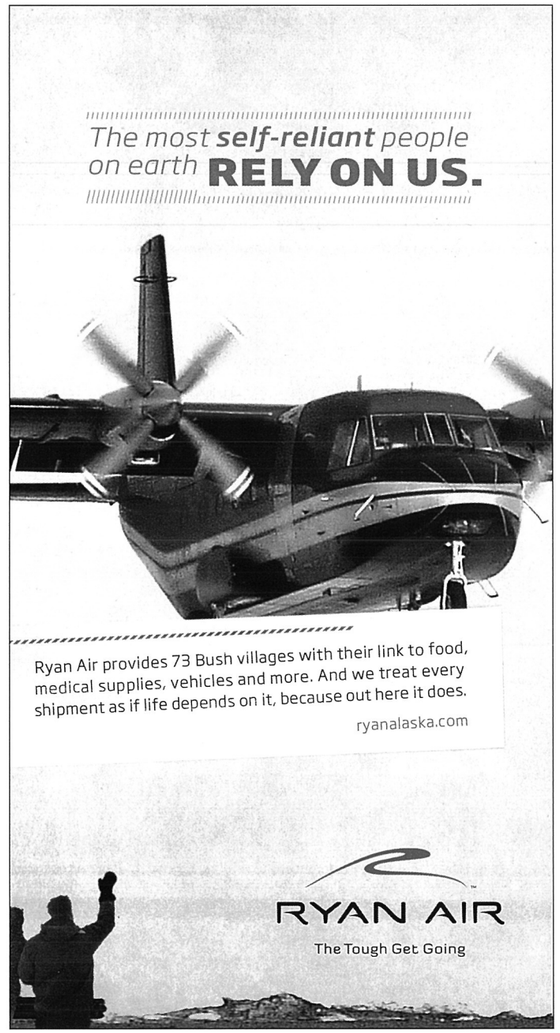
The course will for the first time circle south of Fairbanks, through the Fort Wainwright Recreation Area, through North Pole even, before directing the race traffic back up and around to enter Fairbanks from the east up the Chena River.

The Iron Dog, now officially more than 2,000 miles in length, will enable more of Fairbanks as well as North Pole to enjoy the action, and will finally have a convenient and safe finish at the heart of the city where a larger event with services can be planned. In fact, 2011 will also mark the first year that the Iron Dog finish coincides with the Fairbank's Tired Iron vintage races and festival.

The course will for the first time circle south of Fairbanks, through the Fort Wainwright Recreation Area, through North Pole even, before directing the race traffic back up and around to enter Fairbanks from the east up the Chena River.

At a time when most other long-distance, cross-country snowmachine races in the U.S. and Canada have ceased to exist due to private land ownership, access rights and liability concerns, Iron Dog continues to thrive in The Last Frontier where snowmachining is not only a pastime, but a tradition and way of life. Each year, Iron Dog pays tribute to that frontier spirit and our increasing, historic ties to snowmachines and our willingness to brave the elements.





Large as Alaska

Iron Dog's pedigree steeped in tradition

By Justin Matley

The Iron Dog will experience its 28th year as, according to racer and long-time volunteer Dennis Faldorf, the consummate combination of man and machine versus the terrain and Mother Nature. It's billed as the longest, toughest snowmachine race in the world. That alone is a tough claim to make, but hardly contested due to a slow extinction of other great races combined with Iron Dog's growth to nearly 2,000 miles in 1994. And now, the 2011 Iron Dog will see the greatest extent of changes, and more expansion, since that time.

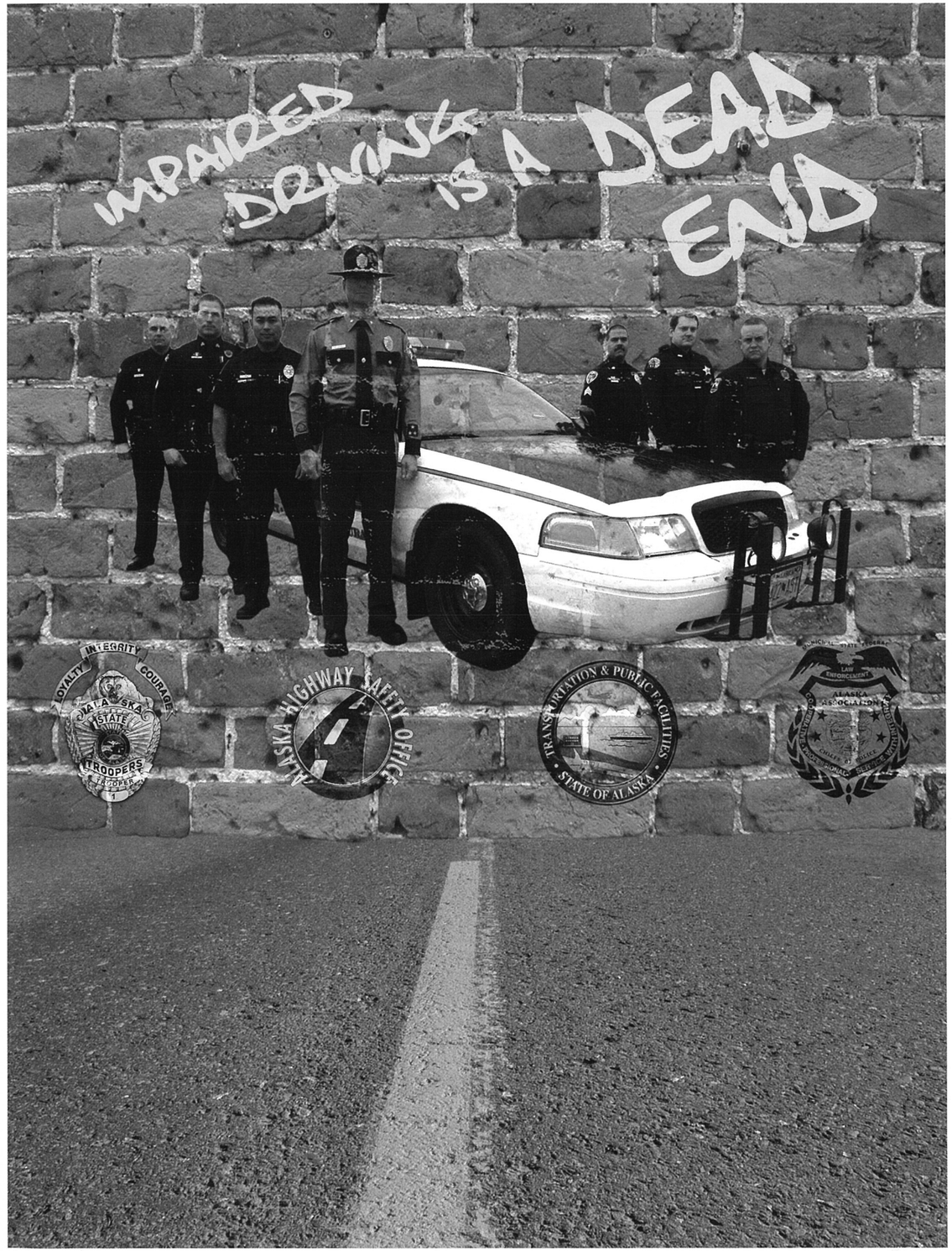
The Iron Dog was created in 1984 at a total distance of 1,049 miles. John Faeo and Rod Frank earned the first win in those days on Polaris snowmachines. To this day, they hold the record for quickest finish (to Nome) with 23 hours and 50 minutes.

Iron Dog saw periods of identity crisis, having first been titled as the Iron Dog Iditarod, and then quickly renamed the Gold Rush Classic for the following year. After four years of growth under that title, the name was once again changed to Iron Dog Gold Rush Classic for the 1990 race. It wasn't until 10 years later when then-title sponsor Tesoro jumped on board as the major contributor that the race was called the Tesoro Iron Dog.

CHAMPIONSHIP HISTORY

2010	Tyler Huntington & Chris Olds	Polaris	1:04:09
2009	Todd Minnick & Nick Olstad	Polaris	37:19
2008	Eric Quam & Marc McKenna	Arctic Cat	42:33:40
2007	Scott Davis & Todd Palin	Arctic Cat	38:07
2006	Dwayne Drake & Andy George	Arctic Cat	35:48
2005	Marc McKenna & Nick Olstad	Arctic Cat	54:26
2004	Mark Carr & Dusty VanMeter	SkiDoo	39:03
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





THE OFFICE OF GOVERNOR

SEAN PARNELL

February 20, 2011

Dear Racers, Fans, and Visitors,

Welcome to the 28th Annual Iron Dog Race!

The Iron Dog is a long standing Alaskan tradition, highlighting the rugged landscape of our great state and the strength, endurance, and skill of her people. It takes commitment, perseverance, and drive to compete in this race. All who complete it, no matter their placement, finish as winners.

The spirit of Alaska drives us to take on new challenges, to explore land that is unfamiliar, and to push ourselves to achieve the seemingly impossible. As we watch the athletes compete over the course of this race, may it inspire us all to apply ourselves to the fullest to the challenges ahead. As the competitors overcome the challenges put forth by this great land – harsh terrain and inclement weather – they also remind us that the Alaskan spirit and the Alaska team can stand strong.

The Alaska Army National Guard Iron Dog Race serves as inspiration for Alaskans, whether participating or viewing the race. Congratulations on what promises to be a challenging and rewarding adventure!

Best regards,

Sean Parnell
Governor





A message from the board president

Greetings Iron Dog racers, volunteers, sponsors, friends and families. Welcome to the 2011 Iron Dog presented by Alaska National Guard! This year's race is shaping up to be one of our most competitive and rewarding races ever. The race field features trail-hardened veterans, ambitious rookies, and some new teams with different partners this year. Which pro class team will pull into Nome first and claim the $10,000 in GOLD? Will a different team claim the big check in downtown Fairbanks? Will one team lead from start to finish like last year? Will we crown a brand new champion or see a repeat win by one of our returning champions? Strategy and talent are key ingredients for any winning team but luck, both good and bad, can determine who takes home the big trophy and big check! We're all anxious to see how the jockeying for position shapes up between Big Lake and Nome. From Nome to Fairbanks it's a fast ride with long stretches of ice-hardened rivers to test the throttle junky and their machines. Come join the fun and cheer for your favorites all the way!



MARIANNE BECKHAM

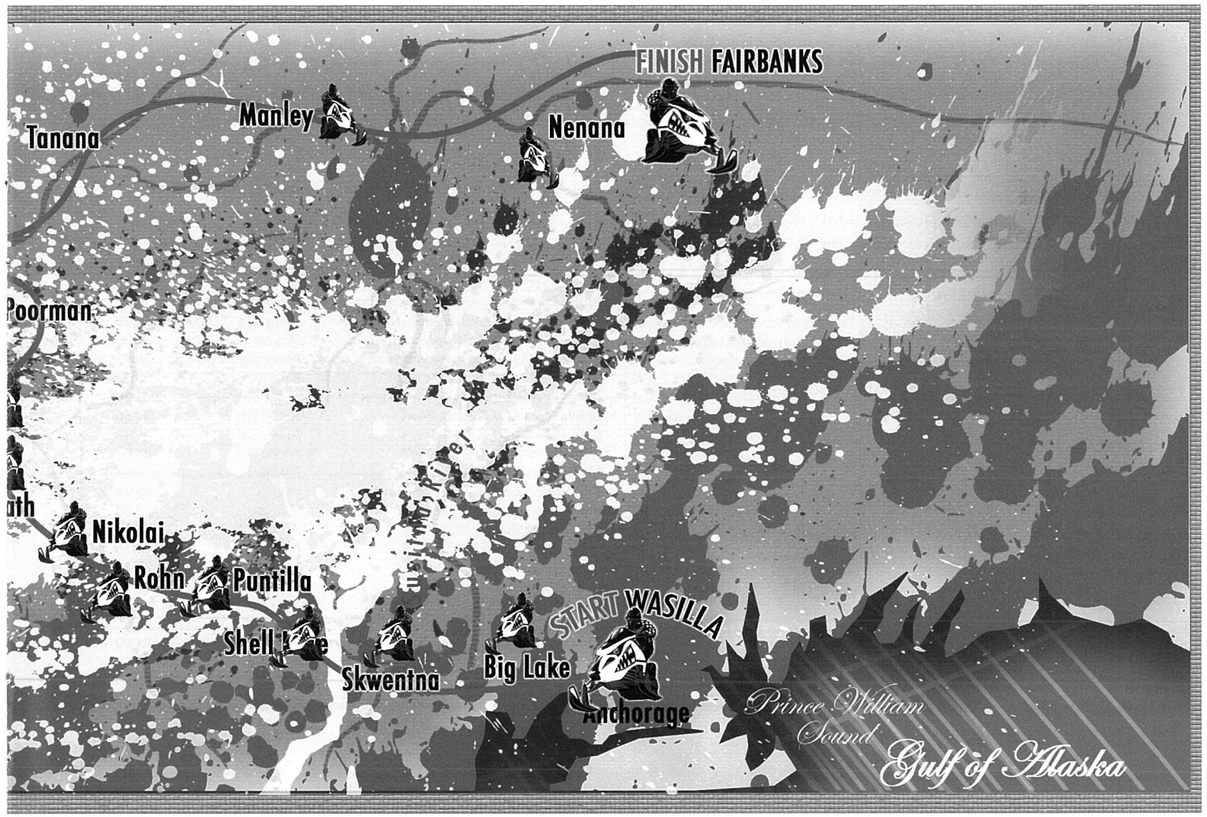
Our new staff and dedicated volunteers have worked hard to bring this race to you and we hope you enjoy following your favorite teams via our Iron Dog website, Twitter, Facebook, and GPS tracking every mile. Join the conversation online and be part of the race from the comfort of your computer. The new merchandise features a new edgy look and is sure to sell out quickly. Raffle tickets are selling fast and with only 2,000 available don't miss out on your chance to win the 2010 Ford F150 Raptor from Kendall Ford of Wasilla. We're talking one HOT TRUCK here.

Iron Dog is always in need of more volunteers so check in with headquarters or your local checkpoint to find out how you can help. Many of us started years ago hanging banners, placing mile markers, putting in the trail, and working the checkpoints. As a member based non-profit organization always on a very tight budget, volunteers are a critical part of our effort and highly appreciated. Become a member of Iron Dog and receive a discount on merchandise and invitation to attend the annual meeting. Check out the website for up-to-the-minute news, racer information, merchandise, photos, and during the race, find your favorite team using the GPS tracker.

The Iron Dog has come a long way since its inception in 1984 and continues to change and grow. This year's race adds about 65 miles on the southbound route and finishes once again in downtown Fairbanks. New sponsors have stepped up to provide cash and merchandise, and continuing sponsors provide the stability and foundation that keeps us strong. Please patronize our sponsors and let them know you appreciate them!

On behalf of the Board of Directors, welcome to the 2011 Iron Dog!

Marianne Beckham
President, Board of Directors



ROHN, population zero, located at a small roadhouse where two rivers join, is 236 miles from the start.

NIKOLAI, population 93, located in a Native village, is 310 miles from the start.

MCGRATH, population 379, located on the Innoko River, is 362 miles from the start.

OPHIR, population zero, located on the crossing of the Innoko River, is 425 miles from the start.

POORMAN, population zero, located in a flat-land region and marks the last checkpoint before the Ruby turning point where riders will carve the same section of trail twice, is 524 miles from the start.

RUBY, population 178, located on the Yukon River and marks the turning point to Nome, is 596 miles from the start on the way to Nome and 1,620 miles from the start on the return route to Fairbanks.

GALENA, population 641, located in an Athabascan village in the Interior, is 648 miles from the start on the way to Nome and 1,568 miles from the start on the return route to Fairbanks.

KALTAG, population 218, located near the windy coast of Norton Sound, is 746 miles from the start on the way to Nome and 1,470 miles from the start on the return route to Fairbanks.

UNALAKLEET, population 752, located on the windy coast of Norton Sound north of the Unalakleet River, is 841 miles from the start on the way to Nome and is 1,375 miles from the start on the return route to Fairbanks.

SHAKTOOLIK, population 230, located on a point jutting into Norton Sound, is 882 miles from the start and 1,334 miles from the start on the return route to Fairbanks.

KOYUK, population 299, located on the coast, is 939 miles from the start on the way to Nome and is 1,277 miles from the start on the return route to Fairbanks.

WHITE MOUNTAIN, population 209, located in the mountains on the Fish River, is 1,033 miles from the start on the way to Nome and is 1,183 miles from the start on the return route to Fairbanks.

NOME, population 3,590, located on the coast of the Bering Sea and marks the halfway point celebration where race teams turn around and head back to Ruby where they'll head to Fairbanks for the finish, is 1,108 miles from the start.

TANANA, population 290, located on the Yukon River past the Ruby turning point, is 1,740 miles from the start.

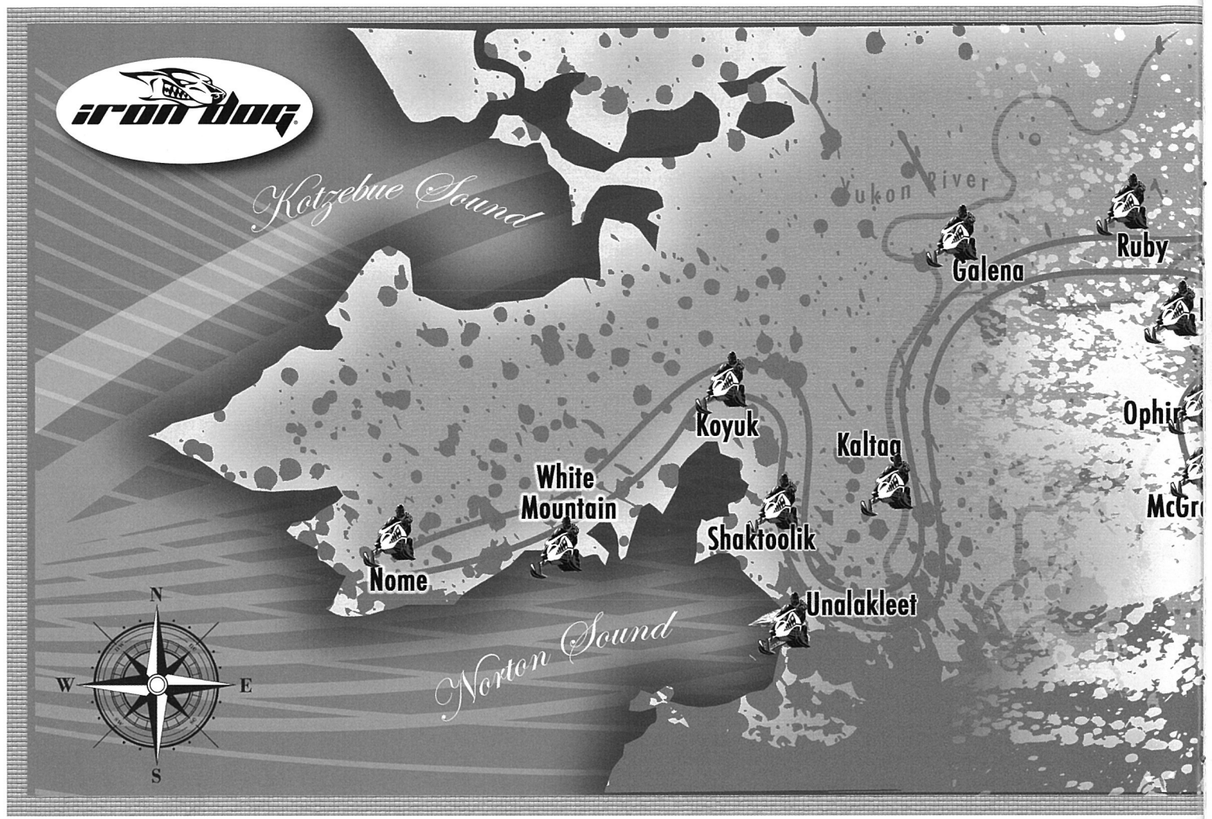
MANLEY HOT SPRINGS, population 72, located in a flat-land region, is 1,812 miles from the start.

NENANA, population 371, located on mile 305 of the George Parks Highway, is 1,917 miles from the start.

NORTH POLE, population 2,183, located on the Richardson Highway, just south of Fairbanks. North Pole was added to the racecourse this year to facilitate a new finish location in Fairbanks, and increase the course distance to over 2,000 miles.

FAIRBANKS, population 31,324, located at the finish of the Iron Dog and is about 2,000 miles from the start.

Source: Population and location descriptions based on 2005 and 2000 U.S. Census Bureau area estimates and the Iditarod Trail Committee.



vacation and recreation area, and in many ways still is; although, more and more permanent residents are moving into the area.

NOME

Until 1994, Nome was officially the race finish, tying Iron Dog to the Gold Rush history of Alaska, hence the earlier race name, the Gold Rush Classic. In 1994 the race finish was moved to Fairbanks. Nome remains heavily involved in the race as a halfway point, perhaps more involved now than before.

Instead of hosting the ending of the long journey, Nome now facilitates the trail class finish, numerous support efforts and crews, lodging and banquets for trail class and pro racers, and a race restart.

Nome is located in western Alaska on the coast of the Bering Sea. The racing is this area, especially east of Nome, can be especially treacherous due to ice shelves and open water conditions.

Nome's population has surpassed 3,000 residents, many of whom assist in Iron Dog activities.

FAIRBANKS

Since 1994 Fairbanks has been the official finish of the race. Fairbanks facilitates the final rallying of pro class racers who completed the entire journey. Fairbanks is home to the final banquet and awards ceremony.

New for 2011, the racers will finish at or near downtown, having traveled along the Chena River from the east. In previous years, racers came from an obvious western direction.

Fairbanks is Alaska's second-largest city and home to over 50,000 people in the city and urban area. Fairbanks is also known as the home of University of Alaska Fairbanks, the popular Chena Hot Springs Resort and the World Ice Art Championships.

CHECKPOINT ROUNDUP

SKWENTNA, population 111, located on mostly flat land in south-central Alaska on the Skwentna River, is 89 miles from the start.

PUNTILLA, population two, located on a lake near a breathtaking mountain pass, is 161 miles from the start.



IRON DOG PRO CLASS RACE CONTINGENCY CHALLENGE

2011 - IRON DOG CONTINGENCY PRIZES AND PURSE

Hatcher Pass Polaris Willow	First Polaris Team into McGrath	$500
Hatcher Pass Polaris Wasilla	Coastal Award: First Team into Unalakleet	$500
Fine Line Interiors*	Red Lantern Award to the last team that makes it into Fairbanks - $500.00 worth of Iron Dog specific goods	$500
Anchorage Sheetmetal and Custom Fabricators*	Red Lantern Award to the last team that makes it into Nome - $500.00 worth of Iron Dog specific goods	$500
SBS Poorman Hard-Luck Award	Voted by the Poorman SBS crew, the team with the worst luck getting to Poorman	$300
Debenham Properties	First Rookies Team into Galena Northbound	$500
Quality Tune Auto Repair	"Golden Wrench Award" for the first team to scratch due to mechanical failure - $500 certificate in services	$500
Orion Safety Products	"Safety First Award" to the first Rookie team carrying Orion Safety Flares or First Aid kit into McGrath	$500
Orion Safety Products	"Better Safe Than Sorry Award" to the last team carrying Orion Safety Flares or First Aid kit to make it into Nome	$500
Orion Safety Products	"Safety First Award" to the first team carrying Orion Safety Flares or First Aid kit into Fairbanks	$500
Klim USA*	Fastest Pro Class Rookies Team into Nome $500 Product Certificate	$500
ABC Motorhomes*	First Rookies Team to Ruby Southbound	$1,500
Pikes Landing	Fastest Pro Class Team Between Tanana and Fairbanks	$500
Rookies Finish Line Challenge	First Place Finish $10,000 Second Place Finish $6,000, Third Place Finish $4,000, both riders must be Rookies to Qualify, must be in top three Pro finishes	$20,000
LEAD-DOG Helmet Lights	1) FIRST Team into Nome that has a LEAD-DOG Helmet Light on, AND they left the starting line with a LEAD-DOG Helmet Light on, $250 2) First team to cross the finish line with a LEAD-DOG Helmet Light on AND they left the starting line with a LEAD-DOG Helmet Light on, $250	$500
Polaris Industries	First Place Finish on Polaris	$3,000
Arctic Cat	First Place Finish on Arctic Cat	$5,000
Ski-Doo	First Place $6000, Second Place $3000	$9,000
Big Lake Power Sports*	First Place Finish on Polaris $1500 Product Certificate	$1,500
Anchorage Suzuki/ Arctic Cat	First Rookies Team on Arctic Cat across the Finish Line	$500
NGK Spark Plugs	Best placed first year team, $500 Cash plus NGK gear package for both riders	$500
NOS-Distributed by Coca Cola*	Midpoint Leader Prize (2 x $250 Coca-Cola Alaska Gift Certificates)	$500
Woody's Traction Products* (Official Traction Supplier)	Product Certificates for complete traction & control package, Woody's gear and Gear Bags to the Fastest "Rookie" team to reach the halfway point and finish line.	$2,700
Woody's Traction Products* (Official Traction Supplier)	Sweatshirts and Factory Racing hats to the 2nd Fastest "Rookie" team to reach the halfway point and cross finish line	$400
Woody's Traction Products* (Official Traction Supplier)	Factory Racing hats to the 3rd Fastest "Rookie" team to Nome and the finish line	$100
Big Lake Power Sports*	First Place Pro Class Finish all Women's Team $1000 Product Certificate	$1,000
Silver Gulch Brewing Co.*	Product Certificates for 2 Dinners and Silver Gulch Sweatshirts the Fastest all Rookie and Fastest all Veteran Team from Tanana to Fairbanks	$500
EMC Engineering, LLC	EMC Just Missed Award. Awarded to a team that just misses the race purse payout.	$500
Donlin Creek	Gold Rush Prize ($10,000 in gold) to the first team to arrive in Nome.	$10,000
GCI	"GCI's We Are All Connected Award" to the first all rookie team to Finish in Fairbanks.	$1,000
Race Purse	Race Purse Payout	$125,000
Certificate for Free Entry in the 2012 Iron Dog Race**	Awarded to the riders of the Team winning 6th Place overall.	$5,500
*denotes product or service value/ not cash. Award Details will be received by Race Participants prior to the Race Event Start.		
**certificate is based on the individual, is non-transferable and only valid for the 2012 event. All other entry requirements and deadlines still apply.		
Note: Cancellation from Sponsor does not bind Iron Dog, Inc. for award payout. Iron Dog reserves the right to cancel or alter program at anytime.		
	TOTAL PURSE FOR 2011	**$194,500**

PRIZE PAYOUT

1ST PLACE
Team
$50,000
Individual
$25,000

2ND PLACE
Team
$35,000
Individual
$17,500

3RD PLACE
Team
$18,000
Individual
$9,000

4TH PLACE
Team
$12,000
Individual
$6,000

5TH PLACE
Team
$10,000
Individual
$5,000

TOTAL
$125,000

6TH PLACE
Certificate of entry into 2012

7TH PLACE
and beyond

Pro Class racers that Finish before the Finish Banquet in Fairbanks will be entered into a "Finisher's Drawing" for additional cash and prizes. Racers must be present to win.

2011 Schedule of Events

OVERVIEW

FEBRUARY 12, 2011
Safety Expo, Tech Inspection and Drawing Banquet
Menard Sports Center • 1001 S Mack Drive
Wasilla, Alaska 99654 • Phone: 907.357.9100

FEBRUARY 18, 2011
Trail Class Start • South Port Marina, Big Lake, Alaska

FEBRUARY 20, 2011
Pro Class Start • AMMC Vintage and Youth Races
Freestyle Demonstration (Tentative)
South Port Marina, Big Lake, Alaska

FEBRUARY 23, 2011
Halfway Ceremonies and Banquet in Nome, Alaska
National Guard Armory (Tentative)

FEBRUARY 24, 2011
Pro Class Restart in Nome, Alaska

FEBRUARY 26, 2011
Pro Class Finish in Downtown Fairbanks
Planned to finish on the Chena river downtown

EVENT DETAILS

FEBRUARY 12, 2011
Safety Expo, Tech Inspection and Drawing Banquet (Wasilla)
11 A.M.
Doors open to the public for the Safety Expo and Tech Inspection
4 P.M.
Closed to the public to setup the Banquet
6 P.M.
Doors open for the Banquet
6:30 P.M.
Banquet ceremonies begin

FEBRUARY 18, 2011
Trail Class Start (Big Lake)
9 A.M.
Racers arrive and begin staging
11 A.M.
Racers depart for their trip to Nome

FEBRUARY 20, 2011
Pro Class Start (Big Lake)
9 A.M.
Racers arrive and begin staging
(public may interact with racers at this time)
10:30 A.M.
Race paddock and pits are closed to the public
11 A.M.
RACE START
2:30 P.M.
Raffle Truck Drawing (pending sales of all tickets)
3 P.M.
AMMC Vintage and Iron Pup Races (on the ice)
3 P.M.
Freestyle demonstration* (on the land)
5 P.M.
Event closes

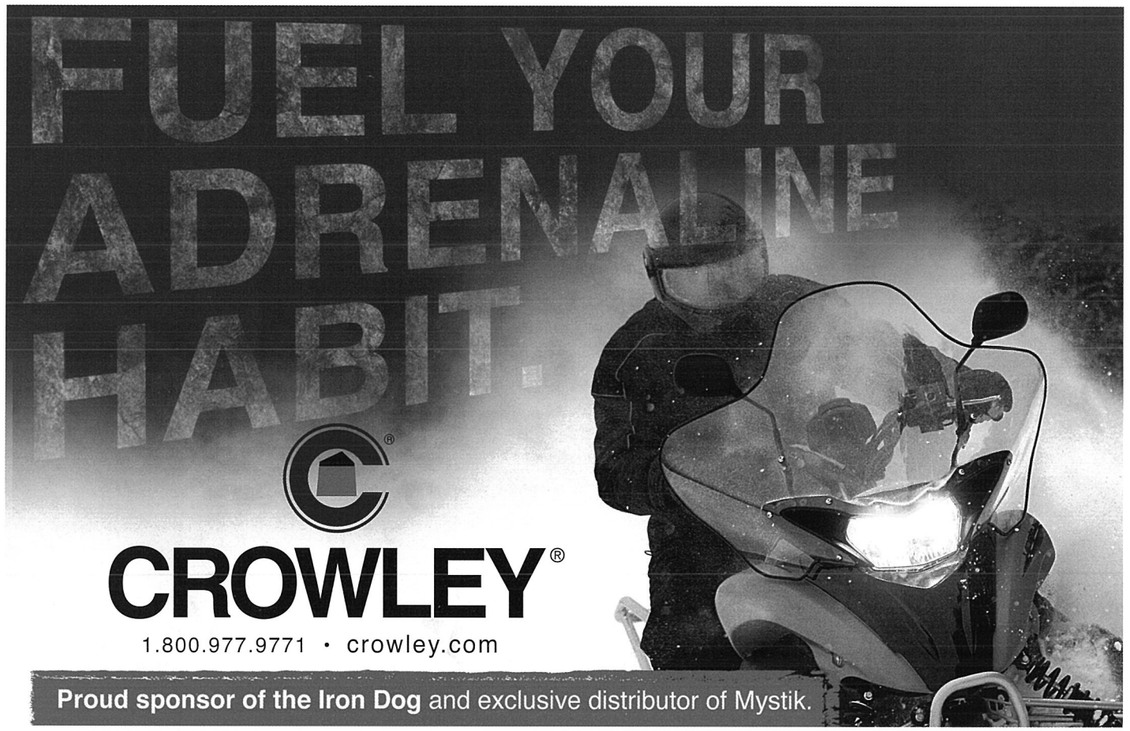
Notes: This year the Start Event will include some free food such as hotdogs provided by Crowley, coffee from Raven's Brew and beverage samples provided by NOS (Odom Corporation).

FEBRUARY 23, 2011
Halfway Banquet (Nome)
6 P.M.
Banquet and halfway awards ceremony begins

FEBRUARY 24, 2011
Pro Class Restart (Nome)
8 A.M.
Racers arrive and begin staging
(public may interact with racers at this time)
9 A.M.
Racers depart in timed intervals

FEBRUARY 26, 2011
Pro Class finish and Banquet (Fairbanks)
8 A.M.
Tired Iron Event begins in downtown Fairbanks
Kids, Vintage and Sport class snowmobile races going on all day
2 P.M.
First Place Iron Dog teams should be close to Fairbanks
3 P.M.
Champion team and top finishers should be at the Finish line
3:30 P.M.
Podium photo shoot and opportunity to congratulate racers
4:40 P.M.
Iron Dog begins to wind down for our Finisher's Banquet
6 P.M.
Doors open at the Carlson Center (Fairbanks) for the Banquet
7 P.M.
Dinner and ceremonies begin

Notes: This year we plan to have a Finisher's drawing, racers that made the finish line but did not receive any cash or contingency prizes will have one last chance to win additional prizes such as a free Pro Class entry for the 2012 Iron Dog or $500 cash from one of our sponsors!



COMMUNITY EFFORT

Villages and towns crucial to the Iron Dog course

By Justin Matley

There are numerous reasons why someone finds his or her self in remote communities and villages in Alaska, and their story will always unfold with recollections of the amazing people that live in this state, how friendly and inviting they are. Iron Dog participants, whether racing or volunteering, are no strangers to this phenomenon. It's one of many reasons that keep Iron Dog on course.

And, if it wasn't for Iron Dog or other races such as the Iditarod Trail Sled Dog Race, some of these remote communities would be hard-pressed for attention, and may experience very little in the way of visitors and excitement.

Along the Iron Dog race course, from the starting line to the finish, communities that support Iron Dog in various ways to include checkpoints and fueling stations, layover locations, local guidance and safety, and of course spectator support, include the following:

WASILLA

Wasilla acts as a rallying location where the annual Iron Dog Safety Expo is held. The expo includes a tech inspection, banquet, side events and a chance for the public to meet and greet with racers and the Iron Dog staff prior to race day. The event will be held at the Menard Sports Center.

Wasilla is a growing community and commercial district along the Parks Highway, just prior to the Big Lake turnoff where the race start is held. The population has surpassed 10,000, while the land size is a mere 12.4 square miles.

BIG LAKE

For years Big Lake has hosted the start of the race with direct access to the Iditarod Trail and as the perfect setting for spectators to watch race teams speed off on their long expedition. Annual ice roads are plowed on the ice allowing for vehicle access to all areas of the lake, and the starting line, also positioned on the ice, provides a flat field for teams to gather and prepare before taking off. Big Lake, in the winter time, is one enormous landing strip providing over two miles of flat-land racing.

The community of Big Lake includes roughly 3,000 residents in an area of land covering 131.9 square miles. Big Lake was once a

CONTINUED ON NEXT PAGE

Track racers on their route through remote Alaska

Isn't technology wonderful? From the comfort our homes, in bed or playing couch potatoes, even on our phones, following racers was never easier, and perhaps never more reliable than in 2011.

This year, Iron Dog has hired Ion Earth for GPS tracking services.

"The primary benefit is not having a hardwired GPS system," says Kevin Kastner, Iron Dog executive director. "Last year they were hardwired and there were all kinds of connection issues. If the snowmachine idled down, and the power was not adequate, the GPS would cease to function."

Racers will be carrying GPS units that are battery powered. Viewing the GPS results and mapping online will also be enhanced.

"Ion Earth, out of the box, the service they provide has a mobile version," says Kastner. "People can use their iPhone or Android and pull it up for race tracking."

The mobile and standard versions of GPS tracking use Google Maps, online, which has become a standard for countless dynamic mapping applications. The mobile version is just that, a version of the same mapping that will look better and be more functional in a cellular phone screen.

Lastly, Iron Dog has confidence that Ion Earth will provide excellent service with their years of knowledge and experience in long-distance Alaska racing.

"I guess the key point is, they've been doing this with Iditarod and are on their fourth year, so, they've really worked out the bugs and kinks with the extreme environment and cold," says Kastner.

Fans can find all the GPS tracking on the Iron Dog website at www.irondograce.org. A link to the mobile version will also be provided there.







Shane Perrins

Age 27
Anchorage, AK

Shane is a lifelong Alaskan who is employed by Kiska Metals. Shane is married to Jana and has two children, Shaner and Lila.

ROOKIE

Long time volunteer at the Puntilla Lake check point. The Perrins have made many an Iron Dog rider feel at home.

45 *Perrins & Perrins* **ARCTIC CAT**



Colton Perrins

Age 21
Anchorage, AK

Colton is a lifelong Alaskan employed by the Perrins Rainy Pass Lodge as a wrangler.

ROOKIE

Long time volunteer at the Puntilla Lake check point. The Perrins have made many an Iron Dog rider feel at home.

SPONSORS: Kiska Metals, the Perrins Rainy Pass Lodge, R 5 Sons



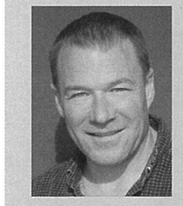
Kevin Cox

Age 47
Grand Lake, CO

Kevin is a 39-year resident of Grand Lake Colorado, and is the owner and operator of Grand Lake Marina which lays at 8600 ft above sea level. Kevin is married to Andrea and has two children Allaura and Christopher. A lifelong snowmobiler, Kevin also enjoys scuba diving, sailing, boating, shooting, snow skiing, and going on new adventures such as the Iron Dog.

ROOKIE

50 *Cox, Tarr & Knight* **POLARIS**

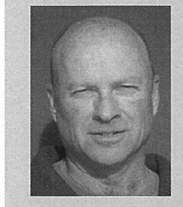


Chris Tarr

Age 42
Grand Lake, CO

Chris is a 10-year resident of Grand Lake, Colorado, and is employed by Momentum Index as the Chief Technical Officer. Chris has two children Jason and Sydney. After three years of planning and saving, Chris and his teammates are running the Iron Dog trail class to answer the question if three mountain-climbing-riders from Colorado have what it takes to get the job done.

ROOKIE



Bruce Knight

Age 55
Grand Lake, CO

Bruce is a 28-year resident of Grand Lake, Colorado, and owns and operated Mountain Home Services. Bruce is married to Pearl and has two children Grace and Mark. Bruce is an avid outdoorsman who has kayaked the grand Canyon, bicycled around Australia, Ireland, Spain, Scotland, France and Corsica. Bruce also enjoys all forms of skiing, river rafting, and long distance backpacking trips.

ROOKIE

SPONSORS: RE MAX Resorts of Grand County - Grand Lake Office, Boaters Choice Inc., We Can Dig It Excavating Inc., Grand Lake Marina, Grand Mountain Rentals, Momentum Index



Nicholas Higdem

Age 26

52 **ARCTIC CAT**

Nicholas is a two-year resident of Alaska employed as a project specialist with CH2M Hill. Nicholas enjoys diving, sailing, fishing, hunting and travelling.



Rob Fox

Age 45

Rob is a 15-year resident of Alaska employed as the manager of petroleum terminals for Crowley. Rob is a native of Minnesota brought to Alaska by the military and ended up stayed. Rob sports a Harley in the summer and a Ski Doo in the winter. Rob thanks his sons Nick, Julian and Trevor for the inspiration to run the Iron Dog.

ROOKIE

46 *Fox & Cooper* **SKI-DOO**



Jim Cooper

Age 50

VETERAN

YEARS RACED: 1998 Pro Finisher 7th place, 1997 Pro Finisher, 1995 DNF.

SPONSORS: BC Excavating LLC, Team CC Ski-Doo, Lakeview General, MKM Construction, Ranger Leasing, Snowman Enterprises, AK Signs and Barricades, Ron Webb Paving, Criterion General, D&S Concrete, CMI, QAP, Boslough Construction, Lervaag Fishing Industries, Last Buck Ranch, Camp Shoe



ARCTIC CAT

Skip Boomershine

Anchorage, AK

Skip is a 34-year resident of Alaska and is employed as a field manager with Dimond Electric Co. Skip is married to Cheryl and has three children Brian, Laura and Andy. Skip is very passionate about giving back to all that gives to him. Volunteering to assure the continuation of the Iron Dog, his church, his Union's and company's safety program, and the Governor's Safety Advisory Council are high on his must-do list.

TRAIL CLASS VETERAN

YEARS RACED: 2008 Trail Class, finished; 2009, Iron Dog Race Marshal and 2009 Volunteer of the Year; 2010 Iron Dog Race Marshal; 2011 Iron Dog Board Member and Iron Dog Ambassador

SPONSORS: IBEW Local 1547, Dimond Electric, Woody's, Klim, Crosspoint Community Church, Anchorage Arctic Cat, Mystic Lubricants, the National Guard, Lead Dog Helmet Light, family and friends and Jesus Christ.

51 *Boomershine, Ivy & Bedard* **ARCTIC CAT & POLARIS**



Mark Ivy

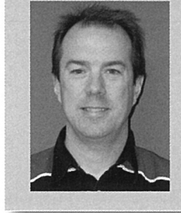
Anchorage, AK

Mark is a lifelong Alaskan who with his wife Bonnie own and operate Ivy & Co.Architects. Mark and Bonnie have two children, Brooke and Andy. Mark has been around snowmobile racing since the '60's pit crewing for his dad in the classic snowmobile races of the day including the Big Lake 500, Midnight Sun 600, Talkeetna - Anchorage, and the Homer - Kenai - Homer races. Bitten by the Iron Dog in '06, he volunteers to help the race survive. Mark enjoys flying, skiing, boating and sailing, hunting, fishing, vehicle restorations, and spending time with the family.

ROOKIE

2010 Iron Dog race Official; 2011 Iron Dog Ambassador

SPONSORS: Ivy & Co Architects, Vapro Shield LLC, Capitol Glass, Continental Motors, Exterior Technology Systems, Lead Dog Helmet Lights, Big Lake Power Sports, Klim, Woody's Traction Products, Falldorf's Snowmobile Adventures, Mt McKinley Capitol Management, Gina Holoman

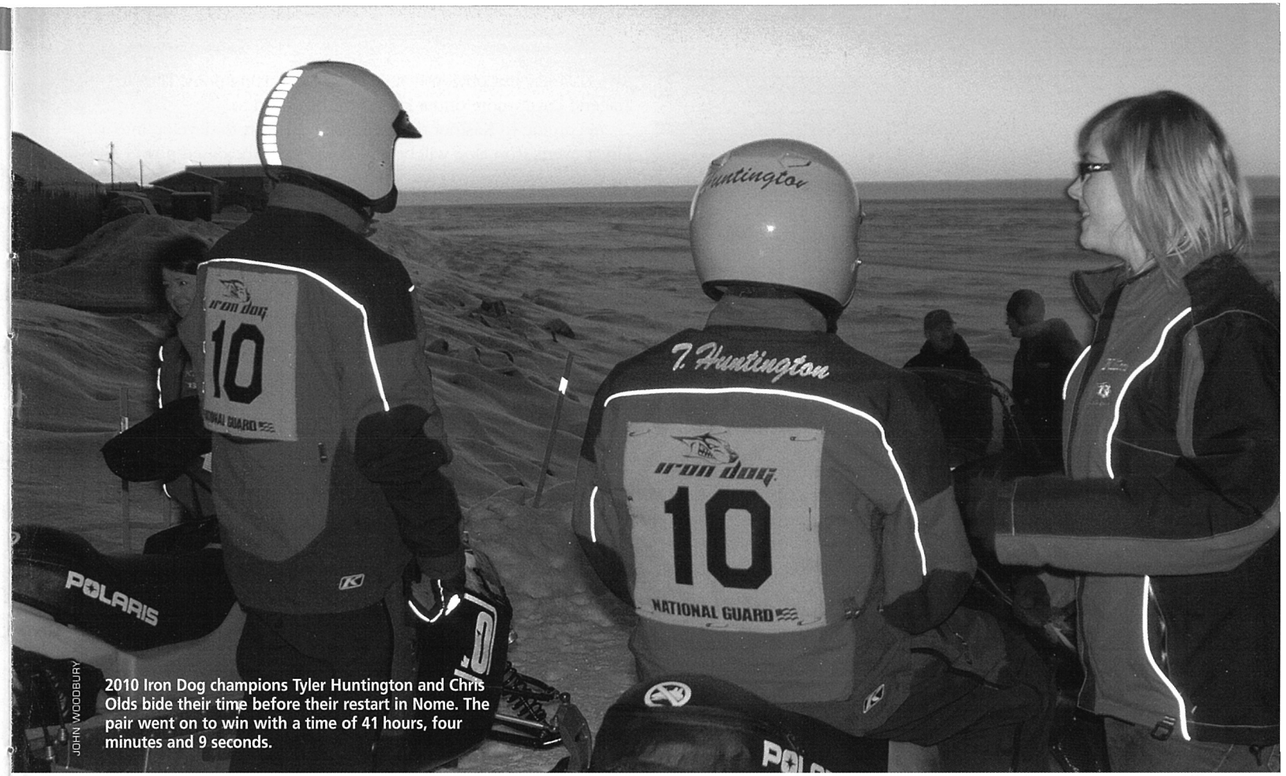


Mike Bedard

Age 44
Roseau, MN

Mike is a Rookie to the Iron Dog. Mike has supported the race for many years including on site support in Nome and Fairbanks in 2008. Mike is the Engineering Manager for Polaris Industries Snowmobile Division responsible for Racing, Trail Performance and Cross over segments. Mike has worked for Polaris for 19 years. Mike has two children, Blake 21 and Brooke 15. Mike has raced snowmobiles since age 14 in Cross Country, Snow Cross and Ice Lemans.

ROOKIE



JOHN WOODBURY

2010 Iron Dog champions Tyler Huntington and Chris Olds bide their time before their restart in Nome. The pair went on to win with a time of 41 hours, four minutes and 9 seconds.

2011 IRON DOG PREVIEW

THE TRAIL AHEAD

New rules, more miles bolster 2011 Iron Dog race

BY JUSTIN MATLEY

While the rest of us were at home watching the big game, or forgetting about the Alaska weather altogether during sun-filled holiday vacations, Iron Dog teams were logging thousands of miles on cold, rugged, backcountry trails in preparation for the "The Word's Longest, Toughest Snowmobile Race." Teams have been hard at work securing sponsors and replacement parts, training for mechanical repairs, packing essential equipment and attending safety workshops. With the race start approaching (Feb. 18 for the trail class and 11 a.m. Feb. 20 for the pro class,) it's time for fans, also, to get up to speed and get with the program.



KEVIN KASTNER

That program — everything from new race staff to rules and course changes — should interest fans greatly, and many to-do items on Iron Dog's list are sure to take shape all the way up to the race start.

"We have a general plan that is agreed to as far as the start, finish, basic logistics," said Kevin Kastner, Iron Dog's new executive director. "Beyond that the details are very simple: it's weather dependent. Everything can change until the day this race starts."

Kastner's hiring took place back June, and he's been accompanied in the task of restructuring and planning by Laurel Hickel, the office manager and also a new hire. With input from racers and feedback from volunteers, the new office team and board of directors in August were able to finalize rule changes that address safety issues and racer wishes.



LAUREL HICKEL

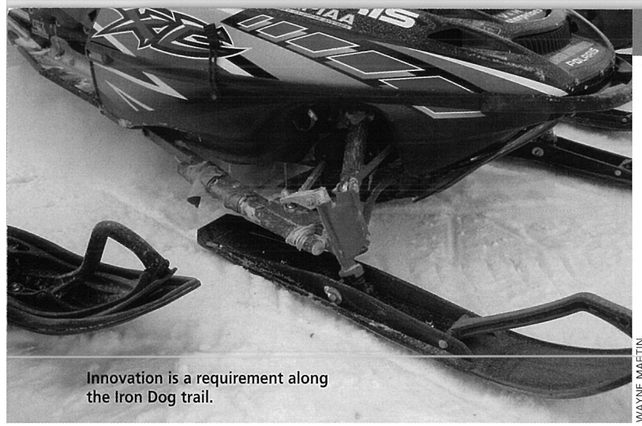
The most notable rule changes involve the mandatory layovers, now with three on the way to Nome and two, plus a hold in Nenana, on the way to Fairbanks. Race teams have a choice of up to three locations for each layover. Although Kastner says racers will be required to be in a general zone (within the three options for any given layover), the racers will now be able to strategize; to drive on or relax as they see fit.

"Racers seem happy about that," says Kastner.

"I definitely like the rules better than last year," says Chris Olds, who with teammate Tyler Huntington won the 2010 Iron Dog. "We have more options for layovers. In case we have a problem we can stop and claim a layover in order to find support."

Trail class racers weren't as affected by last year's rules, so changes this year don't seem to affect those transferring from trail

CONTINUED ON NEXT PAGE



Innovation is a requirement along the Iron Dog trail.

WAYNE MARTIN

to pro class.

"My outlook is, whatever the board and committee decides, I'm flexible," says 2011 pro racer Elaine Jackson. "I don't have a preference one way or the other. This is my first year running pro class, so I don't have the historical experience of past races under different rules. So, to me it's a non-issue what they decide and what they do."

Army National Guard Sergeant 1st Class Jackson and Warrant Officer Rick Fleming rode the rugged route together last year in the trail class. She'll be riding with a new partner this year, Army National Guard Sgt. Maj. Pam Harrington.

Other race changes will be seen at the start and finish and affect event planning and fans more than racers. The starting line has been moved to Southport Marina, which is still on Big Lake.

"It's the same route, and the start will still happen on Big Lake," says Kastner. "But obviously it's a different starting point. They'll [racers] cover more of the lake then they used to."

According to Kastner this will allow the start to develop into a larger event. Iron Dog will be able to tie into land-based power and services, have fewer vehicles on the ice, and make the start easier to find.

The finish line changes affect the race the most, and Kastner says they have been in the works for nearly two years.

"The route near Fairbanks will take racers on the Tanana River, through Fort Wainwright Recreation Area, through North Pole, to the Corps of Engineers flood project," says Kastner. "We'll come over the dike there and have a new fueling spot as they come onto the flood project."

"They'll high-speed it across the flood project," says Kastner. "That will be an excellent place to watch the race. You can take a road up to that flood project, and you can see for miles."

Racers will then get back on the Chena River to make their way to the finish in downtown Fairbanks, probably near or at the foot bridge. The finish will also coincide with the Tired Iron vintage races and festivities, giving Iron Dog spectators plenty to do and see while waiting for Iron Dog racers to cross the line.

It is estimated that the rerouting of the course will add 50-60 miles to the length of the race, making Iron Dog longer than 2,000 miles. However, until trail breakers, trail class riders and Iron Dog ambassadors complete the total distance, the exact length will not be known.

The winner's circle in Fairbanks will, as always, see some smiling faces as champions are announced and the race purse divvyed up. This year's purse is expected to surpass $125,000, with more than

CONTINUED ON PAGE 16

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Aaron Bartel

Age 20
Anchorage, AK

Aaron is a lifelong Alaskan employed by BC Excavating as an operator. Aaron enjoys biking, fishing, hunting, hanging with the girlfriend, and anything else that might be a bit dangerous.

VETERAN

YEARS RACED: 2009, 12th; 2010, DNF

33 *Bartel & Wichman* **SKI-DOO**



Jason Wichman

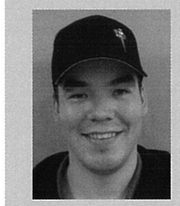
Age 29
Lewistown, MT

Jason is a 13-year resident of Alaska employed by BC Excavating as a project manager. Jason is married to Christina and has one child, Ellie. Jason enjoys hunting, fishing, 4-wheeling, golfing and working on cars.

VETERAN

YEARS RACED: 2009, 12th; 2010, DNF

SPONSORS: BC Excavating LLC, Team CC Ski-Doo, Lakeview General, MKM Construction, Ranger Leasing, Snowman Enterprises, AK Signs and Barricades, Ron Webb Paving, Criterion General, D&S Concrete, CMI, QAP, Boslough Construction, Lervaag Fishing Industries, Last Buck Ranch, Camp Shoe



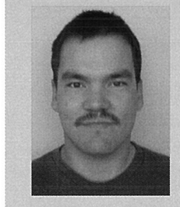
Arnold Marks

Age 28
Tanana, AK

Arnold is a lifelong Alaskan employed as a teacher by the Tanana City School District. Arnold raced snowmobiles in 2008 with a couple of podium finishes to his credit. Boat racing on the Yukon and Tanana Rivers has also occupied Arnold's time. Arnold is married to Theresa and has two children, Reese and Bella. Arnold enjoys river time, snowmobiling and time spent with the family. School teaching ranks up there as well with Arnold's loves.

ROOKIE

40 *Marks & Marks* **POLARIS**



Aaron Marks

Age 31
Tanana, AK

Aaron is a lifelong Alaskan employed as a teacher by the Tanana City School District. Aaron is married to Ginger and has three children, Leah, Lucas and Levi. Aaron enjoys fishing, hunting, traveling out into the country and family time.

ROOKIE

SPONSORS: McKinley Polaris, Darby's Performance, Lawrence Moses, Inland Barge, Tyler Huntington, Klim, Stud Boy, Dan King, TrailTank, Scott Goggles, Billy and Janice Sam, Archie Agnes, Leslie Fazio, Mary Starr, River Boat Discovery, Harley and Mary Huntington, Louie Carlo, Nomadic Stars, Dale and Cynthia Erickson, Regis Hair Salon, Colleen and Joe Thomas, Josephine Grant, Jerry King, Courtney Moore, Mary and Dennis Edwin, Milton and Doll Moses



Lanet Spence

Age 40
Anchorage, AK

Lanet is a 23-year resident of Alaska who is employed as the senior manager of Sales Operations and Support with Alaska Communications. Lanet is married to Stephen and has four children, Keagen, Kiara, Shannon and Bretton. Lanet has a very active family life enjoying watersports in the summers and riding and lake time in the winters. Strength training, exercising and road biking every day possible is also a priority.

ROOKIE

43 *Spence & Spence* **ARCTIC CAT**



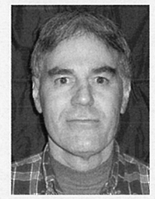
Stephen Spence

Age 36
Anchorage, AK

Stephen is a lifelong Alaskan employed by Alaska Communications as an installer and repairer. Steve is married to Lanet and has four children, Keagen, Kiara, Shannon and Bretton.

VETERAN

YEARS RACED: Pro Class: 2010, 2nd; 2009, DNF; 2008, 7th



Brad Dietrich

Age 53
Fairbanks, AK

Brad is a 28-year resident of Alaska and is the owner and operator of Dietrich Auto Repair. Brad has two children, Lucas and Adriana. Brad enjoys kayaking, biking, fishing, snowmobiling, boating to his Tanana Flats cabin and bird hunting with his Springer Spaniels.

TRAIL CLASS VETERAN

YEARS RACED: 2010 Trail Class, Finished

44 *Dietrich & Jauhola* **SKI-DOO**



Tim Jauhola

Age 44
Fairbanks, AK

Tim is a 42-year resident of Alaska who is a superintendent with ITSI. Tim is married to Jill and has two children, TJ and Jaeger.

ROOKIE

YEARS RACED: Pro Class: 2007, 2008, DNF

SPONSORS: Compeaus, Darby's Performance Machine, Klim, Dietrich Auto Repair



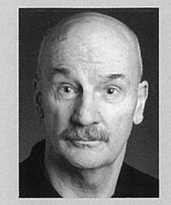
Joe D'Amico

Age 54
Wasilla, AK

Joe is an 33-year resident of Alaska and is employed as a security captain with Doyon Security. Joe is married to Lori and has two children, Joe and Tony. Joe enjoys hunting, fishing and flying.

ROOKIE

28 *D'Amico & Glass* **ARCTIC CAT**



John Glass

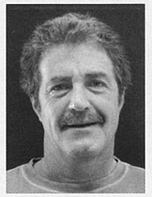
Age 67
Wasilla, AK

John is a 37-year resident of Alaska and is employed as a security manager with NANA Management Purcell Security. John is married to Melinda. John enjoys flying, hunting, running and diving.

ROOKIE

YEARS RACED: 2001, Trail Class, finished; 2005, DNF

SPONSORS: Eagle River Polaris/Arctic Cat, Alaska Synthetics - Rob Schmitt, Deltana outfitters, Steppers Construction



Robbie Muir

Age 52
Anchorage, AK

Robbie is a lifelong Alaskan and owns and operates Wallcovering Plus. Robbie is married to Careen and has four children, Jeremiah, Steele, Connor and Randi. Robbie has snowmobiled since the '60's and enjoys hockey, skiing, camping, boat trips, touring in the motorhome, commercial fishing in Bristol Bay and spending time with the family and fishing crew. This is Robbie's second Iron Dog run with his son, Jeremiah.

VETERAN

YEARS RACED: 2007, 12th; 2008, DNF; 2010, 9th

29 *Muir & Jones* **SKI-DOO**



Jeremiah Jones

Age 30
Denver, CO

Jeremiah was born and raised in Alaska but currently lives in Denver, Colorado, and is employed by Ryan Energy Technologies an an executive salesman and as a commercial fisherman in Bristol Bay in the summers. Jeremiah enjoys hockey, skiing, snowboarding, wakeboarding, surfing and traveling. This is Jeremiah's second Iron Dog run with his dad, Robbie.

VETERAN

YEARS RACED: 2010, 9th

SPONSORS: Wallcovering Plus, Team CC Ski Doo, Criterion General, Rim Fisheries, Total Truck, Muir and Company, Klim, Smith Bits, Ryan Energy, Scott USA, EVS, Fineline Interiors



Elaine Jackson

Age 31
Anchorage, AK

Elaine is a eight-year resident of Alaska and is employed as a RRD Operations NCO with the Army National Guard. Elaine has a son, Kyle. Elaine enjoys sharing all things outdoors with her son; camping, fishing, snowboarding, skydiving and snowmobiling.

ROOKIE

YEARS RACED: 2010 Trail Class, finished

30 *Jackson & Harrington* **POLARIS**



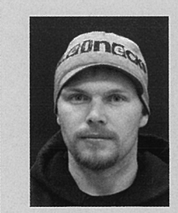
Pam Harrington

Age 46
Palmer, AK

Pam is a 17-year resident of Alaska and is employed as a Senior Enlisted Advisor with the Alaska Army National Guard. Pam is married to Brent. Pam enjoys spending her free time with her husband snowmobiling, hunting, fishing, trapping and traveling all over the Seward Peninsula.

ROOKIE

SPONSORS: Alaska Army National Guard



Charles Potter

Age 27
Wasilla, AK

Charlie is a 27-year resident of Alaska and is employed in the sales and service section at Big Lake Arctic Cat. Charlie is a two-time purple heart recipient and founded the Wounded Warrior Racing Team as a way to give back to all that have been injured while serving their country. The Wounded Warriors also run for Breast Cancer Awareness. Charles enjoys hunting, fishing, snowmobiling, and spending time with family and friends.

VETERAN

YEARS RACED: 2008, 2010, DNF; 2009, 15th

31 *Potter & Harrison* **ARCTIC CAT**



Lee Harrison

Age 31
Wasilla, AK

Lee is a 31-year resident of Alaska and is an installer with H&H Sheetmetal. Lee is married to Shannon and has one child Kyle. Lee enjoys fishing, snowboarding and motocross.

ROOKIE

SPONSORS: Mug Shot Saloon, Tailgaters Sports Bar, H&H Sheetmetal, Gulf Shot of Alaska, All Season Clothing, for my Cell, Craig Clayton, Team 246 Racing, Cynthia and Tony, Big Lake Arctic Cat, Karen Ingram, Shannon Harrison

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"The one thing that really made a gap, because we lost and gained some other sponsors, I would say is Donlin Creek and National Guard," says Kastner. "They are the two key players that kept us in that ballpark."

Donlin Creek is providing $10,000 in gold to be awarded to the first team into Nome. It's a fitting tribute to the gold rush history of Nome and to the former Gold Rush Classic, which evolved into the Iron Dog. The National Guard provided $250,000 to help facilitate the race. They'll also act as support in the backcountry for various communications and safety needs, facilitate video production and will be along for the ride for a recruiting mission.

Kastner says the Guard will primarily be stationed in Galena this year, allowing them to interact with school students there, many of which visit Galena annually at this time from other remote schools.

And, the National Guard will for the first time have a pro class, all-female race team comprised of Sergeant 1st Class Elaine Jackson and Sgt. Maj. Pam Harrington, as well as a rider in Iron Dog's ambassador team.

Jackson and Harrington both have extensive experience on snowmachines.

"I grew up riding dirt bikes and snowmachines," said Jackson.

Combined with her experience in the 2010 trail class and military training, it would seem she's fit for duty.

As a National Guard mechanic for numerous years in Nome, Harrington was involved with Iron Dog and Iditarod during support missions. While residing in Nome she also combed the Seward Peninsula during hunting, trapping and snowmachining trips. According to Harrington, those trips involved various weather conditions, river crossings and water skipping. She brings a host of skills and experiences to the table.

> "There's nothing like it in the world. Until you're out there or until we get a video production that shows what it's like, people have no idea, no concept how rugged it is out there."
>
> —Kevin Kastner

"I think between us and our experiences, we're definitely a strong team," said Jackson.

Ambassadors ride the trail visiting checkpoints and volunteers along the way. That team will consist of: Skip Boomershine from the Iron Dog board of directors as leader; his copilot Mark Ivy, a member of Iron Dog; a representative from the National Guard; Mike Bedard, a Polaris engineer and; perhaps other manufacturer representatives. All were invited.

Checkpoint volunteers will be carrying out the usual tasks of documenting racers as they arrive and leave as well as refueling, assisting with emergencies and prepping food and lodging during layovers.

All things considered, it looks to be a great year for Iron Dog, if that pesky weather cooperates. And if not, they don't call it the "World's Longest, Toughest, Snowmobile Race" for nothing.

"Frankly, there's no other race that covers this sort of extreme territory and that distance," says Kastner. "There's nothing like it in the world. Until you're out there or until we get a video production that shows what it's like, people have no idea, no concept how rugged it is out there."

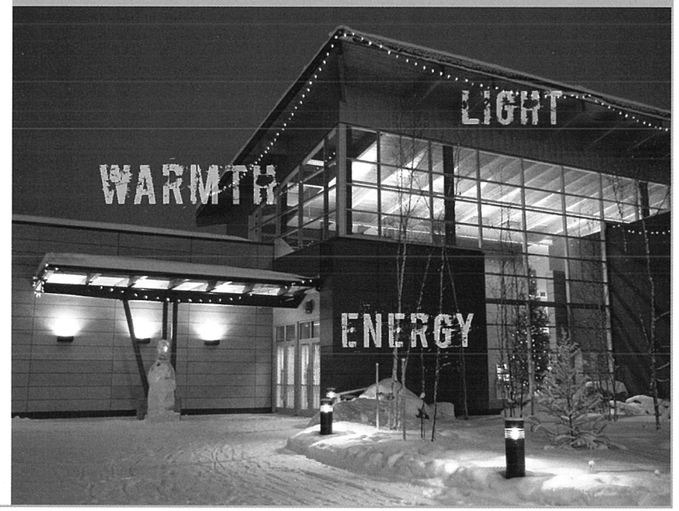
Kastner describes the Iron Dog terrain as treacherous, making it all the more enticing to race fans and all the more important for racers to be at the top of their game during the 2011 Iron Dog.

Discover the best of what Fairbanks has to offer at this year's Iron Dog. Enjoy our "Golden Heart" hospitality with the shopping and dining locations which will make your stay one to remember. When it comes to sports from the usual to the unusual, we invite you to explore the difference in Fairbanks. We've got the winter fun you're looking for. After you're finished cheering on the racers, stop by the Morris Thompson Cultural and Visitors Center at 101 Dunkel Street for information on what to do while you're in town. Finish your Iron Dog experience in Fairbanks!

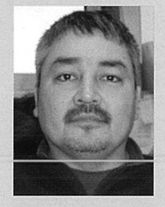
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WELCOME
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Iron Dog 2011 Pro Class



Cliff Johnson

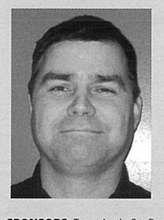
Age 42
Nome, AK

Cliff is a lifelong Alaskan and is employed as a general manager at Northern Constructors. Cliff is married to Jen and has six children, Ashley, Christian, Shyloah, Karmun, Delaney and Stephen Cecil. Cliff enjoys eating, sleeping, hunting, riding the sleds and working every now and then. Cliff is a longtime racer in the Seward Peninsula running the Nome-Golovin and Kotzebue 200 race throughout the 80's, 90's and 2000's.

ROOKIE

YEARS RACED: 2009, DNF

23 *Johnson & Green* **ARCTIC CAT**



Stacey Green

Age 47
Nome, AK

Stacey is a lifelong Alaskan employed as a maintenance mechanic for the FAA. Stacey is married to Mary and has five children, Brittney, Miles, Heidi, Jackie and Lindsey. Stacey has run a couple of races in the Nome area, finishing "just out of the money".

ROOKIE

SPONSORS: Team Arctic Cat Racing, Northern Contractors, Fimon Financial Svc, Rural Credit Svc, Laka and Dan, Micah Huss, Nome Arctic Cat, Morgan's Sales, Mark Carr, VFW 9569, Zugger Shocks, Q Trucking, Nome Machine Works, Troy Miller, Nome Tobacco Alliance & Kick Butts Racing, MotorFist Gear, Susitna Energy, Jennifer and Mary, Unch Schuerch Racing, Builder's Ind. Supply, Chuck Coleman, Stud Boy Traction Products



Wade Bailey

Age 29
Wasilla, AK

Wade is a lifelong Alaskan and is the President of Bailey's Backhoe. Wade is married to Marjorie and has two children Kimberle and Harley. Wade enjoys fishing, hunting, boating, camping and hanging with the family.

ROOKIE

YEARS RACED: 2007, DNF

24 *Bailey & Rigdon* **POLARIS**



Brad Rigdon

Age 30
Wasilla, AK

Brad is a 28-year resident of Alaska and owns and operates Red 7 Construction. Brad is married to Wendy and has two children, Macie and Selby. Brad enjoys fishing, hockey, hunting, riding the sleds and family time.

ROOKIE

SPONSORS: ORR Construction, Severdson Construction, Enderson Concrete, Bailey's Backhoe, Red 7 Construction, Mr. Lube, Joseph Construction, Howling Storm LLC, Hatcher Pass Polaris, Kasper Fabrications, Thomas Company, Woody's Traction Products.



Eric Watson

Age 29
Wasilla, AK

Eric is a 16-year Alaska resident employed by Inlet Electrical Contractors as a journeyman electrician. Eric is married to Jennifer and has one child, Alex. He had a top-10 finish in the semi-pro class of the 2010 Mayor's Cup. Eric enjoys riding, fishing and spending time with family and friends.

ROOKIE

25 *Watson & Price* **ARCTIC CAT**



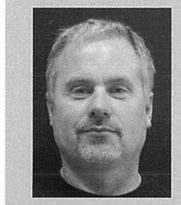
Race Price

Age 37
Wasilla, AK

Race is a 27-year resident of Alaska and is a quality control specialist with Inlet Electrical Contractors. Race is married to Jennifer and has one child, Kameryn. Race has respectfully finished a few Mayor's Cup, K-150's, and several sno-cross events throughout the years. Race enjoys fishing, hunting, racing, and spending time with friends and family.

ROOKIE

SPONSORS: Mr. Joe Ulrich, Rodney Price, family and friends.



Mike Fuller

Age 45
Chugiak, AK

Mike is a 12-year resident of Alaska and is a shop foreman for American Fast Freight. Mike is married to Lori and has three children, Alex, Gillian and Morgan.

ROOKIE

YEARS RACED: 2006, 2008, 2009, DNF; 2007, Trail Class Finished

27 *Fuller & Long* **POLARIS**



Billy Long

Age 35
Wasilla, AK

Billy is a four-year resident of Alaska employed by City Electric as a directional driller. Billy is married to Melissa and has one child, Kady. Billy enjoys hunting, fishing, riding the sleds and hanging with his family. Billy will be donating all winnings and donations to St. Jude Children's Hospital.

ROOKIE

SPONSORS: American Fast Freight, Hatcher Pass Polaris, Sterling-Western Star of Alaska, Grizzly Machine, AK Pressure Wash, Bandi Sign, Ranaldi Enterprises, City Electric, Inc., Vermeer of Northwest, Wasilla Auto Mall, Big Lake Power Sports, Greatland Welding, Valley Country Fuel, Northlakes Liquor, Northern Handyman Services, Holt Concrete, Carson Underground, Yukon Equipment, IBEW 1547, Drakes on the Kenai, M.E.C.A., Driller's Depot, Sportsman's Warehouse, Woodland Log Buildings, Gettlien Family, and Billy's loving wife, Melissa.



Steven Williamson

Age 35
Norvik, AK

Steven is a 25-year resident of Alaska employed by AIC. Steven has been snowmobile racing in the Kotzebue area since 2001 with numerous 1st and 2nd place finishes. Steven has four children, Stephanie, Steven, Haiden and Jaxen. Steven enjoys hunting, fishing, shooting bow and arrow, and family time.

ROOKIE

YEARS RACED: 2009, DNF

18 *Williamson & Hingsbergen* ARCTIC CAT



Robert Hingsbergen

Age 31
Selawik, AK

Robert is a lifelong Alaskan employed by Teck Alaska as a millwright mechanic. Robert has raced snowmobiles in the Kotzebue area since the early 2000's. Robert has four children, Jasmine, Shaylynn, Lataihlya and Marjorie. Robert enjoys all outdoor activities, hunting, fishing and camping.

ROOKIE

YEARS RACED: 2009, DNF



Carl Swenson

Age 26
Big Lake, AK

Carl is a two-year Alaska resident employed by Big Lake Arctic Cat. Carl has raced sno-cross, hill-cross and hill climb events. Carl enjoys anything out doors and spending time with family and friends.

ROOKIE

20 *Swenson & Peterson* ARCTIC CAT



Jana (Pevan) Peterson

Age 30
Willow, AK

Jana is a lifelong Alaskan employed by Big Su lodge as a bartender. Jana has three children, Trisha, Birdie and Ausie. Jana enjoys spending time with family and friends, snowmobiling, and anything outdoors.

ROOKIE

YEARS RACED: 2010, DNF

SPONSORS: Lester Hingsbergen Sr, Steven Williams and family, Heidi McConnell, Frank Sampson, Frances, Sister Jessie and the Skin family, Taglu Sampson, the Village of Sealik, Alaska

SPONSORS: Ted Neville, Big Lake Arctic Cat, Factory Arctic Cat, Pink Ribbon Riders, Klim, Kelly Lawn and Landscaping, Big Barn Auto Design, Anderson Bridal



Matthew Spernak

Age 26
Anchorage, AK

Matthew is a lifelong Alaskan employed by Alaska "X" Inc. as a foreman. Matthew has raced snowmobiles at numerous events through the years. Matthew is married to Missy and has one child, Taylor. Matt enjoys jet boats, UTV riding, rafting, powder riding, and hanging at the cabin with family and friends.

VETERAN

YEARS RACED: 2006, 5th; 2007, 4th; 2008, 5th; 2009, 10th; 2010, trail, finished.

21 *Spernak & Branholm* POLARIS



David Branholm

Age 28
Big Lake, AK

David is a 26-year resident of Alaska employed by Chinook Fire Protection as a foreman. David is married to Lindsey and has one child Carson. David enjoys fishing, golf, hockey, and jet-skiing.

ROOKIE

YEARS RACED: 2007, DNF; 2008, DNF; 2010 trail, finish

SPONSORS: Polaris Industries, Alaska "X" Inc., Big Lake Power Sports, Walker Evans Racing, Fineline Interiors, Valley Dental Clinic, Chinook Fire Protection, Advanced Powder Coating, 669 Sprinkler Fitters Union, 302 Operators Union, Lead Dog Helmet Lights, Tebow Financial Group Inc., Cow Bell Nation, Stud Boy Traction Products, Norcoast Mechanical, Prizm Construction, Garmin GPS



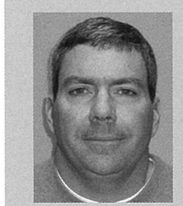
Randy Gravatt

Age 48
Island Park, ID

Randy lives in Island Park, Idaho, and is employed by Grizzly and Wolf Discovery Center as a facilities manager. In 1998, Randy set a Guinness World Record for most miles on a snowmobile in 24 hours, 1,289 miles. In 1993 and 1994 Randy placed 75th and 45th in the I-500. Randy enjoys backcountry snowmobiling, hunting, skiing, and snow kiting.

ROOKIE

22 *Gravatt & Berry* ARCTIC CAT



Jon Berry

Age 44
Castle Rock, CO

Jon lives in Castle Rock, Colorado, and is employed by CIC West as a health strategist. Jon is married to Kris and has two children, Jack and Charlie. Jon has raced grass drags and is the Canadian World Series champion in the Top Gas 1000 class; also, Jon has raced sno-cross and hill-cross events. SCCA/PCA auto racing with three track records is also in Jon's resume. Jon enjoys golfing, biking, mountain biking, skiing, fishing and any other outside activity time with the family. Jon also develops health strategies with financial clients.

ROOKIE

SPONSORS: Camelback Ski Area, Camelback/Camel beach resort, Island Park Lodge, Liquid Fence, Ponds Lodge, Stanwood Motorsport West, Wildwest Pizza and Saloon, Klim, Unch and Jenny Schuerch, Zugger Shocks

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&

Ray Debenham

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Team CC

Big Lake
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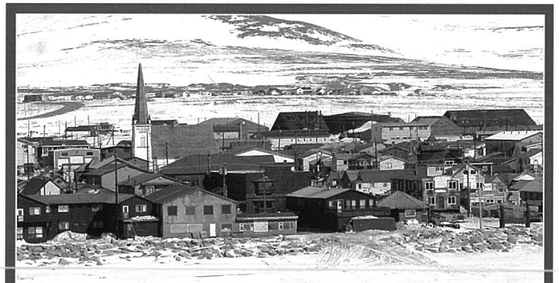
Nome
Morgan Sales & Service

Wasilla
Hatcher Pass Polaris (in Willow too)
Team CC

Call the Iron Dog Office for tickets and more information.

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iron dog



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From start to finish

2011 Iron Dog course description

By Justin Matley

This year, when you head out to Big Lake to watch the start of Iron Dog, you'll find it easier than ever to locate the event, park where your vehicle doesn't become surrounded by overflow, and you'll be able to enjoy additional event services such as free grub.

This is all made possible by a simple moving of the start to the Southport Marina.

"The primary reason for the move was proximity to power and land," says Kevin Kastner, Iron Dog executive director. "It offers us more opportunity to grow the event into an actual event and not just the start of a race. And, there's more in the way of vendor access, media access, potential to put up a web cam and things like that."

"The other added benefit is that it makes the race easier to locate for the spectator," says Kastner. "The minute you're on the ice you can't miss it."

The pro racers take off from the ice in two-minute intervals starting at 11 a.m. on Feb. 20. The trail class starts on Feb. 18.

Also, according to Kastner, spectators and other service and support vehicles will be able to park on land, reducing the risk of overflow and other potential problems on the ice."

For those whose attention perked up at the mention of grub, this year's Iron Dog start is expected to include free coffee, soda, hot dogs and other snacks to make the entire start a much more festive event.

The web cams, if employed in time as they are not a critical component for the race, will allow those at home to watch the start, many for the first time ever.

But, it's at the finish where all the excitement will be.

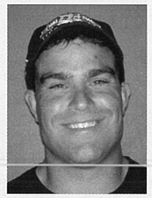
When reporters discuss the Iron Dog, the length of the race is usually described as 1,971 miles, or round it up to 2,000 miles, which stretched the truth. However, as of 2011, and as a result of route changes near the finish line that are estimated to add 50 to 60 more miles to the course, Iron Dog is now, truthfully, a 2,000-mile race. In fact, the race will be more than 2,000 miles, the exact distance unknown until riders with GPS units navigate the entire stretch to Fairbanks and provide a final figure.

Where did that additional 50-60 miles come from?

"The route near Fairbanks will take racers on the Tanana River, through Fort Wianwright Recreation Area, through North Pole, to the Corps of Engineers flood project," says Kastner. "We'll come over the dike there and have a new fueling spot as they come onto the flood project.

"They'll high-speed it across the flood project," says Kastner. "That will be an excellent place to watch the race. You can take a road up to that flood project, and you can see for miles."

That puts racers south of Fairbanks before reaching North Pole, then east of Fairbanks as they move through North Pole and turn



Marc McKenna

Age 36
Anchorage, AK

Marc is president of McKenna Bros. Paving, Inc. Marc is married to Kristin and has two children, Teya and Asa.

VETERAN

YEARS RACED: 2 time Iron Dog Champion (2005, 2008); has started 11 of the past 11 Iron Dog races run so far. Of the races run, Marc has failed to finish only 4 times, and of those finished, Marc's worst finish is 13th.

14 *McKenna & Van Meter* **SKI-DOO**



Dusty Van Meter

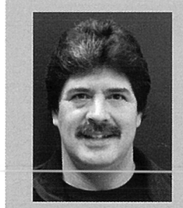
Age 41
Kasilof, AK

Dusty is a lifelong Alaskan employed by Tesoro as a control board operator and self employed as a commercial fisherman. Dusty is married to Evelyn and has three children, Kaiti, Shae, and Brayden. Dusty enjoys snowmobile racing with many cross country and sno-cross championships to his credit. Also, flying, hunting, fishing, coaching and riding are on the must do list.

VETERAN

YEARS RACED: 3 time Iron Dog Champion (2000, 2002, 2004); Dusty has started 15 of the past 16 Iron Dog races so far. Of the races run, Dusty has failed to finish only 6 times, and of those finished, Dusty's worst finish is 11th.

SPONSORS: Team CC Wasilla, Team CC Eagle River, BRP, McKenna Brothers Paving, Matthew McKenna, Korey Klingenmeyer, Our Wives and Kids, Don Jones, Curt Gojenola, Chris Baxter, David McRae & Dave Calkins.



Louis Miller III

Age 48
Anchorage, AK

Louis is a lifelong Alaskan employed as an air traffic controller by the FAA. Louis is married to Babette and has five children, Kristina, Natasha, Louis IV, Marissa and Falina. Louis has raced snowmobiles in the past and enjoys traveling, fishing, and working for his family as the fix it guy. This is the second Iron Dog run with his son, Louis IV.

VETERAN

YEARS RACED: 2010, 7th

15 *Miller & Miller* **POLARIS**



Louis Miller IV

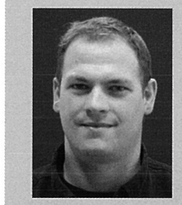
Age 24
Anchorage, AK

Louis is a lifelong Alaskan employed as a shop manager for Smart Start of Alaska. Louis has a child, Malila. Louis enjoys baseball, snowmobiling, dirt biking, fishing, camping and family time with Malila and girlfriend Ashley. This is the second Iron Dog run with his dad, Louis III.

VETERAN

YEARS RACED: 2010, 7th

SPONSORS: Smart Start of Alaska, Smart Start of the Valley, Marita Sea and Ski



Nick Olstad

Age 27
Wasilla, AK

Nick is a 23-year resident of Alaska employed as a mechanical superintendent by Udelhoven Oilfield Services. Nick is married to his beautiful wife, Bri. Nick has a couple of championships in the Mayor's Cup and K-150 snowmobile races. Nick enjoys 4-wheeling, flying and hanging with family and dog Kona.

VETERAN

YEARS RACED: 2 time Iron Dog Champion (2005, 2009). Nick has won every time he has finished the Iron Dog race. Nick has DNF's in 2006, 2007, 2008 and 2010.

16 *Olstad & Minnick* **POLARIS**



Todd Minnick

Age 31
Wasilla, AK

Todd is a lifelong Alaskan employed as an operator by Big Dipper Construction. Todd also owns House of Bread in Wasilla. Todd is married to his gorgeous wife Sharilyn and has one daughter, Emma. Todd has raced snowmobiles for years with numerous championships. Todd enjoys hunting, fishing, snowmobiling, cabin construction and hanging with family and friends.

VETERAN

YEARS RACED: 2009 Iron Dog Champion. 2002, 10th; 2004, DNF; 2005, 5th; 2006, DNF; 2008, DNF; 2010, DNF

SPONSORS: Polaris Industries, VFW Post 9365, A-1 Pawn, House of Bread, Weldin Construction, Prime Mechanical, Udelhoven, Big Dipper Construction, Edge Fitness, Bryan and Joyce Duck, Mike and Jayne Koskovich, John and Vicki Faeo, Canyon Lake Lodge, Chris and Cindi Harsh, Big Lake Power Sports, Dan Thibault, Walker Evans Racing Shocks, Airforms, Klim, Ken Lee's Iron Dog Cafe, Glacier Autoworks



James 'Tre' West III

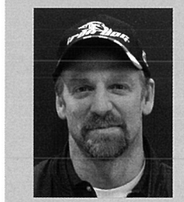
Age 25
Nome, AK

Tre is a lifelong Alaskan employed as an operator with the Board of Trade in Nome. Tre has one child Kiyler. Tre is a long time snowmobile racer with 4 first place wins in the annual Nome-Golovin race and two 2nd places in the Archie Ferguson race. Tre enjoys family time with girlfriend Raenelle and Kiyler, hunting, fishing, and camping.

VETERAN

YEARS RACED: 2002, Trail, finished; 2008, 14th; 2009, 17th; 2004, 2010, DNF

17 *West & George* **ARCTIC CAT**



Andy George

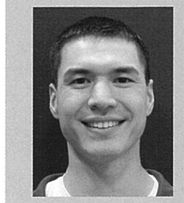
Age 47
Wasilla, AK

Andy is a 45 year resident of Alaska and is a mechanic for Mr. Lube. Andy is married to Stephanie and has four children Jake, Brad, Jet and Cole. Andy considers time spent with family, trips to the cabin and boating as must-do activities.

VETERAN

YEARS RACED: 2006 Iron Dog Champion. 1999, 13th; 2000, 11th; 2001, DNF; 2004, 7th; 2005, 4th; 2007, DNF; 2008, 2nd; 2009, 8th.

SPONSORS: Arctic Cat Inc, Wasilla Arctic Cat, Mr. Lube Inc, West Racing, Board of Trade, Alaskan Auto Inc - NAPA, TCI, InJet Petroleum Company, Alaska Cab Valley, Zugger Shocks, Parkhurst Mechanical, Subway, Liberty Tax, Pippel Insurance, Hilltop Recycling, Advanced Powder Coating, MW Drilling, Alaska Logistics, Nite-Shift Janitorial, Six Robblees', Alaska Goldstar, Howdie Inc, Swan Employer Services, Kenny Hughes, Unch, Lynn Slusher, Stephanie, Jake, Brad, Jet & Cole



Tyler Huntington

Age 25
Fairbanks, AK

Tyler is a lifelong Alaskan employed by Doyon Drilling as a derrick man. Tyler is married to Lisa and has two children, Trevon and Hayden. Tyler enjoys family time, boat racing, basketball and hunting. Tyler's time spent on the Tanana and Yukon River systems is considered well spent.

VETERAN

YEARS RACED: 2010 Iron Dog Champion; 2007, 7th; 2008, 3rd; 2009, 5th.

10 *Huntington & Olds* **POLARIS**



Chris Olds

Age 39
Eagle River, AK

Chris is a 26-year Alaskan married to Christine with two children, Haley and Mya. Chris works for Tikiqaq Construction as a project manager. Chris enjoys hunting, fishing, 4-wheeling and hanging with family.

VETERAN

YEARS RACED: 2010 Iron Dog Champion; 2000 - 2009, 1 DNF, 1 10th, 1 9th, 4 5ths, 1 4th.

SPONSORS: Polaris Industries, Walker Evans Racing, McKinley Polaris, Big Lake Power Sports, Klim, ARC Welding, Fine Line Interiors, Darby's Performance Machine, Anchorage Sheet Metal, Doyon, Inc., Alwayz Graphik, Ironhorse Espresso, Galena Liquor Store, Glacier Autoworks, Hotel McGrath, Lead Dog Helmet Light, Terry Pitka, Jim Binkley, Joyce Huntington, Jeremy Hanson, Charlie Huntington, Roy Folger, Christine Olds, Lisa Huntington.



Todd Palin

Age 46
Wasilla, AK

Todd is a lifelong Alaskan self employed as a commercial fisherman. Todd is married to Sarah and they have five children, Track, Bristol, Willow, Piper, Trigg and one grandson Tripp. Todd and his family enjoy outdoor time in Alaska fishing, hunting, flying, 4-wheeling, riding snowmobiles and commercial salmon fishing in Bristol Bay.

VETERAN

YEARS RACED: 2007, 2002, 2000 and 1995 Iron Dog Champion. 2004, 2005, 2006, 2nd; 1997, 2008, 4th; 2001, 2009 6th; 1998, 11th.

11 *Palin & Quam* **ARCTIC CAT**



Eric Quam

Age 40
Palmer, AK

Eric is a longtime Alaskan employed by Sperry Drilling as a MWD engineer. Eric has a 2nd place finish in the 2008 Arctic Man and a 1st place finish in a 1999 Lake Lucille 500 mile Grand Prix. Eric is married to Darcy and has one child Henley. Eric enjoys hockey, downhill skiing, jet skiing, dirt biking, fishing and jet boating.

VETERAN

YEARS RACED: 2008 Iron Dog Champion; 1999, DNF; 2000, 7th; 2001, 4th; 2009, 4th; 2010, 3rd.

SPONSORS: Arctic Cat, Keily & Associates Insurance Group Inc., Squire Creek Golf Club, KTBS Payroll, Stud Boy Traction Products, Fairbanks Gold, Zugger Shocks, Anchorage Suzuki/Arctic Cat, Guardian Security, L&M Supplies (Dillingham), Renton Coil Springs, Wasilla Arctic Cat, Fineline Interiors, Anchorage Drag Bikes, Debenham Investments, Arctic FX Graphics



Theron Willard

Age 34
Anchorage, AK

Theron is a nine-year resident of Alaska employed by EMC Engineering as a project engineer. Theron is married to Rhiannon and has two children, Wyatt and Harley. Theron enjoys hunting, fishing and woodworking.

ROOKIE

12 *Willard & Goodell* **SKI-DOO**



Jake Goodell

Age 31
Anchorage, AK

Jake is a 29-year resident of Alaska employed by EMC Engineering as a project Engineer. Jake is married to Rachel and enjoys backcountry snowmobiling, home brewing, hiking, shooting, and construction projects.

ROOKIE

SPONSORS: EMC Engineering, Team CC Ski-Doo, Fine Line Interiors, Woody's Traction Products



Daniel R. Lowrie

Age 35
Albuquerque, NM

Daniel is a three-year resident of Albuquerque, New Mexico, and is president of Makwa Builders. Daniel is married to McKenzie and has six children, Ava, Ali, Daniel, Ray, Tyler and River. Hunting and fishing are activities that Daniel enjoys.

ROOKIE

YEARS RACED: 2010, DNF

13 *Lowrie & Rapp* **SKI-DOO**



Raymond Rapp

Age 33
Seattle, WA

Raymond is a 20-year resident of Seattle and is self employed. Raymond is married to Julie and has one child, McKinley. Dirt bike riding, snowmobiling and mountain climbing top Raymond's list of things to do.

ROOKIE

YEARS RACED: 2010, DNF

SPONSORS: Makwa Builders, PACE Pacific

north, and enter the Chena River from the opposite direction as in previous years. In a sense, racers are circling around Fairbanks.

Sound like a lot of wasteful riding?

Not so, aside from the obvious and alluring aspect of breaking the 2,000-mile barrier for snowmachine racing, the course changes provide for a more convenient and enjoyable finish in downtown Fairbanks, which has been a challenge in past years. Also, prior to the finish, spectators have a chance to see the racers in the open as they speed across the Corps of Engineers flood project, just prior to entering the winding Chena River.

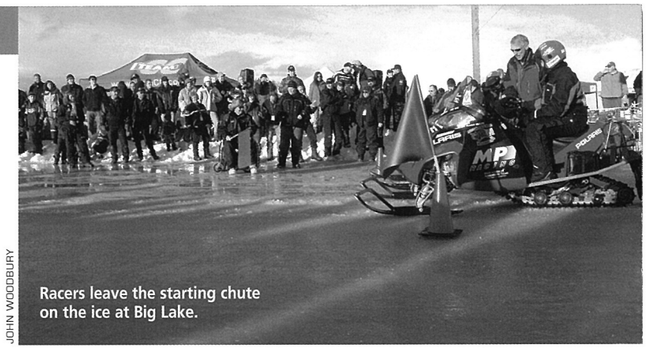
For the first time this also gives North Pole residents a chance to be involved with the race and watch from their homes, as the racers will be traveling through some of their back yards.

Finally, in previous years, spectators in Fairbanks had to wait and wait and wait with not a whole lot to do prior to the race champs screaming into the winner's circle. This year the Iron Dog finish will coincide with Fairbanks' Tired Iron vintage races on Feb. 26, giving Iron Dog fans a lot more entertainment, side events and possibly a sampling of those typical Alaskan shenanigans.

The rest of the racecourse from Big Lake through the remote checkpoints such as Nikolai, Poorman, Unalakleet, then to Nome and toward Fairbanks through Tanana and Manley Hot Springs will remain the same… just as long and tough as it ever was.

The only changes regarding checkpoints involve the mandatory layovers and improvements that will allow racers to strategize more effectively.

Last year's rules required mandatory layovers in specific locations only, which forced racers to sit still or push on at inopportune moments. This year's rules give racers multiple options for each layover. There are three mandatory layovers on the way to Nome and two, plus a hold in Tanana (facilitating finish plans), on the way to Fairbanks. Race teams have a choice of up to three locations for each layover. Although racers will be required to be in a general area (within the three options for any given layover), the racers will now be able to strategize and take care of mechanical issues off the clock if they choose to claim a location as their layover.



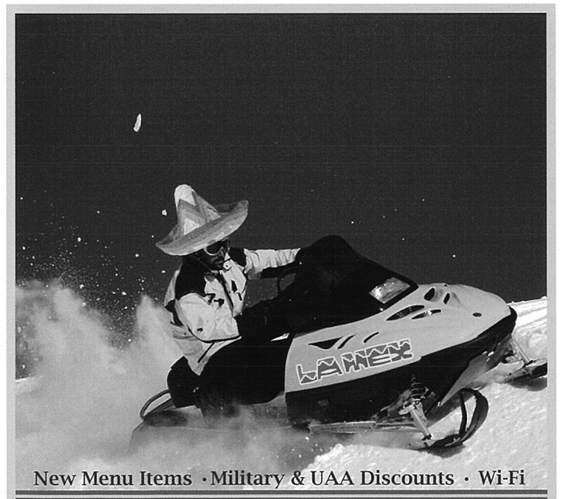
JOHN WOODBURY

Racers leave the starting chute on the ice at Big Lake.

"Based on moving the start time to an early time, the difference in hours and the fact that we have a layover in McGrath, I think a lot of the frontrunners will try to make it all the way to McGrath on the first day," says Kastner. "I think they'll push for McGrath, then stay in Galena, and then Unalakleet or push even farther. Weather can play havoc on all of this."

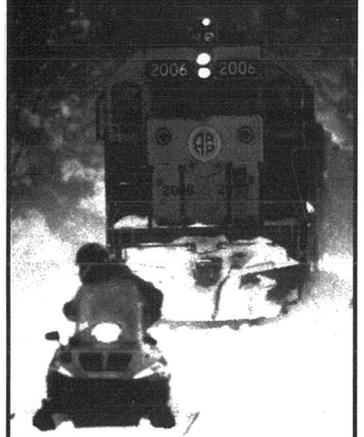
Strategies will vary more as the pack begins to spread out, but Kastner feels that those who are in it to win it will shoot for McGrath right from the get-go, and fans should expect one heck of a battle for first place.

CONTINUED ON NEXT PAGE





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Checkpoint Distances

NORTHBOUND	
Big Lake to Skwentna	79
Skwentna to Shell Lake	17
Shell Lake to Puntilla	55
Puntilla to Rohn	75
Rohn to Nikolai	74
Nikolai to McGrath	52
McGrath to Ophir	63
Ophir to Poorman	99
Poorman to Ruby	72
Ruby to Galena	52
Galena to Kaltag	98
Kaltag to Unalakleet	95
Unalakleet to Shaktoolik	41
Shaktoolik to Koyuk	57
Koyuk to White Mountain	94
White Mtn to Nome	75
Total Northbound Mileage	**1108**

SOUTHBOUND TO FAIRBANKS	
Nome to White Mountain	75
White Mtn to Koyuk	94
Koyuk to Shaktoolik	57
Shaktoolik to Unalakleet	41
Unalakleet to Kaltag	95
Kaltag to Galena	98
Galena to Ruby	52
Ruby to Tanana	120
Tanana to Manley	69
Manley to Nenana	110
Manley to Nenana	100
Total Southbound Mileage	**911**

NORTHBOUND LAYOVER LOCATIONS AND TIMES

Three layovers will be required Northbound. All three layovers will be fixed at 10 hours each for a northbound total of 30 hours.

Layovers must be taken in any one of the listed locations and regions as follows:

Northbound Layover #1: Puntilla or Rohn or McGrath
Northbound Layover #2: Ruby or Galena or Kaltag
Northbound Layover #3: Unalakleet or Koyuk or White Mountain

SOUTHBOUND LAYOVER LOCATIONS AND TIMES

Two layovers will be required Southbound. Both layovers will be fixed at 10 hours for a Southbound total of 20 hours.

Layovers must be taken in any one of the listed locations and regions as follows:

Southbound Layover #1: Koyuk or Unalakleet or Kaltag
Southbound Layover #2: Galena or Ruby

There will then be a mandatory hold in Tanana.

NOME ARRIVAL AND RELEASE PROCEDURES

All participating pro class teams must arrive in Nome by 11:59 p.m. on the fourth day of the race. The Nome restart is scheduled for the morning of the fifth day, Feb. 24. Any race class team that does not arrive into Nome within the required time limit finishes as a trail class participant in Nome.

RACE RESTART

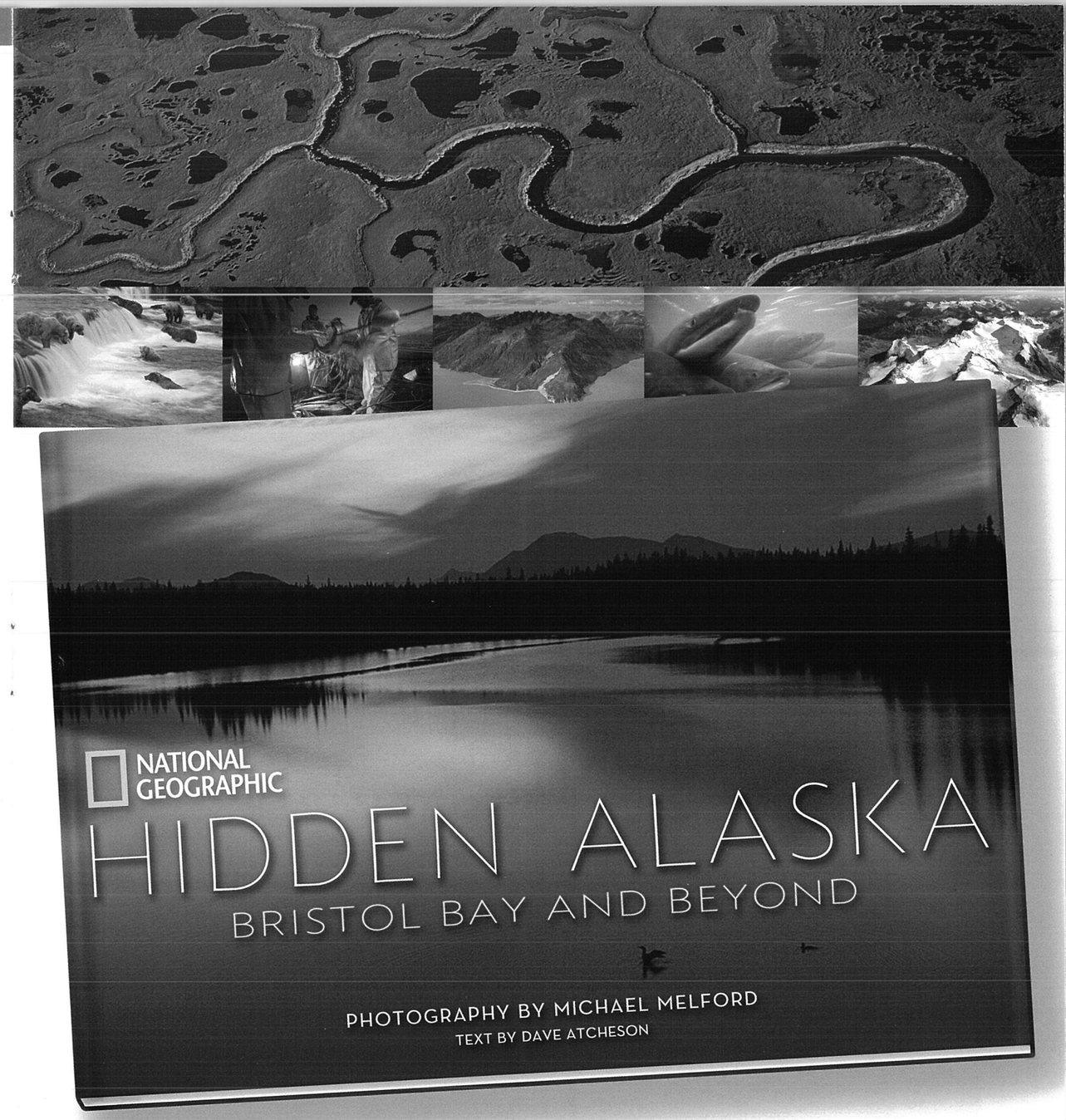
The halfway release will begin at 8 a.m. on Feb. 24.

Teams 1-5 will be released on their actual trail split times not to exceed 45 minutes apart. After the release of the fifth team there will then be a 30-minute break.

Teams 6-10 will then be released on their actual trail split times not to exceed 30 minutes. After the release of the 10th team there will be a 15-minute break.

Teams 11-15 will then be released on their actual trail split times not to exceed 15 minutes. After the release of the 15th team there will be a 10-minute break.

The remainder of the teams will then be released on their actual trail split times or every 10 minutes, whichever comes first. Course times will reflect any Nome work times and time adjustments.



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2007 F1000 LXR	(1 Only, Retail $11,699)	$6,299
2007 F8	(2 Only, Retail $9,499)	$5,499
2007 M8 162"	(Retail $10,099)	$7,799
2007 Crossfire 1000	(Retail $11,199)	$7,199
2007 Crossfire 1000 SP	(1 Only, Retail $11,899)	$7,899
2007 F5 LXR	(1 Only, Retail $7,599)	$5,999
2008 F1000	(Retail $11,249)	$6,899
2008 F1000 SP	(Retail $12,099)	$8,199
2008 Crossfire 1000 SP	(1 Only, Retail $12,199)	$7,599
2008 Crossfire 800 SP	(1 Only, Retail $10,499)	$9,199
2009 M1000 162"	(1 Only, Retail $12,199)	$9,876
2009 Crossfire 800R	(Retail $9,799)	$7,914
2009 TZ1 LXR	(1 Only, Retail $11,699)	$9,999
2009 1100 Z1 Turbo	(Retail $12,499)	$10,159
2009 1100 Z1 TurboLE	(1 Only, Retail $13,299)	$10,855
2010 Bearcat 570	(Retail $7,349)	$6,777
2010 Crossfire 800 141"	(Retail $10,499)	$9,599
2010 Crossfire 800 141"SP	(Retail $11,299)	$10,599
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2011 Crossfire 600	(Retail $9,599)	$9,199
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2010 700 H1 red Was $8499	Now $7,999	2010 700 Prowler Camo Was $12,399 - 1 Only	Now $11,111
2010 700 H1 PS LE Was $9249 - 2 Only	Now $8,699	2010 1000 Prowler XTZ Was $14,499 - 1 Only	Now $13,899
2010 550 H1 PS Was $10,149 - 2 Only	Now $9,699	2010 700 H1 LE Was $9399	Now $8,355
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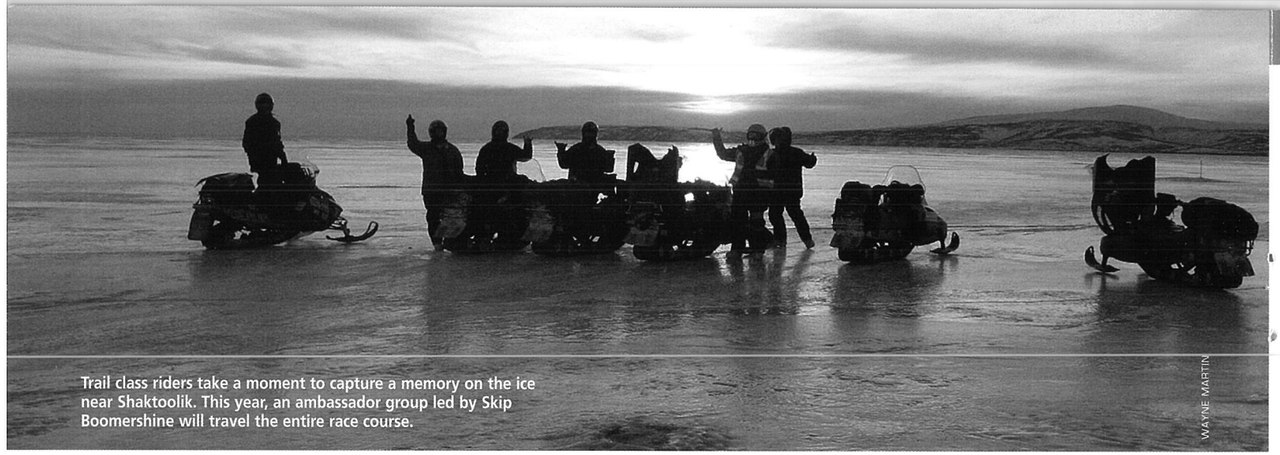
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Trail class riders take a moment to capture a memory on the ice near Shaktoolik. This year, an ambassador group led by Skip Boomershine will travel the entire race course.

WAYNE MARTIN

Introducing the 2011 Iron Dog Ambassador Team

This year we are adding a new element to the Iron Dog with an ambassador team of riders comprised of select members with a specific mission of goodwill and public relations for all the communities touched by the Iron Dog race.

Our primary mission is to personally thank every volunteer, rural community and the individuals who make our race possible. Led by one of our most recent board directors, Skip Boomershine, the team of riders will depart from Wasilla (Big Lake), Alaska with our trail class riders. As they pass through communities, this team will take a little extra time to visit with locals and express gratitude and appreciation for their support of the Iron Dog.

A-TEAM MEMBERS

- Skip Boomershine, Team Leader and Iron Dog board member
- Mark Ivy, Assisting Leader
- LTC Joseph Lawendowski, National Guardsman
- Mike Bedard, Polaris Engineer
- Others may join as race day approaches.

Unique to the A-Team, their route does not stop in Nome like most trail class teams. They will continue ahead of the pro class teams at least a day earlier to visit all the communities on their way to the Iron Dog grand finale in downtown Fairbanks, Alaska.

In addition to our primary mission of public relations, we are inviting a limited number of industry-related sponsors to join us on this ride. The intent of having industry riders involved is to give companies a firsthand experience of the Iron Dog.

Our hope is that companies will take away from their involvement a sense of how our race really is the most extreme winter event in the world.

Sincerely,

Kevin Kastner
Executive Director
Iron Dog, Inc.



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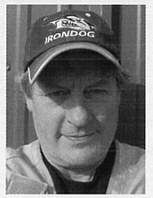
Ryan Bloom — Age 48, Anchorage, AK

Ryan owns and operates EMC Engineering and has lived in Alaska the past 18 years. He enjoys flying, hunting-both in Alaska and in Africa, and riding the modern sleds. Ryan has snowmobiled since 1970. Ryan is married to Janie and has a daughter, Morgan.

ROOKIE

YEARS RACED: 2010 Trail, DNF

6 *Bloom & Falldorf* **SKI-DOO**



Dennis Falldorf — Age 56, Ketchikan, AK

Dennis is a lifelong Alaskan who consults with EMC Engineering when he is not retired. Dennis has been a snowmobiler since 1964. Dennis is married to his lovely wife Therese and has four children, Bryan, Jessy, Jake and Erin. Dennis considers the quick 2,000-mile snowmobile ride across Alaska with the world's best snowmobile riders just too cool.

ROOKIE

YEARS RACED: 2006 - 2010 Iron Dog Race Director; 2009, Trail Class, finished; 2010 Trail Class, finished and 2010 Volunteer of the Year; 2011, continued Iron Dog race schooling.

SPONSORS: EMC Engineering, Team CC Ski-Doo, Fineline Interiors, Lead Dog Helmet Lights, Woody's Traction Products, Bloomer's Snowmobile Enhancements, Falldorf's Snowmobile Adventures, Arctic Needle, Jackson Stacks



Cory Davis — Age 22, Soldotna, AK

Cory is a lifelong Alaskan employed as a professional Arctic Cat snowmobile racer. Cory was a bronze medal winner in the Speed and Style class of the 2010 X-Games, a 3rd place finisher in the 2009 World Championships in Mala, Sweden, and a 2 time semi-pro national champion, taking a 5th overall in his first year in the Pro Classes. This is Cory's first Iron Dog with his Dad, Scott.

ROOKIE

7 *Davis & Davis* **ARCTIC CAT**



Scott Davis — Age 51, Soldotna, AK

Scott is a 49-year Alaskan who has owned and operated Davis Block and Concrete for 33 years. Scott is married to Regina and has two children, Cory and Carley. Scott has raced all over Alaska for the past 40 years with many a victory to his credit. This is Scott's first Iron Dog with his son, Cory.

VETERAN

YEARS RACED: 7 time Iron Dog champion (1985, 1989, 1993, 1997, 1998, 1999, 2007). Scott has started 24 of 26 Iron Dog races and has finished in the top 3 18 times.

SPONSORS: Davis Block and Concrete, Arctic Cat, Arctic Wear, Stud Boy Traction Products, Smartwool, Speedwerx, Slednecks, HMK, Coca Cola of Alaska



Tyler Aklestad — Age 25, Palmer, AK

Tyler is a lifelong Alaskan employed by MTA as a Splicer. Tyler has an extensive snowmobile race history winning the Valdez Mayor's Cup four times and placing well in numerous other events. Tyler enjoys taking in all that Alaska offers by flying, fishing, hunting and riding dirt bikes.

VETERAN

YEARS RACED: 2007, 2nd; 2009, 2nd.

8 *Aklestad & Johnson* **SKI-DOO**



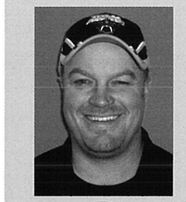
Tyson Johnson — Age 31, Alaska

Tyson is a lifelong Alaskan employed by General Mechanical, Inc., as a journeyman. Tyson is a five time Arctic Man winner and course record holder and has many first place finishes in numerous snowmobile races since 1999. Tyson enjoys fishing, hiking, boating, working out and hanging out with girlfriend Julie.

VETERAN

YEARS RACED: 1997, Trail, finish; 1998-2010, 1 DNS, 4 DNF's, 4 5ths, a 3rd, and 2 2nds.

SPONSORS: Team CC Ski-Doo, IBEW Local 1547, Ski-Doo Racing, Northwoods Lodge, MotorFist Gear, DOOtalk, Sheet Metal Workers Local 23, 50 Below, Fineline Interiors, HMK Boots, MotorFist Gear, Woody's Traction Products, Grip-N-Rip Racing, Tom's Snowmobile Salvage, 9-J Corporation, RPM Composites, Trail Tanks, Compeau's, Wilderness Ski Doo, Lead Dog Helmet Lights; Special Thanks to Cory Cronquist, David Harris, Eric Johnson, and all our family and friends.



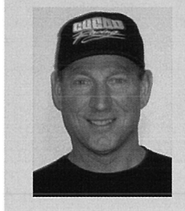
Derrick Johnson — Age 38, Coeur D' Alene, ID

Derrick owns and operates Edge Performance. Derrick was "bitten" by the Iron Dog in 2007 and desires to be the first out-of-state winner. Derrick is married to Jessica and has two children, Ethan and Avery.

VETERAN

YEARS RACED: 2007, 2009, 2010 DNF; 2008, 10th

9 *Johnson & Piper* **ARCTIC CAT**



Steve Piper — Age 50, Troy, ID

Steve is a motorhead claiming an AMMC championship in 1992 and moving on to quad racing, Dirt Modifieds, late Model Stock cars, Open Wheel Modifieds, and the NASCAR Grand American Asphalt Modified series. Steve has multiple championships with the four wheeled rigs. Steve is married to Renee and has two children, Katie and Rayban. Steve works for Schweitzer Engineering Laboratories as an aviation technician and is retired from the United States Air Force.

VETERAN

YEARS RACED: 1993, 5th; 1994, DNF

SPONSORS: Edge Performance

2011 Pro Class



Andrew Zwink

Age 21
Wasilla, AK

Andrew has raced snowmobiles since 2008. Andrew is a lifelong Alaskan who enjoys all that Alaska has to offer. Andrew works as a heavy equipment operator.

ROOKIE

YEARS RACED: 2009, DNF; 2008, DNF

2 — *Zwink & Sottosanti* — POLARIS



Ryan Sottosanti

Age 33
Wasilla, AK

Ryan is 20-year resident of Alaska employed by Last Frontier Mechanical as a journeyman plumber/pipe fitter and is a member of UA Local 367 Plumbers and Pipefitters Union. Ryan is married to Heather and has one child, Faith. Ryan has been racing snowmobiles for the past 10 years with numerous podium finishes in numerous cross-country events. Ryan enjoys family time, snowmobile racing, training, jet skiing, snow and wake boarding, fly fishing, fabricating, welding and wrenching.

VETERAN

YEARS RACED: 2010, Top Rookie, 6th; 2002, DNF

SPONSORS: UA Local 367, Neeser Construction, Alaska Specialty Equipment, Independent Lift Truck, Mat Su Dental, Big Lake Polaris, Last Frontier Mechanical, Interstate Batteries, Back-In-Motion, Alaska Industrial Insulation, Anchorage Sheet Metal, Zugger Shocks, General Mechanical, Ohlins, Polaris Industries, Klim, Woody's Traction Products, Bill Sledge, Sinister Customs, Al Palma, Heather Sottosanti, Al Sottosanti, Pete Nolfie, Alaska Portable Buildings and everybody else that offered support.



Doug Dixon

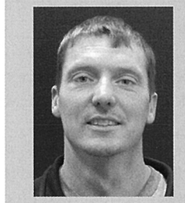
Age 43
Anchorage AK

Doug is a lifelong Alaskan who operates Fine Line Interiors - the lead Iron Dog bag supplier. Doug is married to Johnteil and has three children, Asbley, Kial and Michael.

VETERAN

YEARS RACED: 2010, 2nd

3 — *Dixon & Wold* — ARCTIC CAT



Wayne Wold

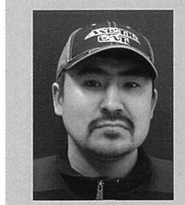
Age 36
Wasilla, AK

Wayne works for Northern Asphalt. Wayne is married to Shawna and has three children, Haakon, Aubrey and Jordon.

VETERAN

YEARS RACED: 2008, 7th; 2009, DNF

SPONSORS: Specialty Truck and Auto, Ten Fish, Kymco, Davis Block and Concrete, Sound Financial, Coca Cola of Alaska, Universal Roofing, Summit Doors and Windows, Spinell Homes, Anchorage Sheet Metal; Bradley, Reid & Associates, F Street Station, Koonce, Pfetter & Bettis, Spenard Builder's Supply, Denali Detail, Alaska Performance RV, Perfectionist Auto Sound & Security, Taylor Leasing, State Farm (Jesse Dewar), Lithia Dodge, Interstate Batteries, TNT Bodyworks, ACE Supply, Dewey's Cook Inlet, Northern Asphalt, Shoreside Petroleum, Graff Construction, AAA Fence, Clean Flame Logs, Grams, Ruthie Cumberlidge, J & M Clayton, GCI, Wasilla Arctic Cat, Anchorage Suzuki/Arctic Cat, V F Grace, Colony Builders, Rex Pegg Fabrics, Quam Technology, Al Palma, Zugger Shocks, Granite Construction



Vernon Albert

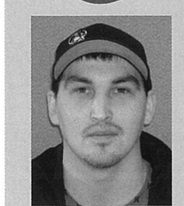
Age 29
Ruby, AK

Vernon is a lifelong Alaskan employed by DDI 141. Vernon has two children, Sheldon and Nummies. Vernon has raced various local Yukon River snowmobile races with top finishes each time. Vernon enjoys racing the sleds around the state and spending family time with girlfriend Audrey Rose and the kids.

ROOKIE

YEARS RACED: 2008, DNF

4 — *Albert & Malamute* — POLARIS



Kyle Malamute

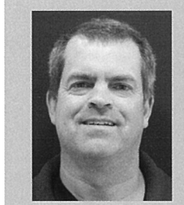
Age 26
Galena, AK

Kyle is a lifelong Alaskan employed in the parts department at Compeau's Inc. Kyle is married to Manoli and has two children, Kaydence and Daylen. Kyle has raced the local Yukon River drainage snowmobile circuit, with multiple wins to his credit. Kyle enjoys boating on the river with family and friends, playing city league basketball, and home time with the family.

VETERAN

YEARS RACED: 2007, 8th; 2009, DNF

SPONSORS: Big Lake Polaris, Woody's Traction Products, Zugger Shocks, Western Power Sports, Fly Racing, Dad, Randy Kangas, Gary Kangas, Art Morgan, Pat Krupa, Robert Wall, Girlfriend Audrey Rose and boys Nummies and Sheldon, Greg Nickoli, People of Ruby, Alaska, Auto Trim Designs, Todd Malamute and family, Fly Racing, Randy Kangas, Frankie Harris, Jean Carlo, Golden Heart Construction, Brenda Carey and Family, Nancy and Terry Pitka, Fred and Steph Nicholia, Tom Lucas, Shirley Nicholia, Blu Sky Designs, Stephen and Cassandra Sweetsir, Thelma Nicholia, Craig Hill, and the supportive families Audrey, Sheldon, Nummies; and, Manoli, Daylen and Kaydence



Jim McAllen

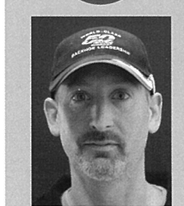
Age 49
Anchorage, AK

Jim is a lifelong Alaskan employed by McAllen ans Son Electric. Jim is married to Beth and has two children, Chloe and Zach. Jim enjoys hunting, fishing, shrimping, camping, boating and most outdoor activities.

ROOKIE

YEARS RACED: Race runs in 1999, 2000, 2001, 2002, 2004, 2005

5 — *McAllen & Cherrier* — POLARIS



Curtis Cherrier

Age 41
Anchorage, AK

Curtis is a lifelong Alaskan who enjoys water skiing, flying and traveling. He is employed by Inlet Electrical Contractors, LLC, as a project manager. Curtis has two daughters, Katie and Gabrielle.

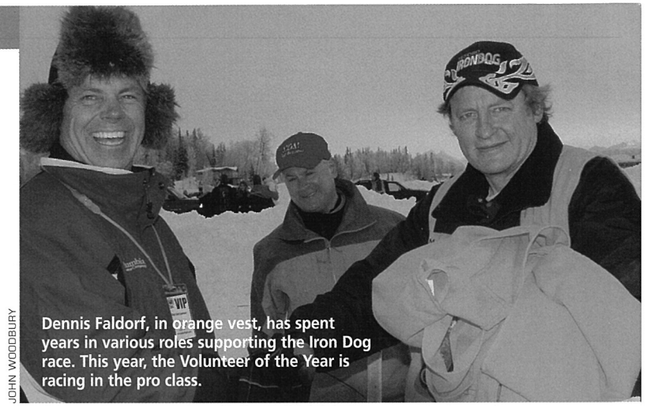
VETERAN

YEARS RACED: 2010, 4th; 2007, 5th

SPONSORS: Dean's Automotive, McAllen and Son Electrical and CNJ Mechanical

Above and Beyond

A tribute to volunteers, one in particular



JOHN WOODBURY

Dennis Faldorf, in orange vest, has spent years in various roles supporting the Iron Dog race. This year, the Volunteer of the Year is racing in the pro class.

By Justin Matley

As Iron Dog staff will tell you, the race doesn't happen without volunteers. Well before any snowmachine leaves the starting line, volunteers have already spent countless hours ensuring the "World's Longest, Toughest Snowmobile Race" goes off without a hitch.

And the real work is just beginning.

Ahead on the trail challenges and obstacles await the racers, yet volunteers are just as plucky with overcoming the myriad logistics that hound this wildest of races. Volunteers are tasked with clocking riders in and out of checkpoints, providing fueling assistance, notifying racers of conditions and assisting in emergencies, coordinating the reception and release at the halfway point, wrangling the finish line chaos into a mid-winter celebration, to name just a few of the details that go into the Iron Dog.

Iron Dog was built on the cooperation of volunteers, people who enjoy the backcountry, enjoy a few days of entertainment in the remote Interior, and people like Dennis Faldorf who volunteers because of a deeper appreciation for the games.

"We cannot ever lose Iron Dog one year," says Faldorf, "due to… you know, weather is one things, but strife, and chaos, and losing a season due to that… it would be the end of the Iron Dog."

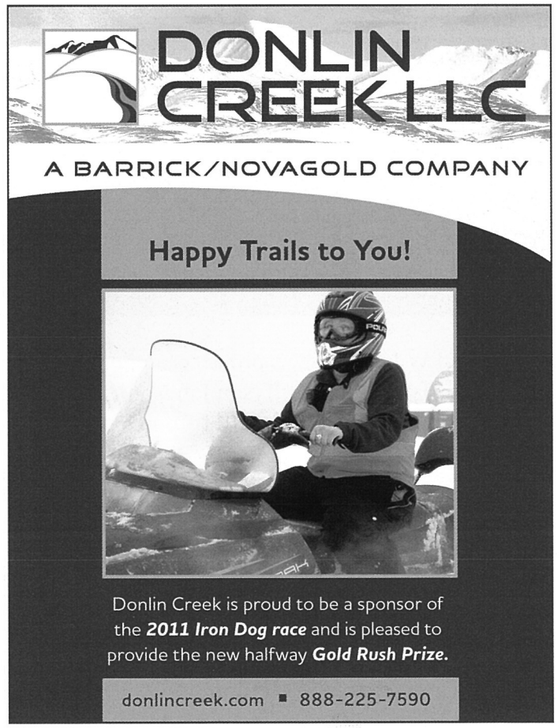
Faldorf has been involved with Iron Dog since 2006 as a race director, race official, trail breaker, sweep and assistant to the Iron Dog staff.

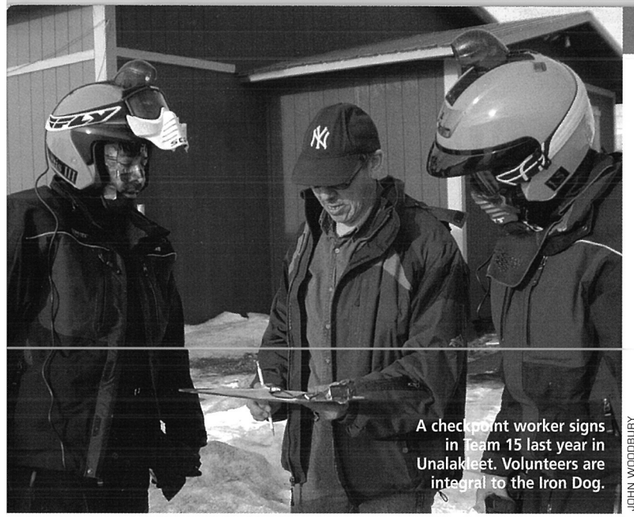
This year his services and expertise were needed more than ever.

"He's been helping with a transfer of knowledge," says Kevin Kastner, executive director of Iron Dog. "He's been in the office. He's the one that put the race roster together. Basically, he's been

CONTINUED ON NEXT PAGE







A checkpoint worker signs in Team 15 last year in Unalakleet. Volunteers are integral to the Iron Dog.

JOHN WOODBURN/IDHOF

Snow Warriors



IBEW Local 1547 is proud to support
Tyler Aklestad, Tyson Johnson
and Billy Long in the 2011 Iron Dog.

ALASKA IBEW LOCAL 1547

the most active volunteer we have, helped put the roster together, with basics on logistics, on checkpoints, who to call, laying out the race, and key in picking race officials this year, helping us find that team,."

Faldorf wouldn't have it any other way. A race this special calls for special people who are willing to work to make things happen.

"What makes it so special is as it says, 'The Longest, Toughest Snowmobile Race in the World,' and it's a long event, and it's the ultimate snowmobile ride," says Faldorf.

His experience has given him a clear concept of what the race is all about.

"You could say it's the consummate combination of man and machine versus the terrain and Mother Nature," he says. "That's what you're up against. And you never know what she's going to throw at you at the time of the race, 40 below, 40 above, deep snow, ice, rain, rocks – just be ready for it."

For the first time Faldorf will make the run to Fairbanks as a pro class racer. According to Faldorf he has been getting his mind and body "right," focusing on preparation of mind, body and machine. He's practicing, exercising and getting in the proper mental state.

"The most common mistake is going at the race for something other than just trying to finish the thing," says Faldorf. "Don't try to race to early, or go out there with some kind of vision like you want to bond with your kid or something and forget that you have to get to the finish line and then you end up wrecking your snowmobile. Or you don't quit and you push an injury to far. You gotta know when to draw down and quit," says Faldorf. "The thing is you get to wound up and focusing on racing and not on finishing.

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Thirty percent of the field will get to the finish line; you have to get there. Why are you running the iron dog? Well, it's the finish, and there's only one reason," he says.

Faldorf will be running the race on a Ski-Doo, and though he doesn't think at his age he'll be pushing for the championship, he does believe racing will give he and others vital, first-hand race experience that can be utilized to further assist Iron Dog staff to develop a more effective team of race officials. Faldorf may be thinking about one thing, finishing, but his eye is always looking ahead to the continuation, support and improvement of the race.

He credits other volunteers and communities residents with keeping the spirit of Iron Dog alive and growing.

"There are probably three to four hundred volunteers when you count them," says Faldorf. "They include race officials, work at banquets, the start and finish lines, time keepers, vehicle inspectors. And then the ones that you really think about the most are the guys that run the remote fuel checkpoints of Poorman, Ophir and Rohn. Those guys come in remote, camp or tent in little cabins. It's an unbelievable job they do," he says.

Those remote volunteers will remain entrenched for four to six days, ride as much as 130 miles, and deal with weather and poor-to-bad access, especially last year with miles of burn trees strewn across their path.

Which brings us to other extremely important volunteers: those who break the race trail, which Faldorf has done in the past. He recalls the hard work, but also the friendly people who enjoy having visitors in their unique part of interior Alaska.

"You discover real Alaska out there," says Faldorf. "That's what really drew me into these trail rides and stuff. People like in Nikolai, in Koyuk, White Mountain, Unalakleet, Kaltag, Ruby – just unbelievably nice people."



Skwentna checkpoint volunteers fuel up sleds during last year's event.

JOHN WOODBURN/IDHOF

According to Faldorf, they really appreciate the fact that you are coming into their country. Racers and others are experiencing their world, their life, and locals appreciate others having experiencing how they live.

It is reasons like this, and his family history of snowmachine racing, that Faldorf plans on being involved for the long haul.

"I'm going to do it forever," says Faldorf. "What I do for the sport that I love is I help support the Iron Dog. They'll probably pull my cold, dead body from a snowmobile."

"He will be the volunteer of the year," says Kastner. "Frankly, without him, we would be sort of at a loss and probably missing quite a bit of detail that this new staff has no idea about."

Congratulations Dennis. We appreciate and recognize all that you and other volunteers do.

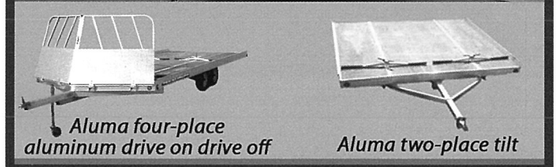
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