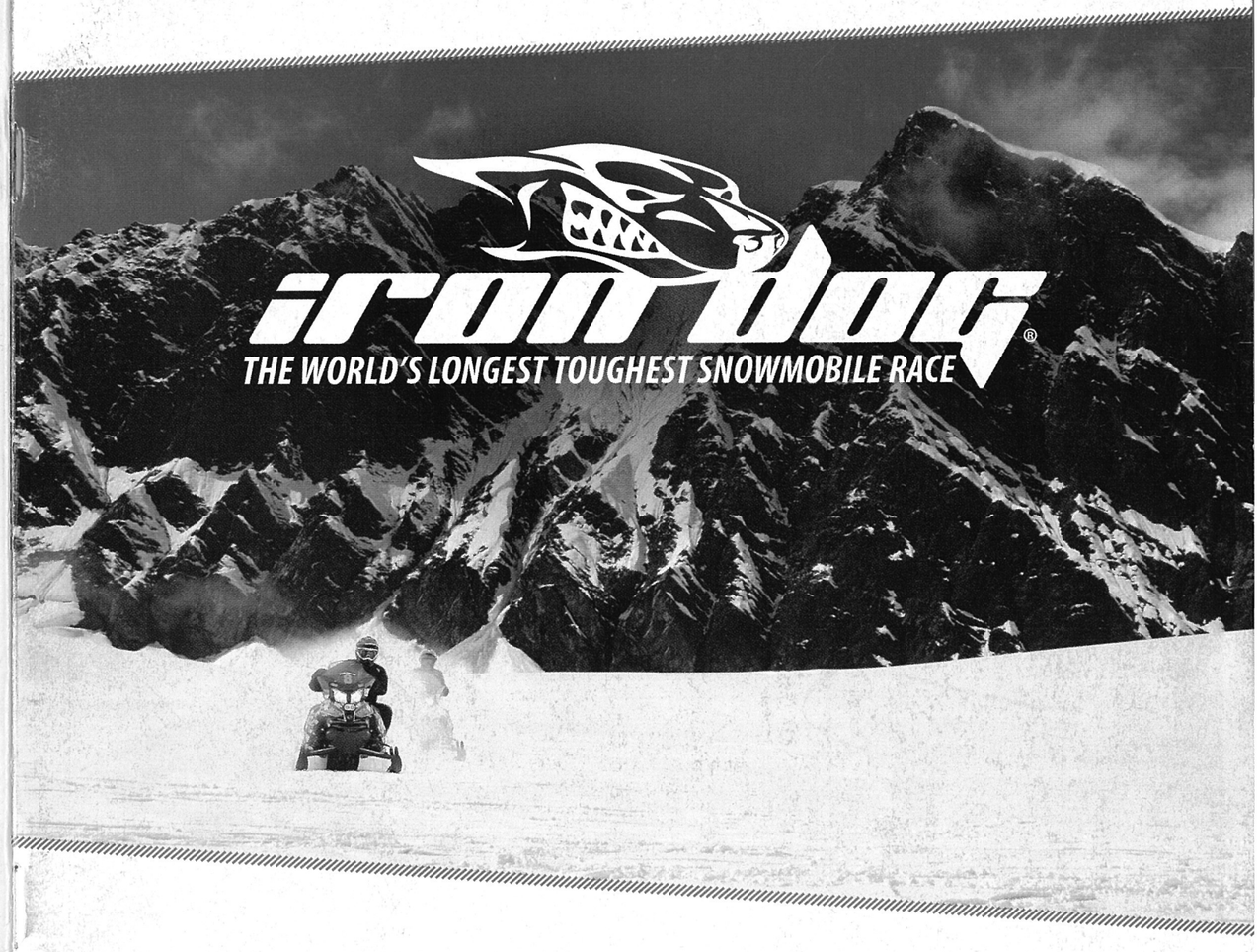
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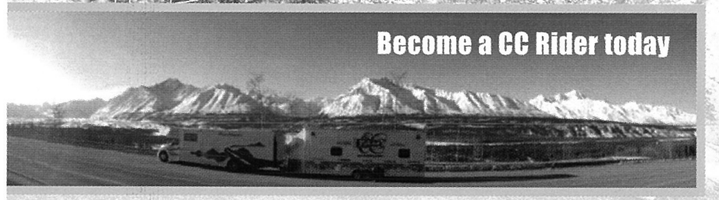


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99





Gee, Rhoades, Webb

Polaris, Ski-Doo

Jimmy Gee, Wasilla, AK

I live in Wasilla and have a 12-year-old daughter. I primarily work as a surveyor and as an Alaska-registered hunting guide.

Darrell Rhoades

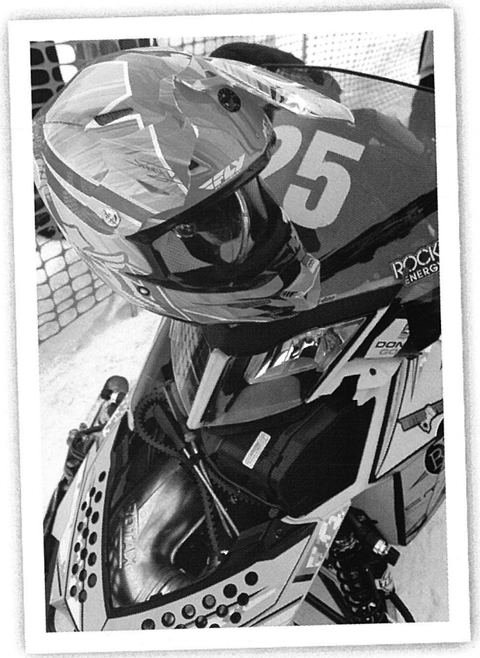
No bio provided.

Brian Webb, Anchorage, AK

I enjoy hunting, fishing, woodworking, and spending time with my family.

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63




Buckmeier, Reitano

Ski-Doo

Arlan Buckmeier, Rugby, ND

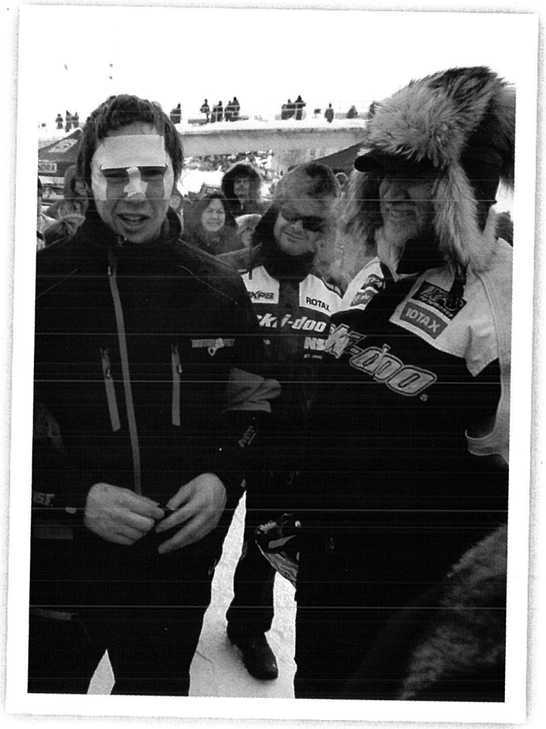
I feel my best when I am out playing in our great state. Snowmachining, flying and four-wheeling all sounds good to me. I have many miles on a sled, having done the Tok to Dawson run 19 times. Mountain riding is the best for me. I look forward to the Iron Dog, meeting new people and seeing new places.

Ronald Reitano, Fairbanks, AK

I am self-employed as owner of Moonlighting Construction, Inc. I've never raced before, just like to ride. I wanted to have the experience of completing the course. This journey should provide many stories for my kids and someday grandkids.

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CLYDE HEWITT

75





Charles, Kidwell, Lorah

Polaris, Ski-Doo, Yamaha

Rebecca Charles, Big Lake, AK

Rebecca is the owner and operator of Cache Creek Adventures, a local ATV and snowmobile tour company. She has been a backcountry guide for more than a dozen years and rides 4,000+ miles per winter. Her greatest goals are to compete in the Iron Dog Pro-Class and to inspire her young daughter to dream big!

Rachel Kidwell, Anchorage, AK

Born and raised in Bullhead City, Ariz., Rachel came to Alaska in 2007. She is an alumni of the University of Alaska Anchorage School of Engineering and varsity volleyball team. She has an adventerous spirit and loves to fish, camp, hunt, hike, read and hang out with friends.

April Lorah, New Ringgold, PA

April was born and raised in Pennsylvania and was introduced to snowmobiling by her father at a young age, operating her first machine at 14 years old. She entered the U.S. Air Force at the age of 18, which ultimately led to her being stationed in Alaska in 2009. April became a Military Working Dog Handler in Security Forces and was deployed to Afghanistan in 2011. She has also been to other countries in support of the President, Vice President, and Secretary of State as part of the Presidential K9 team while stationed at Andrews Air Force Base.

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53

Paris, Walsh

Polaris

Dan Paris, Anchorage, AK

I'm looking forward to riding to Nome.

Brian Walsh, Anchorage, AK

I am a lifelong Alaskan and enjoy the nice country and people along the trail.

Sponsors:

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54

Hamilton, Hamilton

Yamaha

Jonathan Hamilton, Eagle River, AK

I live in Eagle River, and enjoy snowmachining, hiking, and doing anything outdoors during both winter and the summer. I used to race motocross and am now looking forward to riding to Nome and trying my hand at snowmachine racing. I am out most weekends snowmachining in the winter, and enjoy both mountain riding and trail riding. I have been an Alaska resident for all of my life.

Stephen Hamilton, Owensboro, KY

I live in Eagle River with my beautiful wife, Maria; son, Jonathan; and talkative daughter, Raquel. I enjoy living in Alaska and love snowmachining. A special thanks to my good friend Rich Runser who introduced me to the sport of kings – snowmachining!

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55

Darnell, Falldorf, Kiren, Meuser

Polaris, Ski-Doo

Charles Darnell Jr., Palmer, AK

I have been an Alaska resident since 2006, I have been a RN/EMT for 23 years currently working for the Mat Su Borough DES as the area assistant for the Emergency Medical Service. I am married to a beautiful, intelligent woman who is my biggest supporter and sponsor. I have three kids, ages 30, 22, and 17, and two wonderful grandsons. My hobbies include just about anything outside, hunting, fishing, camping, motorcycles and four-wheelers.

Dennis Falldorf, Ketchikan, Alaska

Dennis is a lifelong Alaskan, born in Ketchikan and living in Anchorage since 1960. Snowmobiles have been part of Dennis' life since 1964, so 2014 marks not only the sixth consecutive Iron Dog adventure for Dennis but also his 50th year of snowmobiling. Dennis splits his time between Alaska and Pahrump, Nev., where riding his 990 and 450 KTMs in the vast and beautiful desert complements traveling in the vast Alaska winter landscape nicely. Dennis is married to the love of his life, Therese Stokes, and has four kids: Douglas, Jessy, Jake and Erin. Dennis works part time for EMC Engineering as a consultant road and airport builder. Thanks go out to Team 55 for letting me shoehorn in at the last minute.

Joseph Kiren, Manor, PA

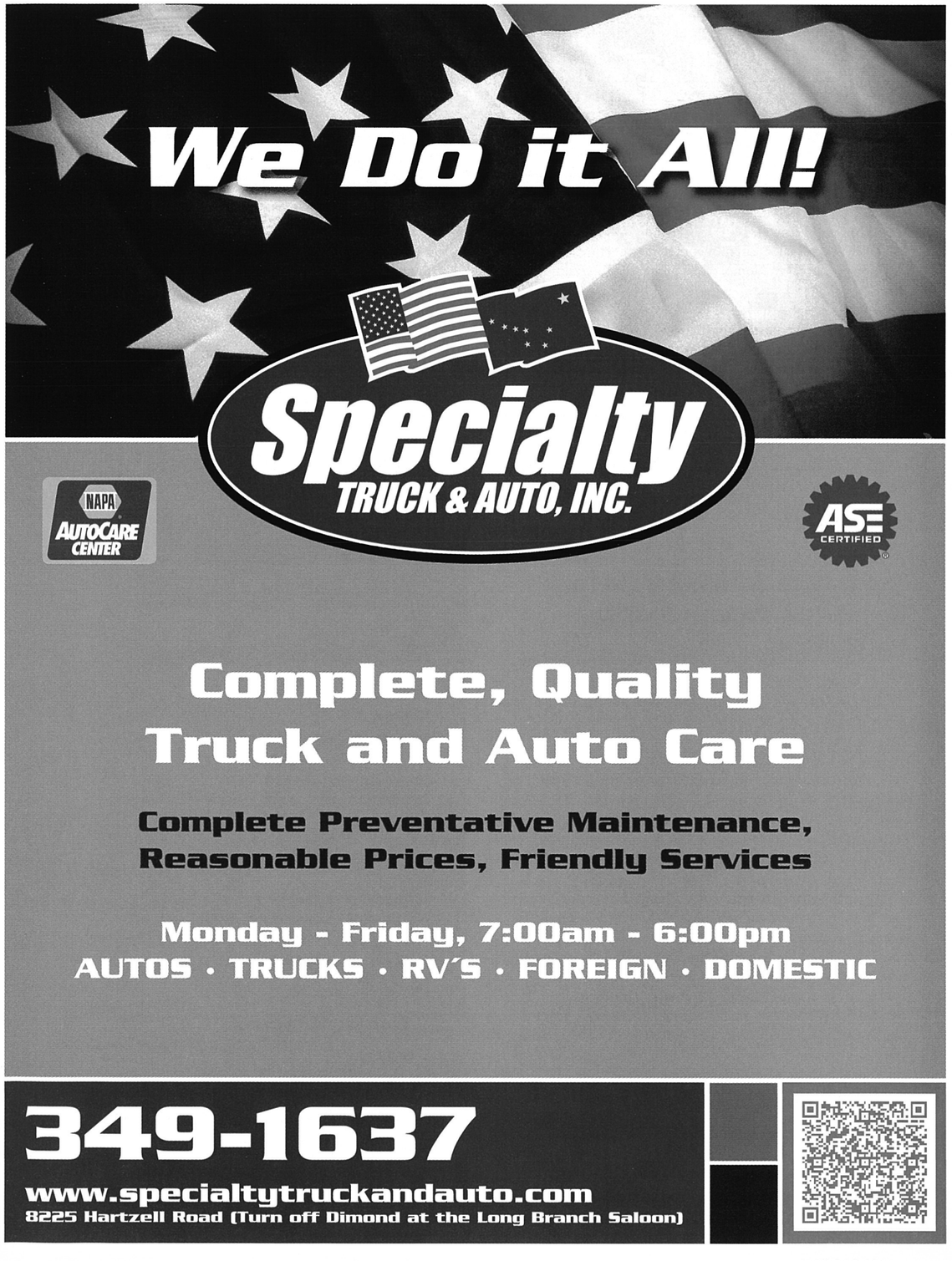
I've been riding snowmachines in Alaska since 2006, prior to that in the Laurel Mountains of Pennsylvania. I also enjoy boating, fishing, camping and many other Alaska outdoor activities.

Mark Meuser, Anchorage, AK

Mark is an eight-year resident of Alaska and is a flight nurse with LifeMed Alaska. Mark and his wife, Deborah Lerner, enjoy travel, riding snowmachines and boating.

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From the President

The year was 1983. Michael Jackson's 'Thriller' is No.1, the last episode of MASH airs on TV, Ronald Reagan is president. In Anchorage, plans are being made to organize the world's longest snowmobile race. The Iron Dog Gold Rush Classic was first held that following spring. Organized in teams of two, the racers left McGrath for Nome on March 25, 1984. Three days later, after an epic trip, the winners rolled down Front Street in Nome, and a great Alaska tradition was born.

Over the years, the name was shortened a couple of times, finally in 2005 becoming, simply, the Iron Dog Race. The route has also changed and so has the date. In 1985, the start date was moved to the third week in February. In 1993, the race was doubled in length and made the first round trip from Wasilla to Nome and back. In 1998, the finish line was moved to Fairbanks, making the race from Wasilla to Nome and then to Fairbanks. And, in 2011, the finish line was moved from Pike's Landing to the Chena River in Downtown Fairbanks, necessitating an extra loop south of the Golden Heart City. The final stretch now runs near North Pole and across Fort Wainwright.

Over the years one thing has stayed the same; the Iron Dog is the ultimate test of man and machine.

The machines have also changed; back in 1984, every machine in the race was fan-cooled, all 40 of them. Most of them were equipped with engines of 440 cc producing around 60 hp; top speed was around 80 mph. Maybe. This year, the Iron Dog will start with 110 machines, every one of them high performance liquid-cooled machines that have in excess of 125 hp and are capable of speeds well in excess of 100 mph. In the early years, cargo racks were piled high with spare parts and gear; Iron Dog racers of today carry all they need in a bag little bigger than a shaving kit.

Over the years, though, one thing has stayed the same; the Iron Dog is the ultimate test of man and machine. This year will mark our 31st race. When the green flag drops, the racers will leave Big Lake and head for Nome, and thousands of spectators and fans will be right there with them. They'll travel over two mountain ranges, battle extreme cold and the harshest conditions an Alaska winter can dish out. Over the course of a week, a winning team will emerge and arrive on the Chena to claim victory. They will have earned it, because nothing about the Iron Dog is easy.

The Iron Dog is, simply put, the longest, toughest snowmobile race in the world.

—Jim Wilke
President, Iron Dog

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46





Moore, Roberts, VanWingerden

Yamaha

Jason Moore, Wasilla, AK
I am married to Tara for 13 years. We have two little girls named Lucy and Mikael. Currently I am the assistant principal at Wasilla Middle School. During the summer, I work as a videographer at Alaska Skydive Center. When I am not working, I love spending my time with my family watching my girls grow. Check out our team website at www.mooreorlessracing.com.

David Roberts, Anchorage, AK
No bio provided

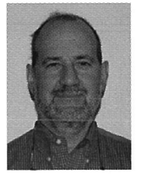
Klinton VanWingerden, Houston, AK
I'm a lifelong Alaskan who has a strong love for my God, family and country (especially the blessed State of Alaska!). I hope to live a life that portrays a hard work ethic and strong motivation. My motto: "Work hard, play hard, and pray hard." It is a part of my life to do my best in all that I do as if I were doing it unto my Lord, Jesus Christ. Racing is in my blood. My dad raced stock cars for years at Capital Speedway, a dirt track in Willow. My brother and I raced motocross in the Alaska Motocross State Championship series, and I took second place in the Quad Pro Open MX Alaska State Championship Series. During the winter, we create and maintain an ice track near our homes on Twin Lake, Alaska. We have a large number of riders and family come participate in numerous events we host throughout the winter (the most well known as the annual VanWingerden Race Day. I have talked about running the Iron Dog for years. It is my hope Christ will shine through me while competing in this race.

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49







Campbell, Carver, Heilala, James, McCormick

Ski-Doo

Eric Campbell, Anchorage, AK
Partner in BDO USA, LLP.

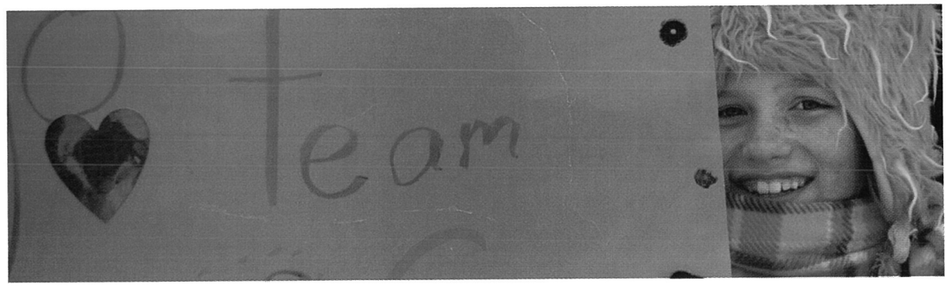
Rick Carver, Anchorage, AK
I have been riding snowmachines all my life. I decided to run the Iron Dog trail class last year and had a great time so I'm doing it again this year.

Matt Heilala, Soldotna, Alaska
Matt Heilala was born in Anchorage in 1969. He grew up on the Kenai Penninsula and graduated from Soldotna High School in 1988. Initially a commercial fisherman in Cook Inlet and Bristol Bay, Matt completed his undergraduate studies at the University of Oregon and UAA and went on to Podiatric Medical School to become a foot and ankle surgeon. He is an owner- member of the Alaska Foot and Ankle Specialists in Anchorage and Wasilla. Dr. Heilala loves the outdoors and calls Alaska his permanent home for all the great things Alaska has to offer not the least of which the Iron Dog adventure!

Stan James, Palmer, AK
I love my wife and four daughters, snowmachining and hunting.

John McCormick, Anchorage, AK
John is 57, and this is his first Iron Dog race. "I love snowmachining and love the great Alaska outdoors," he says.

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CLYDE HEWITT

44





Emerson, Harper, Sevey

Ski-Doo

Kristopher Emerson, Hampstead, NH

I've been a snowmobile fanatic basically since birth. Snowmobiling has allowed me to travel and see many areas that I would have never seen. I have been fortunate to snowmobile in Quebec, Ontario, and Labrador. This year I am excited about competing in the trail class and being able to see the Alaskan wilderness. A special thanks to my wonderful wife, Deb; without her support this would not be possible.

Tim Harper, Southwest Harbor, ME

I'm a trail and cross-country rider in Maine and Canada going to Iron Dog with Team Maine to run the trail class with Howard Sevey and Kris Emerson as team mates.

Howard Sevey, Rockwoo, ME

My wife, Susan, and I live in Rockwood, Maine, on Moosehead Lake. We have five adult children. I have enjoyed riding a snowmachine since childhood, both on- and off-trail extensively in the northern states of New England and Quebec. I have also ridden in New Brunswick, Ontario, and the lake states region. In 2012, we provided trail support for Team Maine in the last Cains Quest race in Labrador. I thoroughly enjoy this winter activity.

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JOSH SKOGLUND

45









Drengson, Gravatt, Hollenbeck, Steckler, Steiner, Strobel, Telkamp

Arctic Cat

Dennis Drengson, Mandan, ND

I enjoy spending time with my sons doing anything outdoors. We own an Arctic Cat dealership, Planet Powersportz, and operate a hazardous transportation company.

Randy Gravatt, Island park, ID

I enjoy hunting, fishing, hiking, camping and racing Motorcycle Hare Scrambles and Enduros. I currenty hold a Guiness World Record for riding the most miles on a snowmachine in 24 hours (1,289).

Brad Hollenbeck, Mandan, ND

I started snowmobiling at the age of 6 on the family ranch near Mobridge, S.D. Now, I enjoy mountain riding with friends, four-wheeling, camping with my wife, Kellee, and kids, Katee and Kolby, and spending time with friends and family.

Aaron Steckler, Bismarck, ND

Aaron lives in Bismarck with his wife, Kristyn, daughter, Kynslee and five hunting dogs. When he's not working, he enjoys spending time outdoors with his family and friends hunting, spending time at the family lake cabin, and training dogs, as well as riding his dirt bike and snowmobile.

Kurt Steiner, Bismarck, ND

Kurt, age 52 is married to Judy, and has two daughters, Kristyn and Brianna. He loves spending time at the lake, hunting, fishing, riding dirt bikes and snowmobiles.

Dieter Strobel, Kensington, MN

Dieter is married and has two children, ages 7 and 3. He enjoys snowmobiling, four-wheeling and sky diving. He owns a grain-handling equipment and installation dealership.

Mike Telkamp, Hoffman, MN

I was born and raised in Hoffman, MN. I have owned and operated a farm for 25 years. I have always enjoyed the outdoors and snowmobiling. Typically I find myself out in the mountains of Island Park, Idaho, and this year I decided to participate in a new challenge: the Iron Dog Trail Class. I'm excited to see Alaska for the first time. I am married to Kris and have two sons, Trevor and Trenton. They also enjoy snowmobiling, skiing and hunting right alongside me.

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41





Davis, Simons

Arctic Cat

Cory Davis, Soldotna, AK

I was born and raised in Alaska and enjoy all of the activities the state has to offer. I work with my dad, Scott, in the summers at our family business, and in the winter I travel the world riding snowmobiles.

Ryan Simons, Camrose, AB, CA

I've been riding sleds since I was 4 years old, racing snow-x since 1999, went pro in 2004 and raced sno-x until 2010. I claimed two X Games medals in that time, silver and a bronze, and started racing cross-country in 2009. I have 5 USCC/USXC cross-country championships since 09 and was the 2013 USXC I-500 winner.

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JOSH SKOGLUND



Iron Dog's champions

Year	Racers	Machine	Time
2013	Marc McKenna & Dusty VanMeter	Ski-Doo	36:50:54
2012	Marc McKenna & Dusty VanMeter	Ski-Doo	35:39:56
2011	Chris Olds & Tyler Huntington	Polaris	37:38:09
2010	Chris Olds & Tyler Huntington	Polaris	41:04:09
2009	Todd Minnick & Nick Olstad	Polaris	37:19:08
2008	Eric Quam & Marc McKenna	Arctic Cat	42:33
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	52:59
2004	Mark Carr & Dusty VanMeter	Ski-Doo	39:03
2003	Race Cancelled		
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	Scott Davis & Mark Carr	Arctic Cat	38:30
1998	Scott Davis & Mark Carr	Arctic Cat	44:47
1997	Scott Davis & Mark Carr	Arctic Cat	61:08
1996	John Faeo & Bob Gilman	Polaris	38:44
1995	Todd Palin & Dwayne Drake	Polaris	58:24
1994	Dan Zipay & Evan Booth	Polaris	71:38
1993	Scott Davis & Bill Long	Arctic Cat	58:36
1992	Dan Zipay & Evan Booth	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	40:12
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

36




Beetus, Folsom

Polaris

Archie Beetus, Hughes, AK

Archie's hometown is Hughes, Alaska, where he enjoys hunting and riding snowmachines.

Ryan Folsom, Fairbanks. AK

I was born and raised in Fairbanks, Alaska I am a Mill Supervisor for SMM Pogo, and have been mining for 13years. My Hobbies are snow machining, four wheeling and camping. I love being outdoors. I have been riding sleds since I was born from Free riding in the mountains to racing cross country in the various clubs (AMMC and Valdez Snowmobile Club) around the state.

Sponsors:

Stud Boy, McKinley Polaris, Altrol Plumbing & Heating, Wolf Track Services, Fireweed Enterprises, McKinley Polaris, Dineega Clothing, Trail Tank, Arctic Sign & Graphics, Zugger Shocks, Todd Malumute and Family, Todd and Dayna Cook, Dennis and Birdie Folsom, Sandy and Tim Olson, FXR Racing, Stud Boy, High Performance Engineering, Denali Industrial Supply INC, Amsoil, and EVS.

37




Dropik, Jensen

Polaris

Mike Dropik, Palmer, AK

I am a lifelong Alaskan, owner/operator line driver and enjoy any form of motorsports and fishing.

Marcus Jensen, Anchorage, AK

I am a 29-year resident of Alaska. I enjoy spending time at our family cabin with my wife, Kathleen, and our daughter Kaitlyn snowmachining, dirt biking and boating. I am the owner of a Snap-On Tool franchise.

Sponsors:

Big Lake Powersports & Marine, Curzie Chiropractic, General Parts & Service, Sourdough Express, PIP Printing, Kreative Audio & Security, Extreme Auto Accessories, Diversified Tire, Magic Metals, Tri-Jet, Palmer Machine, Klim, Stud Boy, Jerry Gamble and Rick Walwrath.

38




Daley, Easterling

Polaris

J Doss Daley, Anchorage, AK

A lifelong Alaskan, Doss has been riding snowmachines since he was young. He raced one year of snowcross in 2006, and this will be his first time racing cross-country. Doss recently graduated from UAA with a degree in mechanical engineering and currently works for Nabors Alaska Drilling as an operations engineer. Aside from riding snowmachines Doss also enjoys welding, fabricating, and working on his toys.

Cory Easterling, Wasilla, AK

Cory is a longtime resident of Alaska. He works as a pipeline inspector in the oilfields of Alaska. He is married with an amazing wife, Ashley, most adorable daughter, Layla, and two dogs Tonka and Daphne. Together they all enjoy outdoor activities on the water and in the snow.

Sponsors:

Alaska Line Builders, CF Baird, Steve Foster, Hypercoils, Mr. Lube, Quality Control Council of the US, Bob Mcvitty's Allstate, Steamdot, Colby Smith, Cassidy's Plumbing and Heating, Lynden, Rigid Industries, Klim Racing, Mechanix, Woody's, Peet Dryers, Sportsman's Warehouse, Advanced Powder Coating, Cozy Carpet, Michele Hansen, Big Lake Powersports, Hatcher Pass Polaris, Big Dipper Clothing, Mistras Group

40




Agnes, Marks

Polaris

Archie Agnes, Tanana, AK

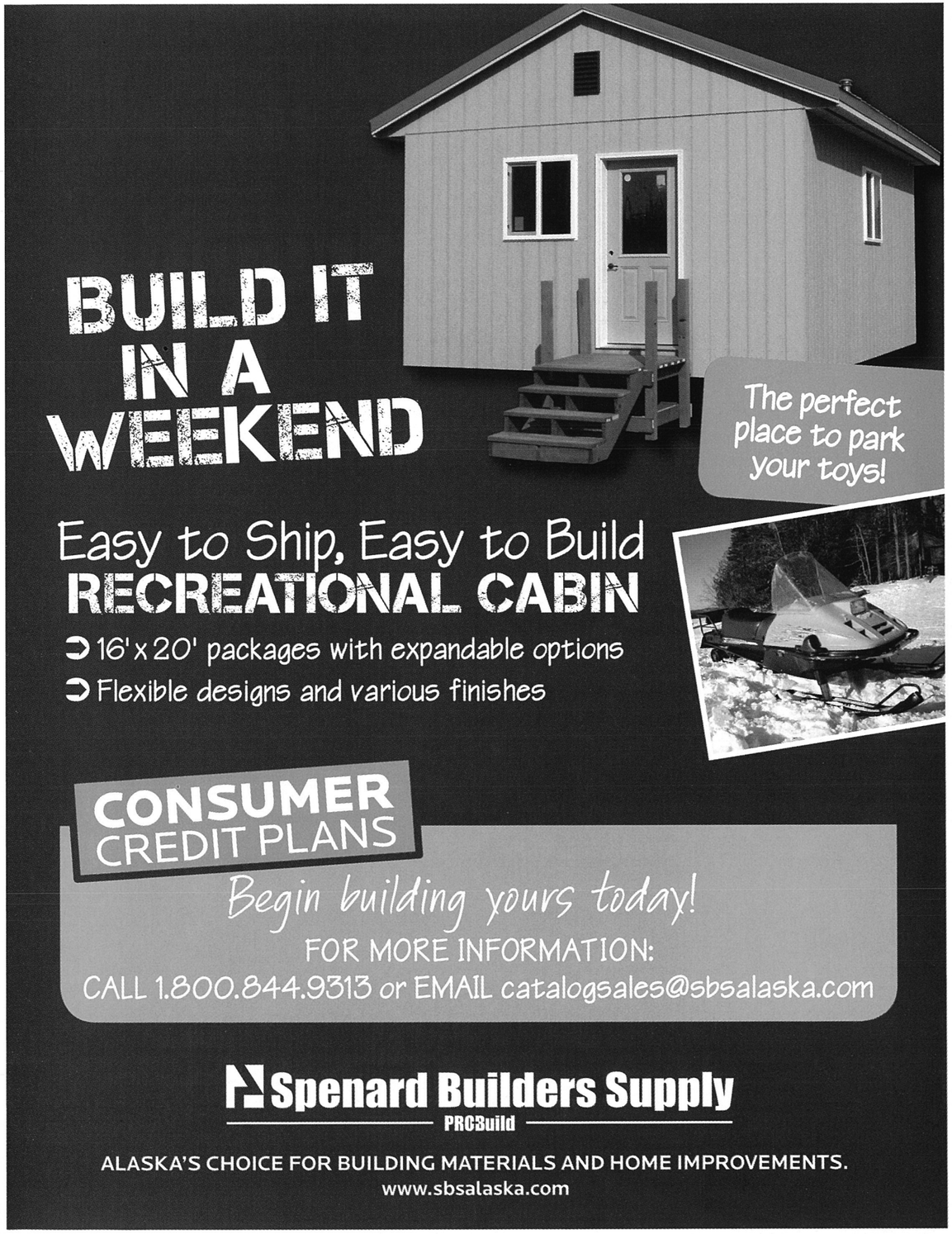
Archie is a lifelong Alaska resident, growing up in villages along the Iron Dog trail. He is married to Courtney Agnes and they have two children, 4-year-old Frances Walker-Huff and newborn Carry Celeste Agnes. Archie enjoys spending his time with his family boating and snowmachining on the Yukon / Tanana rivers.

Arnold Marks Jr., Tanana, AK

Arnold is a lifelong Alaskan who grew up all over the state. He is married to Theresa and they have two daughters, Reese and Isabella. He is a secondary English, History and Math teacher in Tanana. Arnold enjoys spending time in the great outdoors with his family. 4Zero Racing is proud to race for suicide awareness and prevention.

Sponsors:

Polaris Industries, Big Lake Powersports, Walker Evans Racing, Klim Racing, Woody's









32

Divelbiss, Witte

Ski-Doo

Dick Divelbiss, Anchorage, AK

I moved to Alaska 10 years ago with my wife, Karen, and two boys Jack and Joe. I own and operate Thermo-Kool of Alaska with Karen. I love to spend time outdoors riding, fishing and hunting with family and friends.

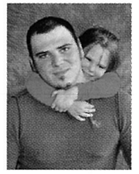
John Witte, Anchorage, AK

John is the CEO of Naniq Global Logistics, www.naniqglobal.com.

Sponsors:

Dyno-Jet, Naniq Global Logistics, Ryan Air, Alyeska Ear Nose and Throat, Anchorage Fracture Orthopedic Clinic, Luther Chiropractic, Arctic Mats, Legacy Logistics, Thermo-Kool of Alaska





33

Fuller, Kinn

Polaris

Michael Fuller Jr., Chugiak, AK

Michael is a 14-year resident of Chugiak, husband and father of three grown children, and avid snow-plow enthusiast.

Eddie Kinn II, Corvallis, OR

I have lived in Alaska for 29 years. I enjoy camping, riding, fishing and spending time with family and friends.

Sponsors:

TrailerCraft, Novus Auto Glass, Grizzly Machine, Allpro, 907 Heavy Duty Mobile Services, Bandi Signs







34

Collins, Jones

Ski-Doo

Christopher Collins, Kotzebue, AK

I was raised in Kotzebue. I love to hunt, fish, ride snowmachines and tinker around in my little shop. I have raced the Iron Dog once in 2013, placing seventh.

Lawrence Jones, Ambler, AK

Lawrence is a lifelong Alaskan married to Gladys with five children, Brent, Amanda, Bradley, Katherine and Lawrence Jr. He works as an IT technician at Maniilaq Association and serves on the regional school board (NWABSD). His family owns LJ's Store in Ambler. He's an active member of both the Ambler Fire Department and Search & Rescue Department. Lawrence enjoys the great outdoors, hunting, fishing, camping, boating, traveling and most of all spending time with his family. Lawrence would like to thank his friends and family, especially his wife, for the financial and personal support.

Sponsors:

Jana Demoski, LJ's Store

35

Demientieff, Walker

Ski-Doo

Scot Demientieff, Kaltag, AK

Originally from Kaltag/Holy-Cross, Scott now lives in Fairbanks. He's the son of William Solomon Jr. of Kaltag and Lisa Demientieff of Holy-Cross.

Devyn Walker, Holy Cross, AK

My parents are Alden and Judi Walker. I grew up in Holy Cross and currently work for Doyon Drilling since 2007. When I'm not on the slope I'm usually getting into some sort of fun with my sleds... during the summer or winter!

Sponsors:

Compeau's, Arctic Mobile Welding, A & J Variety




27

Delimont, Jones

Polaris

Tyler Delimont, Anchorage, AK

Tyler was born and raised in Anchorage and he works for Western Peterbilt. His hobbies are riding snowmobiles in the winter. In the summer he likes riding his dirt bike and hanging out with family and friends.

Larry Jones, Anchorage, AK

Larry was born and raised in Anchorage and owns a property maintenance company. He is married to Christina and has two sons, Wyatt and Austin. His favorite hobbies are snowmobiling in the winter and being on the lake with family and friends in the summer.

Sponsors:

PMSI, Western Peterbilt, Innovative Off Road-Vision X, Think Office, Trail Toyz Offroad, Colville, Toklat Electric, Alaska Snowmobile Salvage, Midtown Machine, Body Works Salon, Go Pro, Big Lake Powersports, Mocha Motion




29

Griffin, Kruse

Ski-Doo

Russell Griffin, Jackman, ME

Russell enjoys stock car racing, oval snowmobile racing, has raced Cain's Quest in 2011 and 2012, and enjoys flying and working as a logger.

Chris Kruse, Skowhegan, ME

Chris and his wife, Tracey, along with their two sons C.J. and Kyle, reside in Skowhegan, Maine. Chris is the owner of Bridgeside Marketplace in Norridgewock, Maine. He enjoys spending his free time hunting, flying, motorcycling, and coaching football and baseball.

Sponsors:

Bridgeside Market / Lake Parlin Lodge, Klim Racing, Fly Racing, Waste Management, Grip N Rip Racing Products, Nitro Trailers, Monster Performance, Travers Electric, Motor Supply, Innovative Off Road-Vision X, Lead Dog Helmet Light




30

Crouse, Vaughn

Polaris

Geoff Crouse, Anchorage, AK

Geoff is 30 years old and was born and raised in Alaska and has been riding snowmobiles for over 20 years. When Geoff is not riding his snowmobile he enjoys spending time with his family, going four wheeling, fishing, and playing golf. Geoff has a beautiful wife, Jenna, with a son named Blake and another on the way.

Jerrod Vaughn, Anchorage, AK

Jerrod has lived in Alaska for 19 years and is employed as a construction engineer for Alaska Sheet Metal. He has been racing different venues of snowmachining since 2001. He is married to Jennifer and they have two children, Makenna and Austin. Jerrod enjoys camping, fishing, four wheeling, softball and family time at the cabins. www.outcoldracing.com

Sponsors:

Big Lake Powersports, Klim Racing, Stud Boy, Smith Optics




31

Dow, Lessard

Ski-Doo

Chad Dow, Fairfield, ME

I was born and raised in Maine where I have lived my whole live. I like working and playing in the outdoors. I have been involved in snowmobile racing as a racer since 2001 and I also raced stock cars for 12 years. I love working in my fabrication shop where we manufacture various products out of aluminum.

Tim Lessard, Monmouth, ME

I was born in Jackman, Maine, and have lived in Maine all my life except for two years when I lived in Minnesota and worked for Arctic Cat in the engine department. Currently I am employed as a process engineer and my wife, Carey, and I own and operate Grip N Rip Racing Products. We have two children, a daughter Paxton and a son Remington. My hobbies include deer hunting, fishing, camping, hiking, snowmobiling, and spending time with my family. Racing the Iron Dog is something I have always wanted to do after having raced snowcross, cross-country and Cain's Quest.

Sponsors:

Chase Toys, Team CC, Grip N Rip Racing Products, Ski-Doo, Nitro Trailers, Lake Parlin Lodge, Klim Racing, Fly Racing, Earth X Batteries, Howards Clutching, RPM Composites, Camoplast Tracks, Howards Clutching, Husqvarna Power Equipment, Between the Lines Designs, Sled Wraps, Camoplast Tracks, Trail Tank, Sled Wraps, Sled Freak, Mack Studs, Innovative Off Road-Vision X, Flagstaff Snowmobile Rentals, Snow's Cove Painting, Scott Goggles, Down East Federal Credit Union, Stripper Juice Cleaners, Hi Torque Rollers, Liquid Image, Snow Tech Magazine, Down East Federal Credit Union, Triple 9 Optics

Iron Dog demands the very best in man, machine and community support

A monumental endeavor

By Justin Matley

From physical hardships endured by racers to length, logistics and rural support, there are few if any motorsport events that can measure up to the Iron Dog.

Combine that with an astoundingly skilled field of racers, and the best performance sleds the snowmachine industry has ever produced, and the 2014 Iron Dog starts to seem less of a race and more of a conquest. At 2,031 miles from Big Lake to Fairbanks, through Alaska's harshest environments, participants aren't simply gunning for the finish line; they're pushing new boundaries in the limits of man and machine. The battle for Top Dog continues on Sunday, Feb. 16, on Big Lake, and if you're not excited, you should be.

Iron Dog executive director Kevin Kastner is.

"On the race front, I'm really excited about the strong teams," says Kastner. "I mean, there are so many real contenders this year that it's going to be exciting to watch."

Kastner, in fact everyone, had similar thoughts last year, and yet the astonishing reality is the Iron Dog 2014 has drawn even more powerhouse teams to our remote destination.

"Last year was strong, too, and there's always like a half-dozen or more that are contenders, but this year there's got to be 12 to 15 contenders," says Kastner. "There's a lot of strong teams."

The level of competition only adds to the drama building up. Teams have changed race partners, racers are riding different brands of sleds, rural teams are picking up more support, and Polaris has passed the baton to Ski-Doo as the brand with the most tracks on the trail.

Kastner says, "This is the first time that I'm aware of that Ski-Doo has the largest number of teams compared to everyone else."

That's partially due to teams changing brands—riders, too. One of the more notable teammate changes, a split some thought would never happen, has occurred between Todd Palin and Scott Davis. Palin will now ride alongside Tyler Huntington as Team 11 on Ski-Doo, both proven contenders with first-place trophies to decorate the mantel. Meanwhile, Davis has partnered up with Aaron Bartel of Team 7, also riding Ski-Doo. Bartel's a youngster by any comparison who proved his ability last year with a fourth-place finish. Davis's near-30 years of Iron Dog racing and Bartel's determination and skill will likely keep them near the head of the pack.

'This year there's got to be 12 to 15 contenders. It's going to be exciting to watch.'

Both Palin and Davis have shed their green colors for the new Ski-Doos, but there'll still be a Davis on the trail waving the green colors of Arctic Cat. Cory Davis, son of Scott, will be competing against his father with teammate Ryan Simons of Team 41, riding Arctic Cat. Both Cory and Simons are X-Games veterans and champion riders.

Notable changes for 2014

FOR RACERS

There's been a very mild change to the rules, which has to do with layovers. Last year, Iron Dog implemented a flexible layover option that could be taken advantage of at any point along the race course. For safety, this year it has to be used by McGrath.

The flexible layover has to be used on Day 1, if at all. If something happens to a team early in the race, as is often the case, they may be able to stay in the race.

FOR FANS

According to the Iron Dog executive director, it's going to be a very similar race to last year, on many fronts. However, the tech inspection and pre-race banquet has been divided into two events to do a better job of recognizing the racers during the start order drawing and additionally the sponsors during the banquet. These events will take place in Anchorage to accommodate more participation.

The finish awards reception has been moved to the Westmark Hotel in Fairbanks having simply outgrown the capacity at Pike's Landing, which supported the race for so many years.



GEORGE WOODBURY

Everyone's competing against last year's champs, VanMeter and McKenna, Team 17, riding Ski-Doo. They'll be defending their title as hard as ever, knowing when it comes to Iron Dog a previous win doesn't guarantee success.

"There's so many good teams that I don't think we're that far above anybody to relax and not go," says VanMeter. "There's no doubt that we've been one of the top teams for many years. Whether you won or not, you know, you're still a force to be reckoned with and there are several more of those in the race."

'This race includes more communities and covers more territory in this state than any other event.'

Team 17 knows one seemingly insignificant mistake could cause them the race with so many good riders hot on their heels.

"There's several of them and all it takes is blinking one time the wrong way and the top team can be out of the race," says VanMeter.

Racers will depart Feb. 16 from the starting line on Big Lake in random order determined by the annual drawing. Each team leaves in succession, and their overall course time determines the winner. For seven days they'll ride through deep mountain passes, along frozen rivers, across tundra with hundreds of miles of tussocks, along the coast and on ice shelves with the leaders averaging nearly 60 mph the entire 2,031 miles.

Over twenty checkpoints and rural communities are visited along the way, allowing Iron Dog to connect with thousands of rural residents and Alaska Natives, many of whom look forward to cheering the racers on each year if not volunteering to assist the race.

Kastner says, "There's so many stories that go untold of individuals and businesses that pitch in without us even knowing, just to make it (Iron dog) happen."

Although much of Alaska may take it for granted as an event that happens every year, according to Kastner, "it's nothing short of a miracle that it happens at all."

"It's pretty important to note that this race includes more communities and covers more territory in this state than any other event," says Kastner. "Obviously Iditarod comes close, but just the sheer geographic size and the area that we cover requires an enormous amount of cooperation from private individuals, volunteers, and it takes a lot of resources from our sponsors in kind as far as transportation goes, logistically," he says.

Fans reap all the reward from the hard work. Enjoy the starting-line festivities on frozen Big Lake. Join in on halfway challenge awards in Nome and the finish line fun in Fairbanks with final awards banquet at the Fairbanks Westmark Hotel. From home stay on top of the race action on the Iron Dog website and Facebook page with fan discussions and live GPS tracking. Local TV stations are also expected to have live coverage mixed in with Winter Olympics presentations and news programming.

Stay informed and support your favorite teams as the 2014 Iron Dog drama unfolds. ▪

23





Dick, Quam

Arctic Cat

Brian Dick, Thief River Falls, MN

I'm the second oldest of four siblings, Jeff, Molly, Adam and I raised by my father, Paul, and, Judy. I grew up riding sleds with my family as well as watching my dad race in multiple cross-country races. I started racing in 1997. I raced the 2012 Iron Dog with my dad as my partner and learned a lot! I also enjoy spending time with my fiancé, Alicia, and family. I enjoy hunting, shooting, fishing and any other outdoor activities.

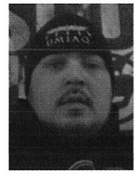
Eric Quam, Palmer, AK

Eric is a lifelong Alaskan who is employed with Sperry Drilling Services as an MWD-engineer as well as owner/operator of his side business, Quam Technologies. Eric enjoys sharing his love of hockey with his son, fishing, all water sports, dirt biking, and spending time with his family. Eric started his Iron Dog career in 1999 and has been racing or helping teams ever since with one first-place finish in 2008 with Marc McKenna.

Sponsors:

Arctic Cat

24





Donovan, Hopson

Polaris

Michael Donovan

No bio provided.

Jens Hopson, Barrow, AK

I'm a lifelong Alaskan who enjoys spending my time with my wife, Joanna, my 9-year-old daughter Eden and my 4-year-old Drew. My hobbies include hunting, fishing, hiking and assistant coaching my kids' games.

Sponsors:

ASRC Energy Services, Umiaq, Magtec Alaska

25





Price, Smith

Arctic Cat

Race Price, Wasilla, AK

Price was born in Alaska in a typical snowmobile racing household, and he continues to keep the family tradition alive with his fourth Iron Dog.

Erick Smith, Anchorage, AK

I am a lifelong Alaskan and have been riding sleds since I could hold the handlebars. I'm married to my beautiful wife, Suzie. I work as the sales manager for Alaska Petroleum Equipment in Anchorage and have been a part of Iron Dog in some fashion over the last 30 years. I have been a spectator and fan for my dad who ran the race in 1984-87 and I've been ground support and have even flown cover for teams. In my spare time I enjoy flying, fishing, hunting, SCUBA diving, jet skiing and enjoy pretty much anything with a motor. I am riding this year for my first time because it has always been on my bucket list. I will be riding this 30th Anniversary of the Iron Dog with Race Price and that is a special treat in itself as our dads Ellis and Rodney were partners when they ran the race in 1984-86. I'm looking forward to this experience to run the race with several people that I have known for many years – and most are great friends – and to finally be able to have the distinction of being an Iron Dogger.

Sponsors:

Arctic Cat, Team Arctic Racing, Anchorage Arctic Cat, Ace Supply, Inc., Taylor Leasing, Anchorage Suzuki Arctic Cat

26





Hartley, LaBarbera

Arctic Cat

Jacob Hartley, Talkeetna, AK

Jacob's a born-and-raised Alaskan. He served six years active duty Navy as an aviation search and rescue swimmer.

Devin LaBarbera, Kenai, AK

I was born and raised in Kenai where I started riding at an early age. I started racing motocross and snow machines at the age of 12. I finally got everything together so I can compete in this year's Iron dog.

Sponsors:

Arctic Cat, Woody's, Grip N Rip Racing Products, Klim Racing, Woodies, Trail Tank, , C&M Muffler, Alaska Snowmobile Salvage, Schriner Racing

20





Bunke, Faeo

Polaris

Gabe Bunke, Moorhead, MN

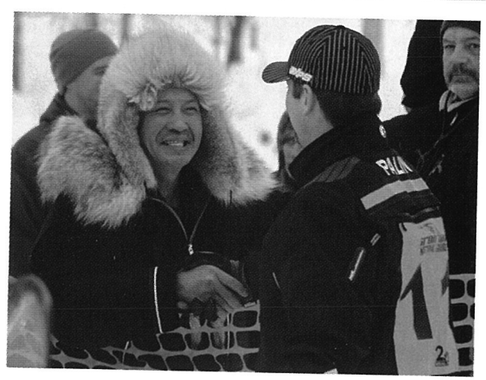
Following in the ski tracks of his Snowmobile Racing Hall of Fame father, Jerry Bunke, Gabe has achieved success in every form of racing he has attempted over a 16-year career. Like his father, who was an integral member of the legendary Polaris Midnight Blue Express of the 1970's, Gabe has achieved great success in the snowmobile racing world. Gabe grew up in Roseau, MN (home of Polaris Ind.) and later moved to Moorhead, MN and started a family. Gabe was fortunate to be able to follow his passion and dreams. Gabe has a loving and supportive wife, Thora, along with three beautiful children, Taylor, Boe and Britta. Together they have built a successful race team, Bunke Racing. The Bunkes like to spend their winters chasing snowmobile races and snowmobile events all over the Midwest region. Once the snow melts and the lakes open up they head to Oak Island on Lake of the Woods where summers are consumed with lake and family time.

Scott Faeo, Wasilla, AK

Scott is a lifelong Alaskan who has been involved with the Iron Dog since the day he was born. The first Iron Dog began the year he was born with his father John Faeo winning the first race. Scott is an IBEW wireman foreman at Yukon Electric Inc. based out of Anchorage. He has been racing cross-country in the pro class over the last three years with multiple victories. He enjoys spending time with his family at the cabin year-round, playing golf in the summer and always enjoys time with friends.

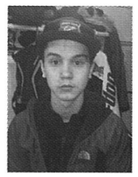
Sponsors:

IBEW Local 1547, Polaris Industries, Klim Racing, Walker Evans Racing, Walker Evans Racing, Klim Racing, Eagle River Polaris & Arctic Cat, Subway, Hatcher Pass Polaris, AutoLite, Energy Release, Arctic FX Graphics, Camoplast Tracks, Woody's, USI Skis, Team Industries, Final Finish Concrete, Applied Hi Performance, Trail Tank, PowerMadd, Polaris Racing Lubricants, Snowmobile North Dakota, White Pine Lodge, XLT Performance



JOSH SKOGLUND

21





Lie-Schaeffer, Schaeffer

Ski-Doo

Gabriel Lie-Schaeffer, Kotzebue, AK

I currently live in Kotzebue, Alaska with my fiancée, Minnie Hoffman, and our 1-year-old daughter, Grace. I enjoy doing anything that involves the outdoors such as riding snowmachines, boating, hunting, and camping, especially when it involves my family.

Calvin Schaeffer, Kotzebue, AK

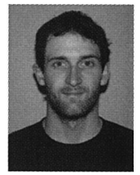
I live in Kotzebue, Alaska and I'm married to Sonja. Together we have three wonderful boys, Gabe, Braedyn and Dawson. I currently work for the State of Alaska. I enjoy coaching elementary basketball and wrestling. Some of my hobbies include hunting, fishing, camping, playing basketball and snowmachining. I've been racing snowmobiles in Alaska for over 30 years. I'm really looking forward to racing the 2014 Iron Dog with my son Gabe.

Sponsors:

Wilderness Ski-Doo, Team CC, Compeau's, Ryan Air, Brice Inc., Drake Construction, Northwest Electric, Everts Air Cargo

22





Gardner, Milley

Ski-Doo

Robert Gardner, Mercer, ME

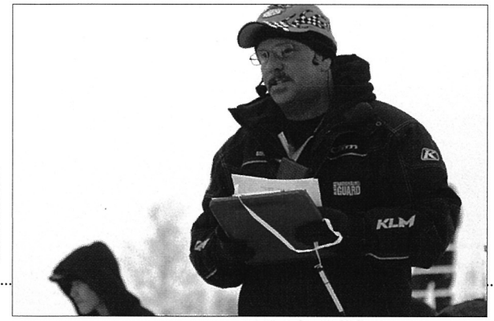
I'm married to Tina Gardner and we live in Mercer, Maine. We own and operate The Ice Cream Shoppe of Skowhegan and Randolph. No children, just the cat.

Andrew Milley, Labrador City, NL, CA

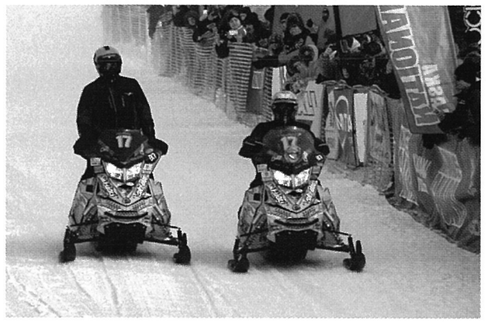
I grew up in Newfoundland and moved to Labrador in 2004. I have been riding snowmobiles since I was 4, started drag racing in 2003, and got involved with endurance racing in 2007. I got married in 2009 to Meaghan and had our son, Gracen in 2013.

Sponsors:

Coutts Bros, Trail Jesters, Team Maine Racing, Ski-Doo, BRP, Curve Skis, Elka Suspension, Elka Suspension, Curve Skis, Chase Toys, RPM Composites, RPM Composites, Fly Racing, Fly Racing, Chase Toys, Gardner Motorsports



JOSH SKOGLUND



JOSH SKOGLUND





Potential for reality TV?

ONE WOULD THINK that with all the Alaska reality TV shows, Iron Dog might have made the cut. It's long, hard and full of colorful characters doing something extraordinary and chasing after an elusive goal. The money spent, training required, machines and time off from work, not to mention time away from family, are all aspects of Iron Dog that remain untold.

"I believe if you could really tell the human drama story that goes along with Iron Dog – because it's not made up, none of it's contrived like some of these other Alaska shows or anything like that; that stuff's built right in and the characters and the personalities, too – you could make a series of shows on Iron Dog, even make a full season of it on just one race," says Kevin Kastner, Iron Dog executive director.

That's if, according to Kastner, film crews could keep up with the pace of the race, distance and weather, which is what makes it so challenging for the racers themselves.

"At the end of the day, from a global perspective, this motorsport event is the most challenging winter sport race in motorsports that there is," Kastner says. "I can't think of anything else that compares to it."

The Iron Dog staff is actively pursuing options to increase awareness of Iron Dog via a televised series or documentary. According to Kastner, "it's only a matter of time."

On the horizon for 2015

"**ANCHORAGE** is on the horizon," says Kevin Kastner, Iron Dog executive director. "In fact, I'll be doing a lot of scouting and scoping and vetting our course for 2015."

According to Iron Dog, the plan is to have a downtown Anchorage start as part of the Anchorage Centennial celebration.

"Iditarod does a ceremonial start," says Kastner. "My goal is Iron Dog would leave Anchorage and be on the race trail. They would actually run all the way until they connect with the trail system on the other side (of Knik Arm)."

Schedule of Events

FEBRUARY 7
Racer's Drawing & Hall of Fame Banquet (Anchorage)

FEBRUARY 8
Donlin Gold Tech Inspection and Safety Expo (Wasilla)

FEBRUARY 14
Start of the Trail Class on Big Lake

FEBRUARY 16
Start of the Pro Class on Big Lake

FEBRUARY 19
Halfway Banquet in Nome

FEBRUARY 22
Finish of the Pro Class in Fairbanks

FEBRUARY 22
Raffle Drawing

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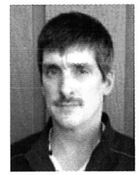
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17





McKenna, VanMeter

Ski-Doo

Marc McKenna, Anchorage, AK

Marc is a lifelong Alaskan married to Kristen and they have two children, Teya and Asa. Marc is president and co-owner of McKenna Brothers Paving, Inc.

Dusty VanMeter, Kasilof, AK

Dusty is a lifelong Alaskan who enjoys riding, flying, hunting, coaching and enjoying the outdoors with family. He commercial fishes every summer with children Kairi, Shae and Brayden, and wife, Evelyn.

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Ski-Doo, McKenna Brothers Paving, Compeau's, XPS Oil, Alaska Directional LLC, Motorfist, Ice Age, Fine Line Interiors, Anchorage Sheet Metal, Ryznar Industries, Alwayz Graphyk, Quality Asphalt Paving, Tesoro, Backdoor Sportsbar and Lounge, Mickey's Custom Sewing

18





Gueco, Zwink

Ski-Doo

Chad Gueco, Wasilla, AK

Chad's a born-and-bred Alaskan who grew up in Wasilla riding anything and everything with handlebars since he can remember. He enjoys doing anything that promotes a good time and adrenaline. He also likes to spend as much time as possible fishing, hunting, riding and traveling. Chad's avid when it comes to staying active and athletic. He has a beautiful wife, Jayme, and they have three children Allie, Ella and Haiden. He has been racing snowmobiles since he was 12 years old and as far as he's concerned it has just begun.

Andrew Zwink, Wasilla, AK

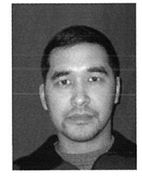
Andrew is a lifelong Alaskan who grew up enjoying the great outdoors. He started his quest for Iron Dog glory in 2008 and this year will be his sixth run on the trail. He is currently employed in the petroleum industry north of the Arctic Circle. Andrew spends his recreational time pursuing endeavors that will ensure his success on the trail, working on his sleds and snowmachining. He also enjoys spending time with his family and close friends. Andrew is a hard-core, competent rider, and this year is anticipating further glory with his new Iron Dog partner.

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19





Boney, Laraux

Yamaha

Steven Boney, Bethel, AK

Steven was born and raised in Bethel. He's been a Yamaha snowmobile mechanic for 17 years and a private pilot for eight years. He has a loving and supportive wife, Dolly, and three awesome girls, Brittney, Payton and Riley.

Arthur (Gux) Laraux, Bethel, AK

Gux is a lifelong Alaskan, born and raised in Bethel. He is also a U.S. Coast Guard veteran and now works for Knik Construction. On his down time Gux enjoys outdoor subsistence activities, spending time with his two nephews, and traveling along the Kuskokwim River systems. This will be Gux's third time running the Iron Dog Race.

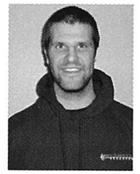
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CLYDE HEWITT

13

Gundersen, Norum

Ski-Doo

Jason Gundersen, Fairbanks, AK

I was born and raised here in Alaska. I enjoy being in the outdoors; during the summer months golfing, fishing, boating and hunting; then come winter, snowmachining, snowboarding and just being able to do all of this with family, friends and the Alaska outdoors.

Josh Norum, Fairbanks, AK

I was born and raised in Fairbanks and I'm a fifth-generation Alaskan. I enjoy hockey, hunting, fishing, golfing, and spending time with my wife Jayme and my friends.

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14




Tope, Tope

Ski-Doo

Mark Tope, Anchorage, AK

Mark is lifelong Alaskan who loves flying and having fun with his family.

Mike Tope, Anchorage, AK

I'm a 44-year Alaska resident and married to Terri with two kids, Garrett and Elli. I enjoy spending time with family and friends in Petersville.

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15




Johnson, Potter

Arctic Cat

Ryan Johnson, Wasilla, AK

Ryan is a longtime Alaskan with an obsession for the outdoors. Ninety percent of his time in the winter revolves around his sleds, he's a veteran to the Iron Dog, and he works as a contractor and for himself. Ryan also enjoys time spent with his kids Blake, Stormy and Madison. He is also proud of his biggest supporter, Ruth Johnson, his mom.

Charlie Potter, Big Lake, AK

Charlie is a 30-year Alaska resident, 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. Charlie also loves to hunt, fish, being outdoors, racing snowmachines and spending time with family and friends.

Sponsor:

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16




Minnick, Olstad

Polaris

Todd Minnick, Wasilla, AK

Todd was born and raised in Alaska. He works as an operator for Big Dipper Construction. He's been racing snowmachines most of his life, enjoys the racer community and the camaraderie. Todd has a beautiful wife named Sharilyn and has two children, Emma and Canyon, that are the light of his life. Adventuring at the cabin and spending time outdoors are a couple of his favorite activities.

Nick Olstad, Wasilla, AK

Nick is a longtime Alaskan who enjoys the outdoors. When not working as a project manager for Udelhoven Oilfield System Services, Inc., he's spending time with wife, Brianne, and daughter, Kaia. Nick loves to be out riding his ranger in the summer and snowmachines until the snow is gone. This will be Nick's 10th time racing Iron Dog.

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JOSH SKOGLUND

Passing the baton

Scott Davis teams with less experienced yet strong competitor, Aaron Bartel

By Justin Matley

If anyone understands what it takes to confront the trail head-on and win an Iron Dog challenge, it's Scott Davis. He competed in the first-ever race in 1984, and having missed only two years since, has competed in 28 total races. Davis is tied for the most wins ever at seven, and he'll be taking a stab at the championship this year with a new, younger, energetic athlete by his side. With age and experience advantages, he'll be riding with Aaron Bartel of Team 7, on Ski-Doo. Compared to Davis at 54 years old, Bartel's pushing a slight 23 with four years of Iron Dog behind him. Bartel placed fourth last year with teammate Brad George, Team 25, on Ski-Doo. Bartel's a strong competitor, but the experience that Davis brings to the table is invaluable.

The two racers met during the last race.

"We [Davis and Todd Palin] ended up at a checkpoint with he and Brad George last year and got to know him a little bit better," said Davis.

That was fortunate for both individuals since they'd soon be looking for new partners.

"Todd and I had chosen to take different partners, so, I guess he [Bartel] was just a newer

10





Morgan, Olds

Polaris

Mike Morgan, Nome, AK

Mike was born and raised in Nome and currently lives in Anchorage having spent all of his 28 years here in Alaska. Mike enjoys taking advantage of Alaska's outdoors, hunting, fishing, traveling, and hanging out with friends and family. Mike works construction as a welder/pipefitter out of the Local 367 Plumbers & Pipefitters Union. This will be Mike's fifth Iron Dog race and third with current teammate Chris Olds.

Chris Olds, Eagle River, AK

I am a 30-year Alaskan married to Christine with two children Haley and Mya. I work for Tikiqaq Construction as a project manager. I enjoy hunting, fishing, four wheeling, dirt bikes, mountain bikes and hanging with family. I have been racing snowmobiles since 1998.

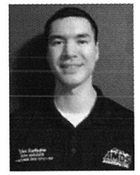
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CLYDE HEWITT

11





Huntington, Palin

Ski-Doo

Tyler Huntington, Galena, AK

Tyler is a lifelong Alaskan raised in Galena, AK and now resides in Fairbanks. Tyler is married to Lisa and has four boys at home, Juwan Lee, Trevon Tyler, Hayden James and Kaysen Ray. Tyler enjoys spending time with his family, racing the Yukon 800 boat race in the summer and Iron Dog in the winter. Tyler is currently working for Doyon Drilling, Inc. as an assistant driller.

Todd Palin, Wasilla, AK

Todd is a lifelong Alaskan and self employed as a commercial fisherman. Todd is married to Sarah and they have five children, Track, Bristol, Willow, Piper, Trig and two grandchildren, Kyla and Tripp. Todd and his family enjoy outdoor time in Alaska fishing, hunting, flying, four wheeling, riding snowmobiles and commercial fishing in Bristol Bay.

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12





Paradise, Watson

Ski-Doo

Roger Paradise, Glenburn, ME

I have a wife, Jamie, and son, Roger. I'm looking forward to a strong finish with support of Team Maine and my family. I've been racing cross-country the past four years now and looking forward to the Iron Dog.

Eric Watson, Wasilla, AK

I'm an electrician by trade and have lived in Alaska for 18 years. I have two kids, Alex and Emma, with my wife, Jennifer. Together as a family we enjoy everything Alaska has to offer. Most of all, snowmachine racing.

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6

George, George

Ski-Doo

Andy George, Wasilla, AK

Andy enjoys hunting, fishing and camping with his family.

Brad George, Wasilla, AK

Brad enjoys hunting, fishing, hanging out with friends and family, and anything with a motor.

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7

Bartel, Davis

Ski-Doo

Aaron Bartel, Anchorage, AK

I was born and raised in Alaska and enjoy hunting, fishing, and anything outside.

Scott Davis, Soldotna, AK

Lived in Alaska for 52 years. Married to Regina. Has owned Davis Block and Concrete for 36 years. Raised two great kids Cory and Carly. Enjoys touring on motorcycles, riding the powder, spending time at his cabin, watching his kids compete.

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8

Aklestad, Johnson

Ski-Doo

Tyler Aklestad, Palmer, AK

I was born and raised in Alaska and love the outdoors. I enjoy flying, fishing, hunting and dirt biking. I'm married to my amazing wife, Erin, and work for MTA as an IBEW journeyman cable splicer.

Tyson Johnson, Eagle River, AK

I have been racing Iron Dog since I was 17 years old with this year's race being my 16th entry. I have six Arctic Man titles and many cross-country race wins. I work for H&K Sheetmetal Fabricators as a sheet metal journeyman. I enjoy hunting, fishing, hiking, welding, and pretty much anything that involves the outdoors.

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9

Plumb, Starr

Ski-Doo

Joshua Plumb, Eagle River, AK

Joshua is a lifelong Alaskan from Eagle River. He works construction as an operator out of the Local 302. When Josh is not working he enjoys spending time with his friends and family, trips to the cabin, snowmachining, camping, traveling, but most of all spending time with his girlfriend, Kateland and beautiful 1-year-old daughter, Elodie.

Jordan Starr, Eagle River, AK

Jordan moved to Alaska when he was four and started riding sleds at the age of 10. He's a commercial fisherman in the summer in Bristol Bay, and is obtaining his A&P license. He enjoys everything that Alaska has to offer, flying, camping, snowmachining, hunting, fishing, and having a good time with friends and family.

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young kid that I thought did a great job," Davis said, "and he's still very young but already has four Iron Dog's under his belt."

Davis even admits to seeing a bit of himself in Bartel.

"Like me, he grew up riding for pleasure and still has a pretty well-rounded ability," said Davis.

And Davis, perhaps nearing the end of his career, is fully aware has the opportunity to share his combined 28 races worth of experience and tactics with someone who can put it to use, before he retires from the event.

"I'm sure that he'll be absorbing a lot of the stuff and knowledge that I'm bringing, and he's got his own input for sure," said Davis. "We've been talking about this 'passing the baton' thing for quite a while."

Some expected a more obvious new partner for Davis.

Davis said, "My son Cory is racing; he just had a prior commitment and we have a brand problem now. He's still pretty loyal to Arctic Cat and I've since moved to Ski-Doo."



Scott Davis

'I never dreamed I'd be doing this at 54 years old.'

However, Davis is happy the way things turned out, expecting that Bartel's youth and energy will push the new team to success.

"There's some point where all the experience starts working against you," said Davis, "because you start to overthink things. Then you see some of the new kids come out and just go for it and they smoke everybody."

He does, however, admit that Iron Dog winners tend to be a bit more seasoned.

"There's a sweet spot there," Davis said. "I think the prime age for winning the Iron Dog is usually the late-30s, early-40s."

Perhaps Bartel and Davis can balance each other out, in both age and overall contribution to the team.

"I never dreamed I'd be doing this at 54 years old," said Davis. "So, honestly, there's a skill level I gained with setup and performance along the way that helps me be competitive in this sport way longer than I thought I could ever do."

He plans to make his contribution where he can and is ready to step aside to let Bartel charge ahead any time he wants.

"I think what makes a partnership work in this race is if you're strong in one area then you lead, or if somebody's stronger or say works better on the river, then he leads," said Davis. "It's probably too early to figure that out. We'll have to ride together and if I hear him back there and it feels like he's trying to run me over, then I'll move over and he can lead."

We'll have to watch and see if this dynamic duo can follow each other's cues to capture a win. At the very least, both racers stand to gain a great, fresh racing experience, and Bartel, surely, will walk away with a giant leap forward in overall knowledge of the Iron Dog. ▪

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2





Barber, Sottosanti

Polaris

Shane Barber, Willow, AK

I'm a born-and-raised Alaskan. I enjoy life to the fullest and have found my greatest rewards come from spending time with my wife, Tammy, and my three children, Cody, Shana and Evan. I work as a drill site manager and enjoy the outdoors. I thank God every day for the many blessing I have received.

Ryan Sottosanti, Wasilla, AK

I have lived in Alaska for over 20 years. I'm a journeyman plumber/fitter in the UA Local 367, employed by Last Frontier Mechanical. I'm married to my beautiful wife, Heather, and have a wonderful daughter, Faith. I enjoy everything Alaska has to offer; from jet skiing to hunting big game, there is so much to offer here. Also, in my spare time I train a lot in the gym; I believe Iron Dog racers are athletes and to compete at this level you need to be in the best shape of your life. Some other things I enjoy are fishing, running my jet boat, working on my toys, fabricating, welding, wakeboarding, snowboarding and spending as much time as I can with my family and friends.

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UA Local 367 Plumbers & Pipefitters Anchorage, Alaska; Polaris Industries, Neeser Construction, Big Lake Powersports, Polaris Industries

3





Dixon, Vasser

Yamaha

Doug Dixon, Anchorage, AK

Doug is a lifetime Alaskan who owns and operates Fine Line Interiors, the leading Iron Dog bag supplier. Doug is married to Johnteil and has three children, Ashley, Kial and Michael and has one grandson, Hyder. Doug has had extensive snowmobile race experiences through the years from AMMC events to the Iron Dog.

Mike Vasser, Anchorage, AK

I live in Anchorage and have a daughter Jordan in her junior year at the University of Montana. I enjoy doing many different activities, which include hunting, fishing, snowmachining and spending time at the cabin with family and friends.

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4





Jauhola, Malamute

Ski-Doo

Tim Jauhola, Fairbanks, AK

I've been part of the Iron Dog since it started finishing in Fairbanks, from breaking and marking trail to being the race marshal, on the board of directors, and I've run both the trail and pro class. You have to do something in the winter... so this is my thing.

Kyle Malamute, Galena, AK

I have two children, Kaydence and Daylen, with my lovely wife, Manoli. I love everything Alaska has to offer, especially when I get free time to enjoy it with my family. We enjoy taking trips up and down the rivers by boat or snowmachines. I also enjoy weekend trips in Valdez fishing with friends and family. Other than that, you can find me at Compeaus most of the time.

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Compeau's, Zugger Shocks, Ruby Construction, Miranda Electric, Era Alaska, Trail Tank, Auto Trim Design, Western Power Sports, Ruby Construction, Alaska Canvas Works

5





Carroll, Chvastasz

Polaris

Chris Carroll, Fairbanks, AK

I enjoy hanging out and having fun with my beautiful wife, Trinity, and our two boys, Austin and Kyler. Snowmachining, four wheeling, hunting and fishing seems to take up all of our time. I have been riding snowmachines since I can remember. I've been a part of multiple races including snowcross, cross-country, hill cross and hill climbs. I've raced in a World European Championship race in Finland and raced for multiple years in motocross. I heard a saying I firmly agree with that has stuck with me ever since. "You can't win if you don't play."

Ray Chvastasz, Wasilla, AK

I work on the slope as a well-testing operator for ASRC Energy Services. I'm married to Debi and we have three awesome kids, Jacob, Gavin and Emilie. I love to spend time with my family, playing and coaching hockey and ride sleds, bikes and wheelers.

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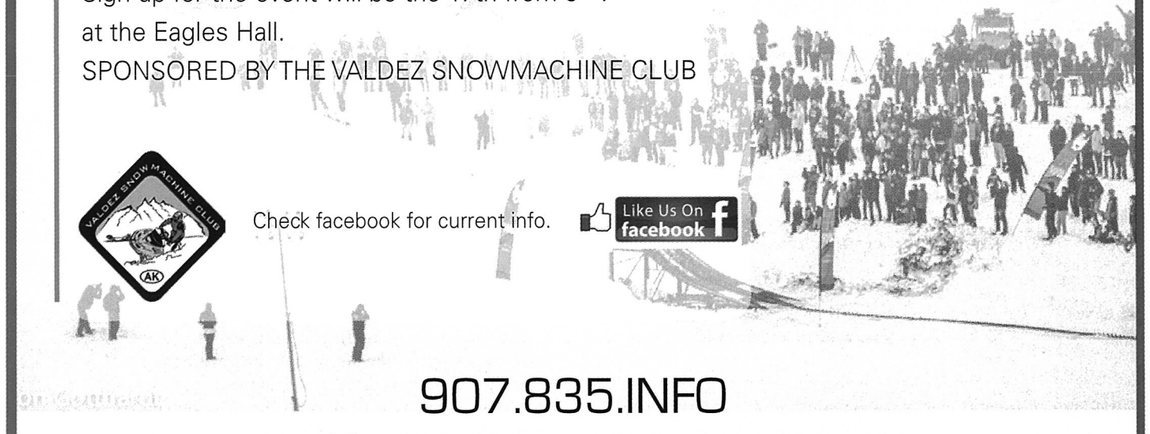
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Iron Dog a platform to improve the community

By Justin Matley

More than a race

Captivating the attention of thousands of fans, cooperating with hundreds of sponsors, and bridging cultural gaps, Iron Dog is perfectly poised to make a difference in our community. Racers and organizers understand that Iron Dog can be more than just a race.

"We believe that because Iron Dog engages so many people, both urban and rural folks, and we cover so much ground, it's an opportunity to use this event to do good work in the community," says Kevin Kastner, Iron Dog executive director, "and we feel like the Iron Dog community and our supporters and fans should have a say in how we direct that."

By "having a say" he means that we, the fans, determine how Iron Dog will allocate funds raised specifically for donating. This year's beneficiary of funds raised by the annual truck raffle is, for the second year in a row, Armed Services YMCA.

"I'd like to emphasize that was chosen by you, the Iron Dog supporter, because we don't arbitrarily pick it," Kastner says. "It's all done by social media, and if you pay attention, anybody could be a beneficiary of the raffle."

The one stipulation is that the beneficiary be an Alaska organization.

"I think it's just important that if sponsors and people are donating things to us, we want to give that back to the community and our sponsors do too, because they recognize the benefit in improving the community and keeping the dollars in Alaska and giving to organizations that are doing good work," Kastner says.

According to Kastner, based on the tickets sold and overall performance Iron Dog was able to donate $34,000 to Armed Service YMCA. The year before that, Alaska's Healing Hearts were awarded $26,000.

"So in the last two years we've given away $60,000 to local, military veteran organizations," Kastner says.

And for 2014, the beneficiary may get almost that entire, combined amount from the past two years.

"If everything goes well, we're on track and hoping to make a $50,000 donation to Armed Services YMCA this year," Kastner says. "That's our goal."



Koyuk

But Iron Dog manages perhaps an even more valuable program to benefit the community. In 2011 they introduced their Rural Exchange program, which essentially transplants youth from rural communities to various city locations, such as Anchorage, while Southcentral area students visit the villages to gain broad experiences.

This year's primary community involved with the exchange is Nome. Students there will have the opportunity to visit new places, experience differences in culture, benefit from involvement and volunteering with Iron Dog during various events, and even get National Guard and Channel 2 media center tours.

Volunteer jobs vary, but there's plenty to do.

"We put them in different roles to help with traffic, help with checking credentials and media passes, sometimes volunteer with retail in the tent and engaging with the public," Kastner says. "They're also working with the Guard and helping with some of the setup, so they're getting exposed to a lot of the ex-



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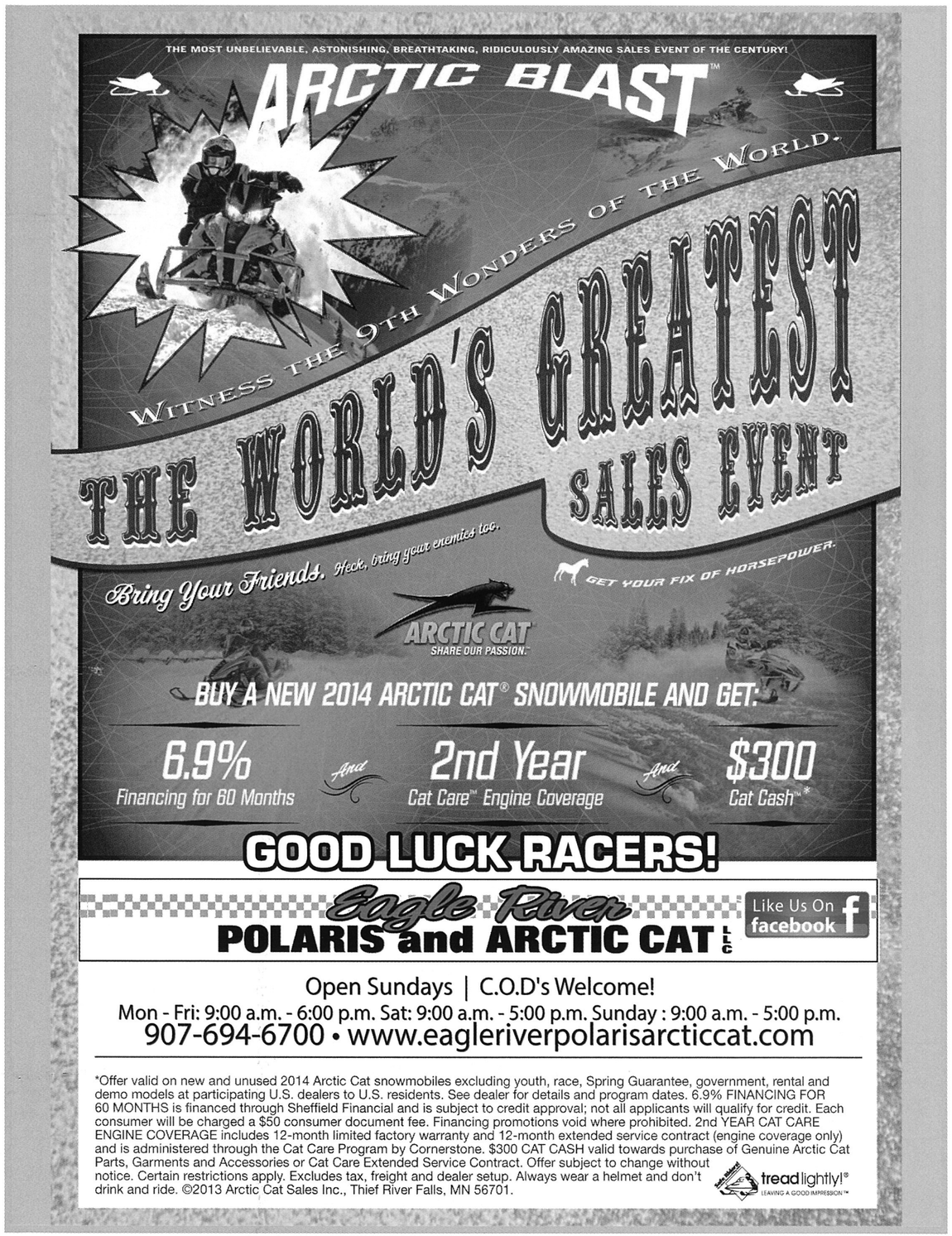
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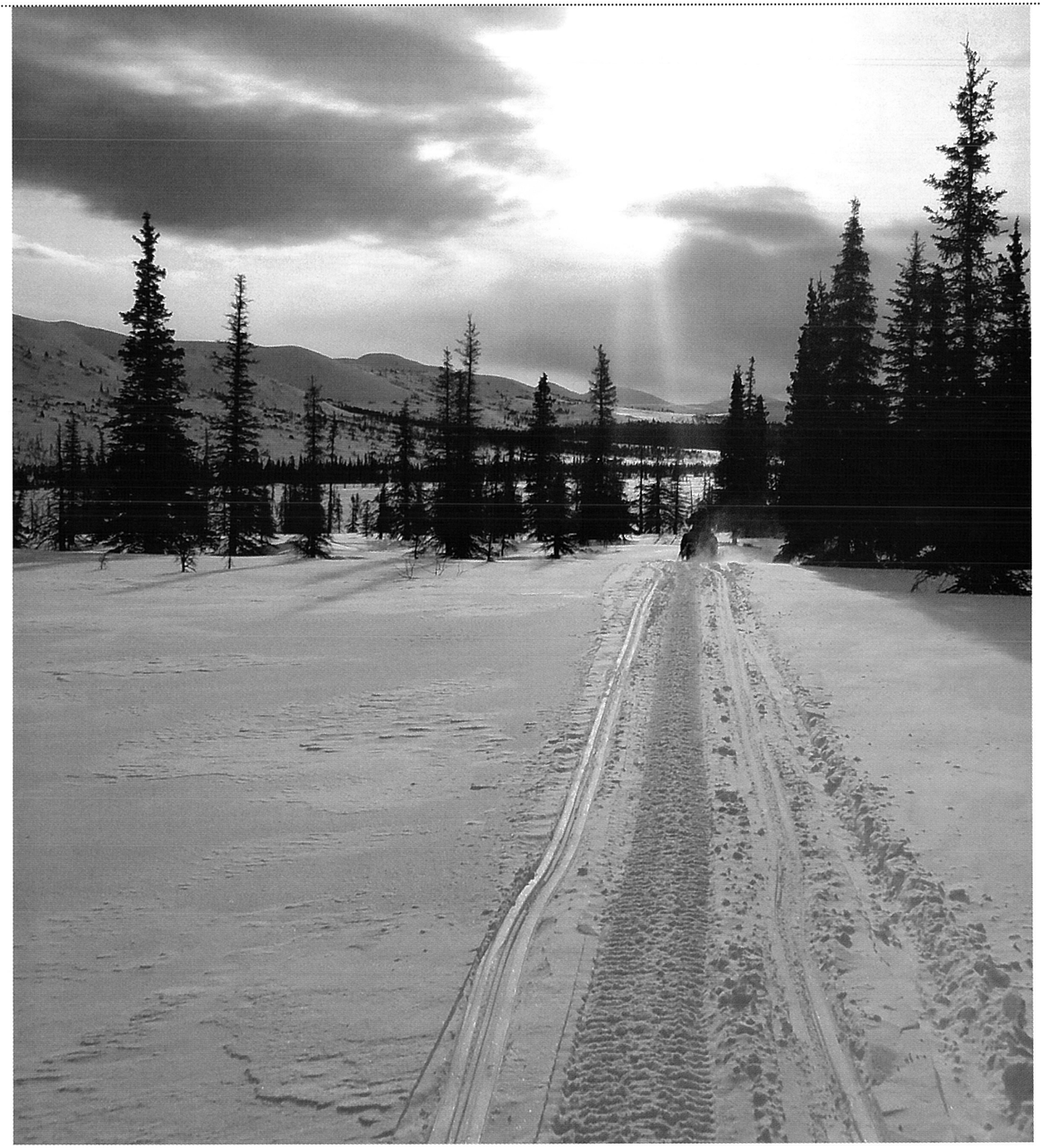
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Pushing too fast for the finish while tired and fatigued is something all racers need to be wary of.



Smaller checkpoints

Smaller checkpoints, fueling stations and layover locations include:

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

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

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

NIKOLAI, population 93, is 310 miles from the start on the south fork of the Kuskokwim River.

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

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

POORMAN, population zero, located in a flat-land region and the last checkpoint before Ruby, is 524 miles from the start.

RUBY, population 178, is on the Yukon River and marks the turning point to Nome. Pro racers pass through Ruby twice, first 596 miles from the start on the way to Nome and again at mile 1,620 on the return route to Fairbanks.

GALENA, population 641, is an Athabascan village in the Interior, 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, on the 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, is on a point jutting into Norton Sound, 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.

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

MANLEY HOT SPRINGS, population 72, 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, is located on the Richardson Highway, just south of Fairbanks. North Pole was added to the race course to facilitate a new finish location in Fairbanks, and increase the course distance to 2,031 miles.

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

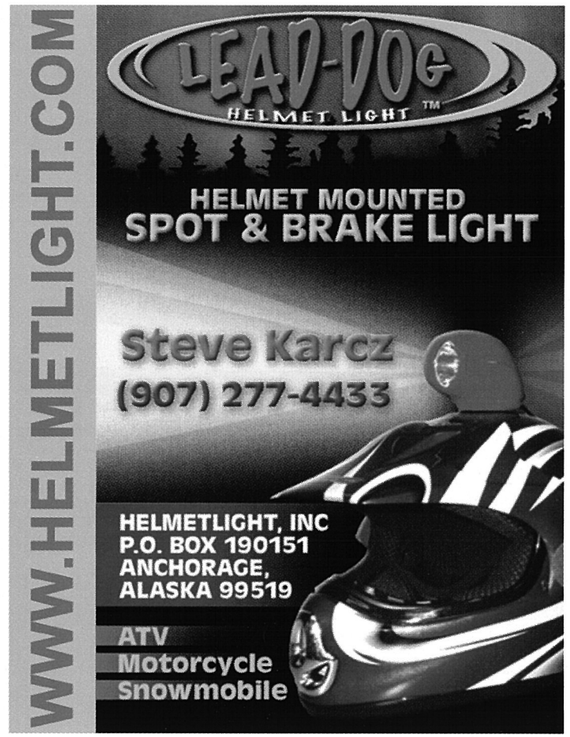


Nikolai

McGrath











Iron Dog Through the Years

1984
- First Iron Dog Race Called the "Iditarod Iron Dog Classic"
- Due to warm weather the race was from McGrath to Nome.
- 15 Teams raced for a purse of $20,000
- John Faeo & Rod Frank, First Place win $8,500
- Average Speed, 35mph

1985
- Race name changed to "Gold Rush Classic"
- Race route Wasilla to Nome, 1,049 miles.

1987 First woman, Melinda, to enter the race with husband, Doug Lyman

1988 John Faeo and partner Dan Zipay win their third straight Iron Dog race.

1989
- Doreen Long, the first woman to cross the finish line in trail class with husband Bill.
- Lowest number of Race Class entrants, 7 teams.
- First race to start in Nome.

1990 First husband and wife team compete, Bill and Doreen Long.

1993
- Race route becomes Wasilla to Nome to Wasilla doubling miles, 2,098
- Five time Iditarod Champion, Rick Swenson, enters the Iron Dog with partner Pat Delia.

1994 $50,000 first place prize money.

1996 With partner Bob Gilman, John Faeo takes his seventh first-place finish.

1997 First all female team enters, Lisa Luther and Laura Carr.

1998 Race route changes to include Fairbanks, Wasilla to Nome to Fairbanks, 1,971 miles.

1999 Largest amount of participants entered, 122.

2000 First all-women's team to cross the finish line, Jackie Page and Missy McClurg.

2002 Race cancelled due to warm temperatures and poor trail conditions.

2003
- Race route flipped, starting in Fairbanks to Nome to Wasilla.
- First time a Ski-Doo Team crosses the finish line in first place.

2004
- Race route changed, Wasilla to Nome to Wasilla
- First Rookie in a pro class team crosses the finish line in first place, Nick Olstad.

2007 Scott Davis ties John Faeo with seven championships.

2008
- Record number of Pro Class Race Teams, 40; Rookies Teams, 23; Lower 48 Teams, five.
- Largest race purse, $165,000

2011 Race route extended to 2,031 miles and North Pole added as a checkpoint.

2012 Dusty VanMeter and Marc McKenna win with a record course time of 35 hours, 39 minutes, and 56 seconds.



Communities and Checkpoints

WASILLA

Wasilla is central to the race organization, hosting the Iron Dog Safety Expo. The expo includes a tech inspection, 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 Feb. 8.

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 is the perfect setting for spectators to watch race teams speed off to 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.

The community of Big Lake is home to 3,000 people spread over an area of 131.9 square miles. Big Lake is a longtime vacation and recreation area, though more and more permanent residents are moving there.

NOME

Until 1994, Nome was officially the race finish, tying Iron Dog to the Gold Rush history of Alaska, hence the earlier race name, 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 and the surrounding area is some of the most challenging on the course, due to ice shelves and open water conditions.

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 2,031 mile journey. Fairbanks is home to the final banquet and awards ceremony.

Since 2011, the racers finish near downtown after traveling along the Chena River from the east through North Pole.

Fairbanks is Alaska's second largest city and home to more than 50,000. It is known as the home of University of Alaska Fairbanks, the popular Chena Hot Springs Resort, and the World Ice Art Championships.

(Please see profiles of smaller checkpoints on next page.)



The Dangers

EXTREME COLD AND HYPOTHERMIA

BLIZZARDS AND WHITEOUT CONDITIONS

COLLISION AND RACER ERROR

MECHANICAL FAILURES

HIDDEN OBSTACLES IN SNOW OR INVISIBLE TROUGHS

OPEN WATER

FLAT-OUT EXHAUSTION

Grueling Iron Dog course challenges even veteran racers

No walk in the park

By Justin Matley

In a nutshell, Iron Dog teams follow a point-A-to-B-to-C route. Sounds simple, right?

Racers depart from the starting line on Big Lake, make their way to the halfway point in Nome where they'll receive halfway awards, rest and prep machines for another run. Released the following day according to their times, they'll then continue to Fairbanks.

In reality, this equation is anything but simple.

From Big Lake, the course travels through remote checkpoints at Skwentna, McGrath, Nikolai and Poorman. Closer to Big Lake, the trail system is winding, widely used by locals, and running through spruce bogs, sparse birch forest and across muskeg. Eventually racers enter the river system, traveling the Yentna and others at high speed, making their way to Skwentna and into the Alaska Range.

Racers will transition into a period of racing through mountain passes and along valley floors where, instead of open trails and river, they'll face more confined spaces, areas with extreme snow or no snow at all, tight spaces between trees, too, and up many steps where deep ruts form in the trail providing limited traction. Getting stuck is common. If all goes well, the racers will eventually be ejected from the mountains onto the tundra heading toward Nome.

All the while, teams will have to stop at each checkpoint, refuel when necessary, and complete mandatory layovers at defined layover points. Layovers ensure racers get rest and have an opportunity to work on their machines, if needed. Racing and repairs is all on the clock, of course, and teams who limit repairs or have the skill to complete repairs quickly can often jump into the lead.

Their pass through the Alaska Range can be downright miserable, but the open tundra offers other difficulties. Just imagine having your body jostled by enormous tussocks for hours on end. The lack of trees, too, means windswept snow can hide the trail or worse, cause complete whiteout conditions. Teams will ride day and night, with little to guide them and only able to see a few hundred feet ahead at times. That sort of distance doesn't offer much time for reaction in the event of an obstacle ahead, or more often, deep drops and troughs in the snow.

Near Unalakleet, teams will actually utilize the seasonal ice shelf, if one exists, to reach Shaktoolik and on to White Mountain. The shelf can provide fast running, but also offers the risk of drowning in Norton Sound. In fact, this entire region is shredded by streams, rivers and ponds that all need to be crossed, and there's always the risk of crossing open water, overflow and coastal water blown inland by ocean storms.

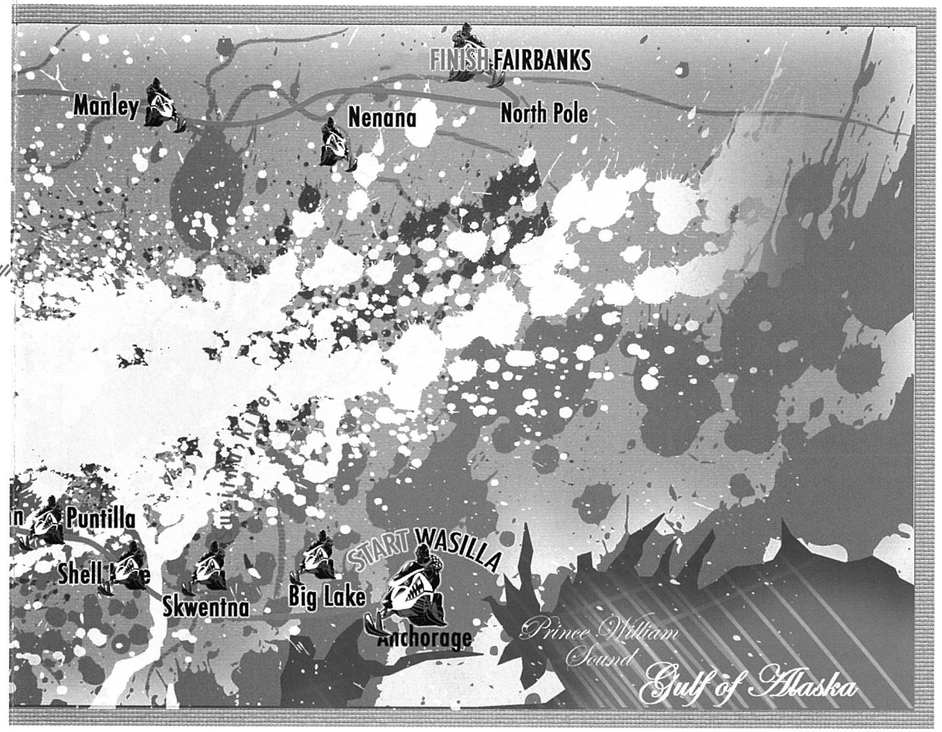
Having made it to Nome, the worst isn't behind these tough racers. Teams will have to double back on their way to Fairbanks. They'll tackle the obstacles again, but typically in daylight and with a sense of what to expect or where possibly to take a detour.

In Ruby, racers will finally be able to jump onto a new section of trail, with some of the fastest sections of racing on their way to Tanana, Manley, Nenana and North Pole. They'll experience a bit more tundra before entering the rivers, which wind back and forth to extend the trail distance.

With the finish close at hand, teams often ride harder than ever, some paying the price with mechanical failures that take them out of the race for good, after all that hard work. Accidents at this point are also not uncommon. Tired and fatigued, yet pushing too fast for the finish is something all racers need to be wary of.

Past North Pole, the final leg of the race follows the Chena River, entering downtown Fairbanks from the east. Racers can be watched from the downtown footbridge, or on the river, as they scream around that last bend and make a dash for the finish.

Another Iron Dog is over, and the teams, tired as they are, will have one last obstacle to overcome—staying awake during the awards ceremony at the Westmark Hotel. ▪



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
Northbound Mileage	*1,108*

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
Nenana to North Pole	77
North Pole to Fairbanks	35
Total Mileage	*2,031*

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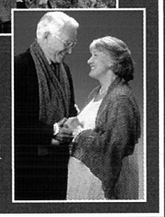
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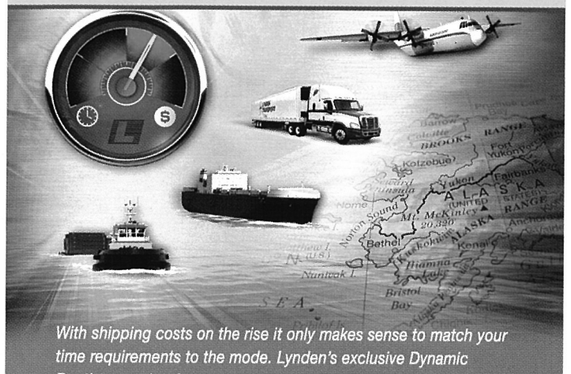
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iron dog

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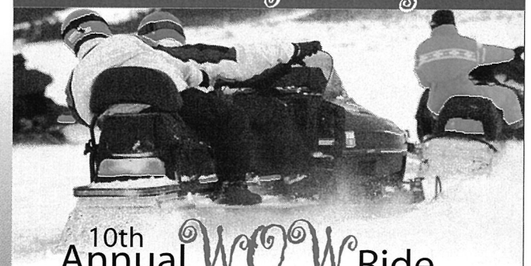


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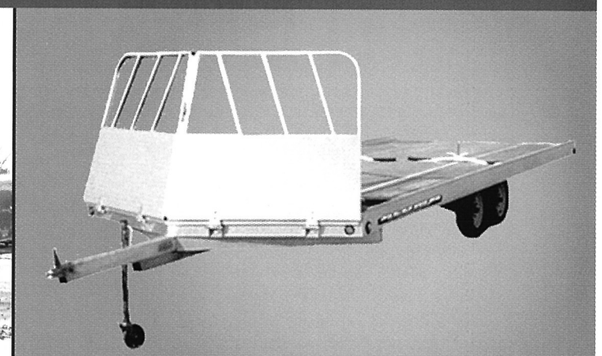
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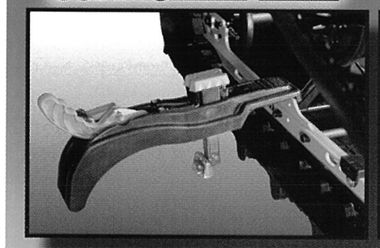


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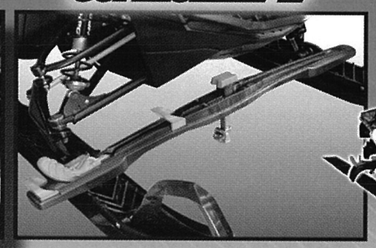


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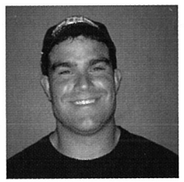
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Near-finish malfunction turned hard-earned 4-minute lead into wide victory

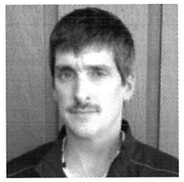
By Justin Matley

2013 race a champion repeat

IT'S HARD TO IMAGINE riding a snowmachine for seven days let alone at high speed over 2,031 miles, in the middle of winter, year after year. Dusty VanMeter and Marc McKenna certainly paid their dues and, as a team, have settled into a rewarding sweet spot in their Iron Dog racing careers. Having their possible win thwarted in 2011 by a surprise gravel pit, VanMeter and McKenna have since secured two consecutive wins; in 2012 and again in 2013 as Team 17 riding Ski-Doo. But despite their experience, this past win didn't come easy.



Marc McKenna



Dusty VanMeter

Team 17 reported that early in the race they were behind the curve, especially compared to their record-breaking run in 2012. Although VanMeter and McKenna barely pulled ahead to arrive first into Nome and earn the $10,000 Donlin Gold Halfway Challenge winnings, it did little to comfort them.

Team 23, Brian Dick and Eric Quam riding Arctic Cat, were only four minutes behind, which means nothing in a race as long as Iron Dog. In fact, McKenna said it was nerve-wracking leaving Nome with a team so close behind. However, fortunes were in the champions' favor.

Chasing the leaders down, and with a victory almost in grasp, Quam's Arctic Cat came to a halt with a broken jackshaft. Malfunctions are common for teams pushing hard to catch nearby leaders, and such was the case for Team 23. They towed their Cat 50 miles to Tanana where they later scratched.

This act of fate gave VanMeter and McKenna a chance to solidify their win without pushing any harder than necessary, saving their machines for a smooth coast across the finish with a final time of 36 hours, 50 minutes and 54 seconds

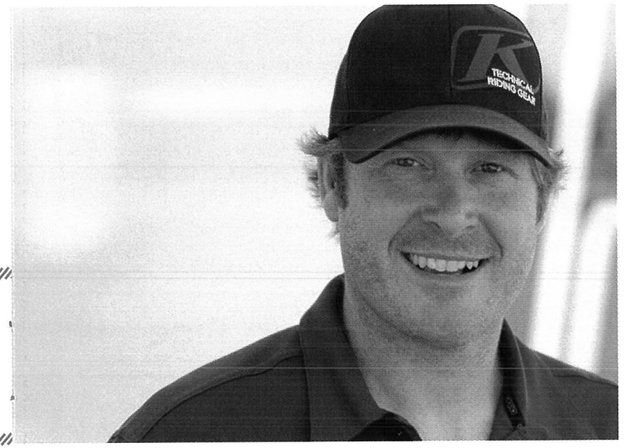
The next closest racers were Tyler Aklestad and Tyson Johnson, Team 8, on Ski-Doo, with a second place finish time of 37:49:39 seconds. Not far behind was Mike Morgan and Chris Olds, Team 10 on Polaris, with a third place finish time of 38:17:22 seconds.

These are all racers known for finishing well, true competitors who could have nabbed the win easily if a situation presented itself. VanMeter, who had experienced close finishes in the past, knew better than to count on anything. Known for holding a fast pace, yet experienced enough to not push their machines to the breaking point, Team 17 did what they do best and kept their cool.

VanMeter and McKenna managed to stay ahead of the pack, beating the second place team by nearly 52 minutes, with a time of 36:50:54. Individually these racers are no strangers to the winners' spotlight. VanMeter already had four wins under his belt – in 2000, 2002, 2004 and 2012 (which he also won with McKenna) – and McKenna had three, in 2005, 2008 and 2012. Their 2013 win gave them one more each to add to their resumes.

Once again they walked away not only with the halfway prize, but also a hefty $50,000 first-place paycheck.

Nathan Whitted and Bo Phillips, Team 37, riding Polaris, were the very last team to cross the finish line in Fairbanks. It took the pair 69 hours, 19 minutes and 11 seconds to complete the race, and they were given the annual Red Lantern,



'I'm not overconfident in myself or thinking this is going to be a cakewalk.'

Gabe Bunke

Gabe Bunke's 16-year race career successes:

Soo I-500 wins, 2002, 2005, 2012 and 2013

USCC Pro Open Points Champion 2003, 2004, 2007 and 2008

USCC Pro Stock Points Champion 2007

USCC Iron Man Recipient, 2008 and 2009;

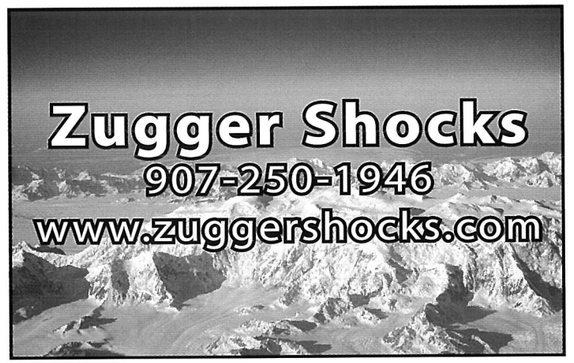
USXC Team of the Year 2013

With plenty of resources to tap into, Simons thinks he has a pretty good grasp on how to win this challenge.

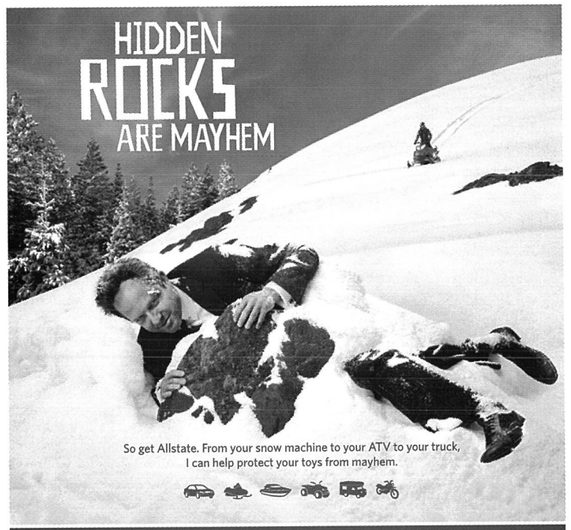
Simons said, "Being smart and lasting the duration is key. Other than that the riding and speed and that end of it I'm not concerned about with me or Cory. It's just the ability to be focused for that duration of time and not make any dumb mistakes that potentially take you out of the race."

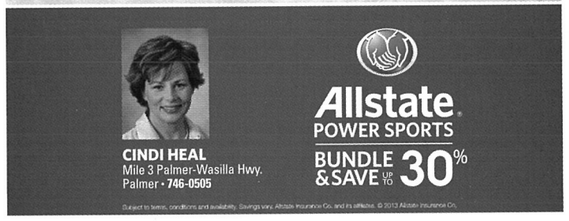
In preparation he'll be doing one ditch race, the Soo 500 and I-500. Simon's also stays fit and plans to prepare mentally and remain focused.

We're looking forward to experiencing what these and other new racers bring to the arena. There's little doubt that this year's field of competitors is the best ever seen. ▪









Comments from a couple of newcomers

Outside riders

By Justin Matley

If you follow snowmachine racing outside Alaska you may recognize some new names on the roster. What's their motivation? Why now, and how did the opportunity to ride in the world's toughest snowmachine race present itself? No matter the answers, we can all get excited they're here to fortify the Iron Dog arena. I managed to catch up with a couple of Outside riders to see what's on their minds.

Gabe Bunke's coming up from Moorehead, Minn. You'll find him sporting the Team 20 numbers on his Polaris Indy 600 alongside teammate, Alaska sourdough Scott Faeo. Faeo has a successful Iron Dog run behind him, top finishes in local cross-country races, and benefits from knowledge handed down to him by his seven-time Iron Dog champion father, John Faeo.

'It's the ability to be focused for that duration of time and not make any dumb mistakes that potentially take you out of the race.'

Bunke, race experienced as he is, will be getting his first taste of what Iron Dog is all about. He knows he has much to learn.

"I'm not overconfident in myself or thinking this is going to be a cakewalk," Bunke said. "There's a lot of stuff that I don't know right now, and I'm going into it with an open mind with Scott, and following his lead as a veteran, and hopefully he can give me some insight on how things work, and I'm kind of absorbing as much as I can."

Having followed the race for the past five years or so, the opportunity to participate finally presented itself.

"Scott Faeo there was willing to do it with me so I figured what the heck, the opportunity's right there, so I might as well try," Bunke said.

Bunke said he is eager to take back the win for Polaris, but outsiders are always at a slight disadvantage, unable to practice in the Alaska backcountry, but Bunke's putting a strong foot forward to prepare.

"I'll be doing local races, cross-country and enduro races," Bunke said. "Trying to ride a lot more this winter in conditions as close to what you see up there, probably get some night riding in, doing some cold temperature riding, and I'm planning on coming up in January for about a week to do some riding and get things in order. I'll take it one day at a time."

He follows in the footsteps of his Snowmobile Racing Hall of Fame father, Jerry Bunke.

Another strong contender from out-of-state is Ryan Simons, an Arctic Cat racer from Camrose, Alberta, Canada. He'll be riding with teammate Cory Davis for another Alaskan/Outsider paring, Team 41.

Simons has been waiting patiently for the opportunity to run in Iron Dog.

"I've been throwing things around and talked about it for around two years now," said Simons. "And then Cory Davis became available to run it."

A decrease in his racing workload played a big role in Simons' being able to register for Iron Dog.

"It's more schedules than anything because I've been on a full-season race schedule, and the dates just never worked out," Simons said. "This year I'm doing just select races so it finally worked out."

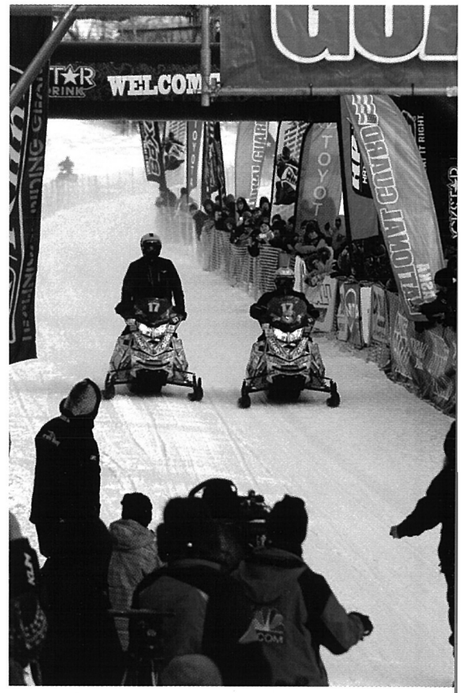
To him, win or not, Iron Dog is another feather in the cap worth chasing after. His reason for racing the world's toughest snowmachine race is simple.

"I've always been in the racing world of snowmobiling and in a lot of different aspects now from snowcross to cross-country and the endure ice oval stuff, and (it's) just to get another accomplishment done I guess more than anything," he said. "To win it is definitely what everybody goes for, but in that one (Iron Dog) just to compete in it is huge."



Team 17 did what they do best and kept their cool.





an award for last place. It's nothing to scoff at. Any Iron Dog racer will tell you it's an accomplishment just to finish.

2014's another opportunity take on the Iron Dog challenge and make up for any mistakes last year. With so much riding on luck, the weather and solid machines, will the champs hold their ground or will another team tackle the title? ▪

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JOSH SKOGLUND

Start and finish overview

AT THE IRON DOG STARTING LINE you're bound to be impressed by the race action, or simply the thousands of other spectators gathered to watch. People-watching in Alaska is never dull! But seriously, the race start is a uniquely Alaskan experience with something for everyone to include food, festivities that coincide with Big Lake's annual Winter Fest, racer profiles and announcements, and of course the starting line action with plenty of cheering as racers zoom away into the wilderness.

It all happens on the frozen waters of Big Lake and the Pro-Class race starts at 11 a.m., Sunday, February 16, but arrive early to get a good view of the action. According to Iron Dog executive director Kevin Kastner, not a lot has changed, which means expect the same great start and multitude of fans Iron Dog has experienced the past couple of years.

The Big Lake Winter Fest offers fun activities for families as well as more extreme activities like helicopter rides and snowmachine shows. Vendors and snowmachine manufacturer booths will also add to the festive atmosphere that surrounds the lake leading up to and after the Iron Dog start.

Listen to racer interviews, have a hotdog, and pick up an Iron Dog T-shirt to commemorate your attendance. Been there, done that!



JOSH SKOGLUND

A WEEK LATER THE FINISH LINE in Fairbanks comes to life as well. It's not as crowded as the start, but makes for an entirely different experience.

Where the start is an enormous and impressive display, the finish is what Kastner refers to as "intimate." The finish will also be similar to previous years and located in the heart of downtown Fairbanks, on the Chena River just below the footbridge. Watch from above as racers complete their challenge, or stand on the river sidelines to really connect with the excitement and drama that follows every new team to arrive home safely.

Expect food, vintage races with some really wild early machines, and a chance to pat a racer on the back for a job well done.

The race finish is slated for Saturday, February 22. The final awards ceremony and reception will be held that evening at the Westmark Hotel in Fairbanks this year in order to accommodate the growing number of racers and spectator involvement.

Hope to see you there!

— Justin Matley

Iron Dog Facts

THE FIRST IRON DOG was known as the Iditarod Iron Dog Classic, ended in Nome, and was won by John Faeo and Rod Frank riding Polaris with a time of 23:50.

John Faeo and Scott Davis are tied for the most wins with seven each and they **NEVER ONCE RODE TOGETHER.**

NORTHERN AIR CARGO has been providing continuous support to Iron Dog since the beginning.

Today's **RECORD TIME** is 35:39:56 set by Marc McKenna and Dusty VanMeter in 2012 on their Ski-Doos.

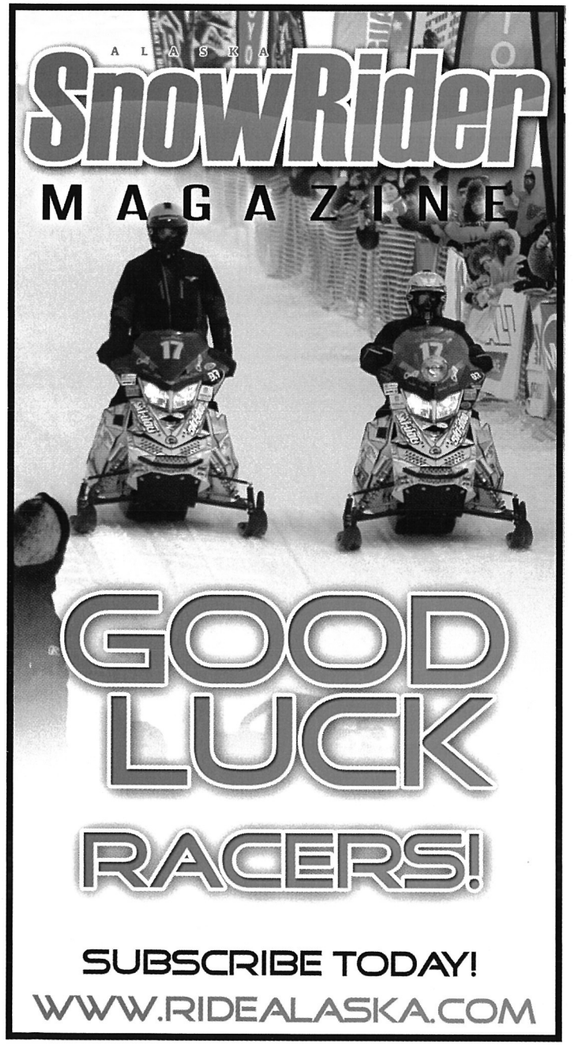
McKenna and VanMeter's record time was set on the **2,031-MILE COURSE**, but their time also topped leading times for the previous 1,971-mile and 2,000-mile courses.

Compared to the first Iron Dog at 1,049 miles and a winning time of 23:50, McKenna and VanMeter's 2012 race was nearly double the length, yet only took 1.5 times longer to complete. They averaged **60 MILES PER HOUR** for the duration!

In 1987 the **FIRST WOMAN** to enter the race, noncompetitively, was Melinda Lyman who raced alongside her husband, Doug.

In 1990 Bill and Doreen Long were the **FIRST HUSBAND AND WIFE TEAM** to race competitively.

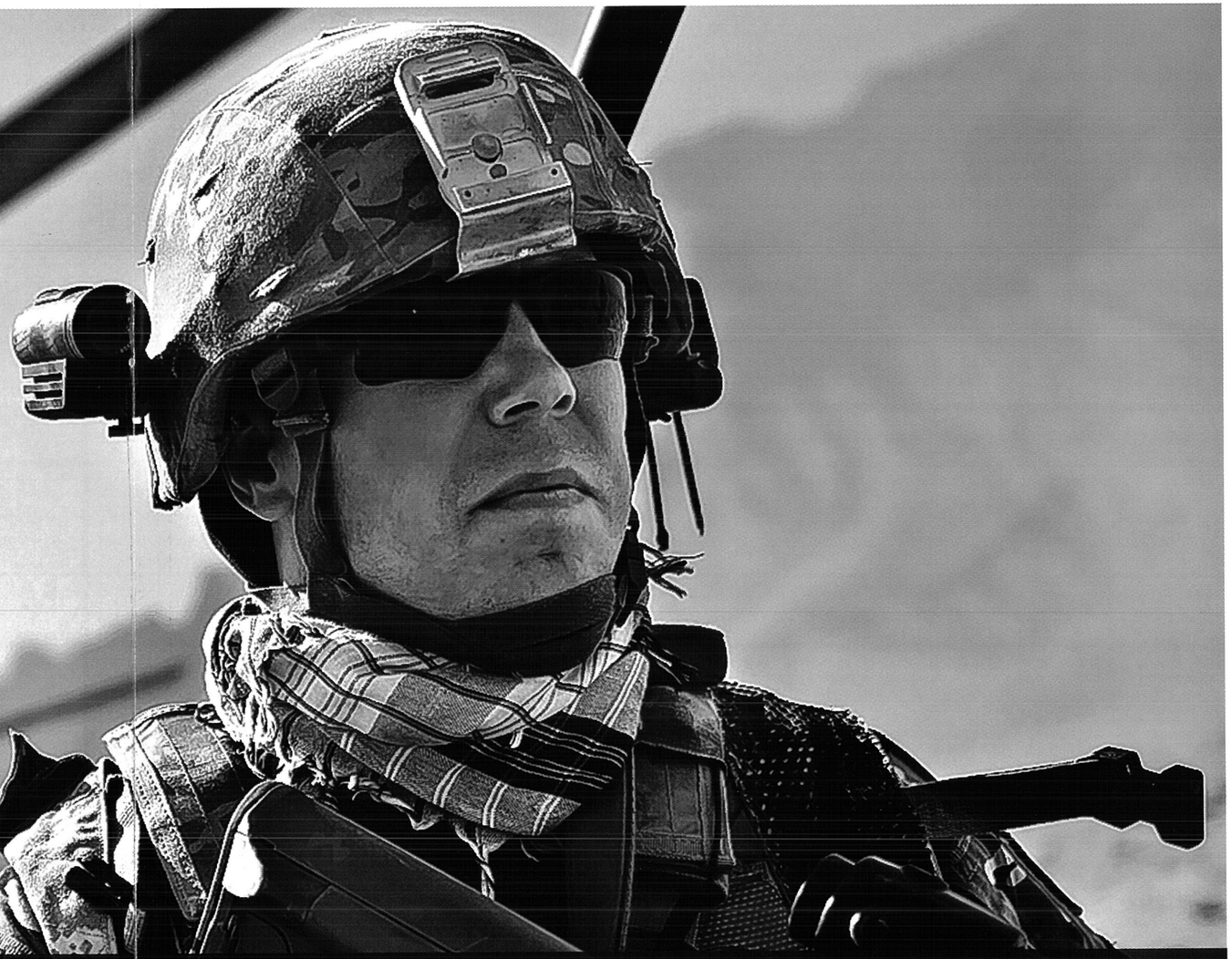
In 2003 the race was **CANCELLED** for the first time due to warm weather and poor conditions.





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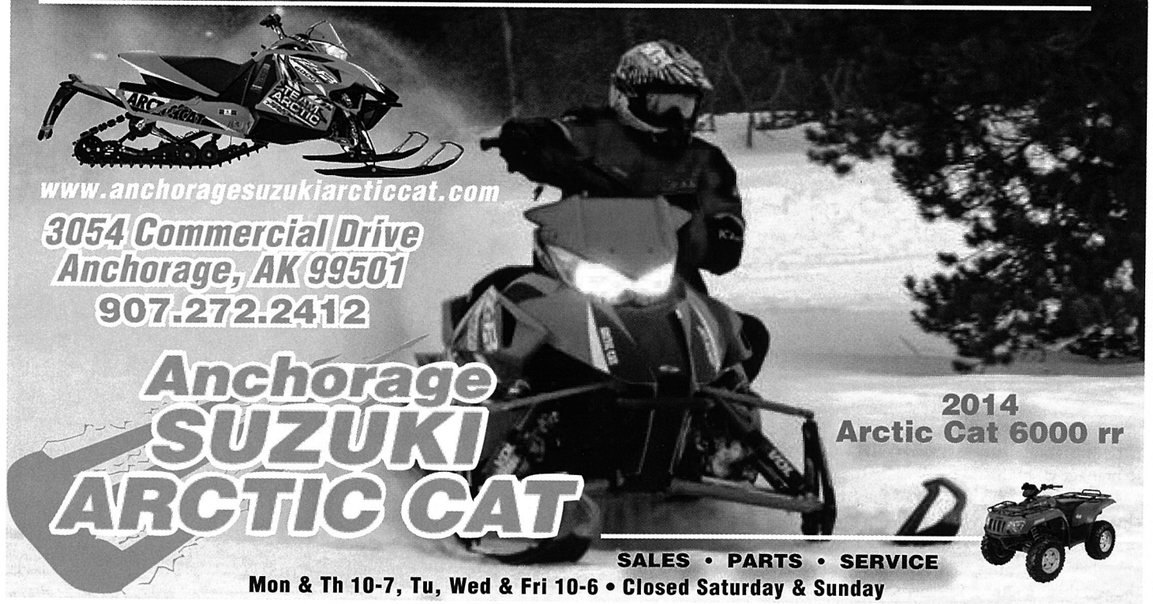


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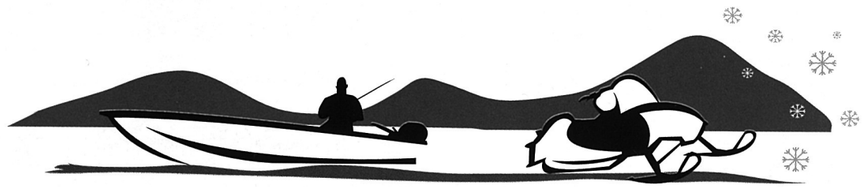
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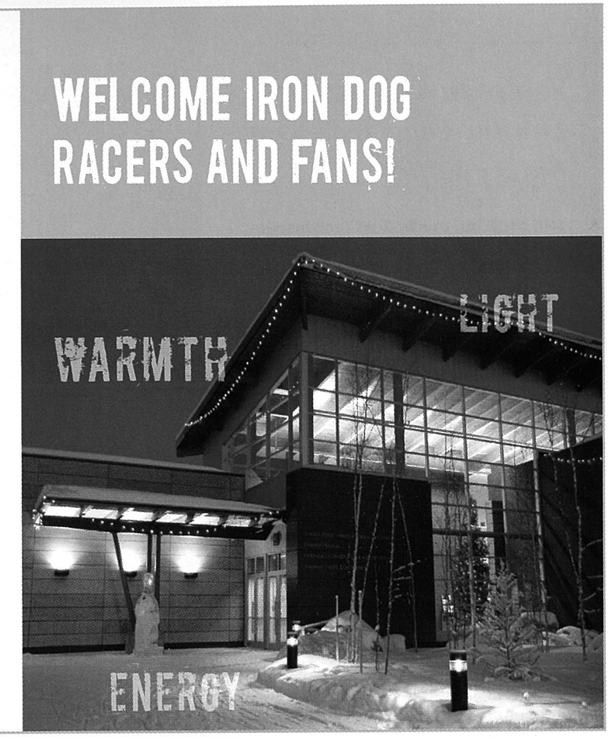
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www.DonlinGold.com

You're invited to the Donlin Gold Iron Dog Safety Expo

THE ANNUAL Donlin Gold Tech Inspection and Safety Expo is an all-day affair held on Saturday, Feb. 8 at the Menard Sports Center in Wasilla. The Safety expo is both a mandatory rally for the racers to make final preperations for race day, and a special treat for fans.

Fans can learn about Iron Dog from one-on-one conversation with racers.

The Safety Expo will provide training seminars featuring safety equipment giveaways and special offers, and gives spectators a chance to see the machines and required gear each racer will use on the course. This is the only time each year that fans can truly learn about Iron Dog from one-on-one conversation with racers and see their gear on display.



From a racer perspective, the expo is all about the safety inspection to make sure they have everything in the mandatory packing list, properly tuned machines and getting approved for the race. Each racer along with their machine and gear will be there for inspection both by officials and the public. If a racer or team fails to pass the official inspection, they have one week to correct the issue.

FEBRUARY 8 • ALL DAY

DONLIN GOLD TECH INSPECTION AND SAFETY EXPO

- *Menard Sports Center South Mack Drive, just off the Parks Highway, about 2.5 miles from downtown Wasilla.*
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Racers in your living room

HOW TO WATCH FROM HOME AND BE A PART OF THE 2014 IRON DOG

IRON DOG WANTS TO GIVE FANS as many means possible to connect with the race action. The Safety Expo, Race Start and Finish are the best ways to get involved. You'll get one-on-one time with the racers and learn what it really takes to compete at this level. But, when all the racers are hundreds of miles into the backcountry, you'll need to rely on technology to stay abreast of the action.

You'll be able to follow racers in near real-time during the 2014 Iron Dog. While the racers are enduring subzero temperatures and sleep deprivation, you'll be able to follow the action from the comfort of your home—whether listening on the radio, watching television coverage or by doing a little surfing on the **IRON DOG WEBSITE.**

Through a partnership with **KTUU CHANNEL 2**, there will be limited live coverage of the race as racers pass through selected checkpoints and portions of the race trail. Sound bites from those broadcasts will also be broadcast on radio station **KFQD AM 750**. Tune in whether watching TV at home or listening to the radio while driving.

For those who prefer web-based information and near real-time GPS tracking, the only place to be is the Iron Dog website, **WWW.IRONDOGRACE.ORG**.

Look for the Event Information section of the site. There you'll find event scheduling and maps. Wondering how the layovers work or which communities lie along the trail? Go to the frequently-asked-questions section to find answers to those questions and more.

Click on "**RACE TRACKING**" to find past results, checkpoints and the most useful tool of all, GPS tracking.

Iron Dog may be utilizing a new GPS tracking service, but the fundamentals are the same. You can watch each racer, defined by their number, as they progress along the Iron Dog course. You'll know where they are, how fast they're moving, and if they've been in one place for too long then expect the team to be caught up in a layover or with a mechanical issue. Comments on the Iron Dog website or the Iron Dog Facebook page, **WWW.FACEBOOK.COM/SNOWMOBILERACE**, provide the earliest news on team successes and troubles.

It's important to remember that teams are released in succession, so ***those in front are not necessarily winning the race.***

While technology has made it easier to follow the race from home, organizers say hearing the roar of the engines, tasting exhaust in the air and watching the racers roar down the trail is really the only way to truly experience the Iron Dog.



Golovin

periences and of course learning a lot about what it takes to manage all of this."

And, for kids who are fans of the Iron Dog or snowmachining in general, to be involved with Iron Dog can be a dream come true.

"They're learning about the racers and all the things they go through, too," Kastner adds.

But no one could argue that it's the cross-culture learning and experience that will benefit the youth for years to come. Kastner expresses that, especially for Southcentral students heading to the Bush, they're learning about subsistence lifestyle, what rural students do for fun, and can gain an understanding and respect for Alaska residents who make up half the state's population.

The Rural Exchange hopefully will continue for many years, and grow to include more schools each year.

For kids who are fans of snowmachining, to be involved with Iron Dog can be a dream come true.

"Anyone who's engaged and involved with Iron Dog, we'd like to give back to their community by giving their students a cool experience and something that I feel is meaningful, getting experience both culturally and academically," Kastner says.

And, despite all there is to do and manage during the season, Iron Dog will be influential in one more community outreach project.

"This year we're going to try to do some coordinated events with Donlin Gold and the National Guard with the Bethel team (Team 19, Steven Boney and Arthur "Gux" Laraux), some cool prerace stuff with that, which will involve the schools and students there," Kastner says. ▪

