



# 2012 Iron Dog® Pro Class Official Race Rules

PLEASE READ THESE RULES IN THEIR ENTIRETY

**NOTICE:**

2012 Rule modifications or additions:  
Highlighted in Yellow

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**NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THE RULES AND REGULATIONS IN THIS PUBLICATION. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT, AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO SPECTATORS OR PARTICIPANTS**

Iron Dog®, Inc. is dedicated to providing a reliable, consistent, safe and honorable cross-country snowmobile race and recreational ride in Alaska. This is a team race, consisting of two (2) persons and two (2) snowmobiles (track driven and ski steered). Recreational Class teams may include two (2) or more persons, but each person must have their own snowmobile. These participants will brave subzero cold, bad visibility, and deep snow to push their snowmobiles and bodies to the limits to reach the finish line. It is the World's Longest, Toughest Snowmobile Race, and it is a true test of human and equipment endurance. All participants will treat Race Officials with respect and recognize their decisions as final at all times. Each participant is required to read both the Iron Dog® Event Rules and general rules of the ISR (International Snowmobile Racing, Inc.).

Each applicant acknowledges receipt of the current Iron Dog® event rules upon entry and is applicable to all race and recreational classes. Participants accept and agree to be bound by the terms and conditions of all 2012 Iron Dog® rules and regulations.

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

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

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

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

## 1. REGISTRATION AND ENTRY

- 1.1. Participants, pit crew and or approved persons allowed in the race paddock, staging and course must read and agree to liability release terms by signing ISR waiver form.
- 1.2. All required forms must be complete and submitted on or before entry deadlines in order to be entered including; Medical Release, Liability Waiver & Indemnity Agreement, Photo Identification (current U.S. issued driver license or Passport), digital photo, and Participant Biography. **NO EXCEPTIONS WILL BE ACCEPTED FOR THIS REQUIREMENT.**
- 1.3. Additional forms of identification may be required in order to participate from year to year as required by State, Federal and local authorities. The Iron Dog® staff will make all reasonable and commercial efforts to alert participants as early as possible to any changes to required racer identification or documentation.
- 1.4. In order to participate racers must pass a physical exam by a certified medical physician and or submit shall be turned into Iron Dog®, Inc. with all entry forms. Certified copies of C.D.L. and or pilot's medical examination certificates that are current throughout the race event are acceptable.
- 1.5. Head-Shot Digital Color Photos must be submitted with entry and are required in order to participate.
- 1.6. No refunds of entry or other fees will be made after registration is closed, unless an event is cancelled or rescheduled by a ruling from the board of directors. Refunds **during** registration period will be processed with a 20% processing fee.
- 1.7. All participants must be current members of Iron Dog®.
- 1.8. Participants must declare their class upon entry: Pro or Recreation/Trail Class. Pro Class participants may opt to participate in the Recreational Class prior close of registration or during the event they may change their class status or accompany an existing Recreational Class team. Entry fees will not be refunded for class status change after close of registration. Pro Class participants compete for prize money and trophies. Recreational Class teams ride for the adventure and a completion award.
- 1.9. Substitutions and replacements of participating entrants are only allowed prior to the start of the race and only after proper paperwork and fees have been received and approved by the Iron Dog® prior to the Driver's Meeting.
  - 1.9.1. If one (1) team member is replaced, the team retains their entry draw position.
  - 1.9.2. If an entire team is replaced, the team is moved to the second draw if the drawing has not yet occurred. If the drawing has occurred, the team will be moved to last position of the starting order.
- 1.10. During the event each participant must stay with original teammate(s), with the exception of a Pro Class participant opting to join an existing Recreational Class team, if their original teammate is no longer participating.
- 1.11. No participant under the age of eighteen (18) will be allowed to compete in the Pro Class.
- 1.12. Participants are strongly encouraged to obtain personal liability and accident insurance.

## SNOWMOBILE REQUIREMENTS

- 2.1. Pro Class snowmobile engines exhaust systems, and intake systems are to be OEM (except as noted below) and limited to the following: ISR approved 600 Stock Cross Country snowmobiles in 2 and 4 stroke.
- 2.2. Two-Stroke Engines: 600cc maximum displacement.
  - 2.2.1. (or) Approved ISR 4-stroke models:  
Yamaha Nytro and **Arctic Cat F 1100 (non-turbo versions)**.
- 2.3. An adequate return spring on the throttle is required.
- 2.4. Engines will have OEM tags and or serial numbers affixed to the engine and chassis.
- 2.5. Brakes, head lights, tail and brake lights (a minimum of 2" x 4"), snow flaps, and clutch guards must be in a safe and operational condition when leaving each checkpoint. A working helmet light with a tail/break light feature (such as Lead-Dog Helmet Light or equivalent) will suffice for lights until the main system is repaired.
- 2.6. Broken windshields must be made safe or replaced.
- 2.7. All snowmobiles must have carbide runners and studded tracks (a minimum of 2-studs per track bar).
- 2.8. All snowmobiles must have a current state snowmobile registration decal.
- 2.9. The condition of a snowmobile is the responsibility of the participant.

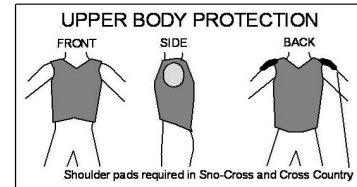
## 3. GPS TRACKING SYSTEMS

- 3.1. Iron Dog® reserves the right to require each racer to install a GPS Tracking Unit on their Race snowmobile. Participants must install units as requested.
- 3.2. Iron Dog® will not be responsible to aid teams that use the "Help" signal on personal tracking devices. Racers that are in danger and require help should use their emergency "911" signals.
- 3.3. Participants may be liable for replacement costs on lost or intentionally damaged GPS units.

## 4. PARTICIPANT PROTECTIVE EQUIPMENT

- 4.1. It is the responsibility of the participant to select protective equipment that will conform to Iron Dog® and ISR guidelines and provide adequate protection. Even though race rules committees and ISR develop guidelines, Iron Dog® and ISR do not endorse or guarantee specific products or manufacturers of protective equipment. Participants must rely on their own judgment in the selection of helmets and other apparel for protection and durability.
- 4.2. Regardless of participant apparel passing prior inspections, compliance with the rules must be made at post-race inspections.
- 4.3. Helmets: **Helmet padding and shell must remain in as-manufactured condition, without modifications** and meet SNELL 2005, European Standard ECE 22.05 or newer standards according to the current ISR guidelines. (PLEASE CHECK THE MOST CURRENT ISR STANDARDS TO BE IN COMPLIANCE) Color Code for Safety orange added. The Iron Dog® race bib should be used as a color swatch to verify that the helmet is the correct color. This is also mandatory in the tune-up area. The helmet must be securely fastened at all times.
- 4.4. It is mandatory that the driver's helmet must be a minimum of (75%) blaze orange matching the color of the race bib. (RGB Color mix 255, 102, 0)

- 4.5. The Iron Dog® will provide blaze orange race bibs.
- 4.6. Adequate Arctic Clothing including face mask and gloves.
- 4.7. Waterproof boots able to provide protection to -30 degrees below zero. Racers must carry boot spare liners if the chosen boot liners are not waterproof. Commonly used boot: Military Bunny Boots
- 4.8. Eye protection in the form of goggles and or face shields is mandatory. If corrective lenses are required to drive a motor vehicle, it will be required for event participation.
- 4.9. The use of upper body protection equipment is mandatory. The upper body protection must cover all body areas shown in illustration below. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule. Shoulder pads must be added to upper body protection.
- 4.10. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.
- 4.11. Elbow pads and Neck bracing are highly recommended.



## 5. SURVIVAL EQUIPMENT

Survival Equipment as described herein will be inspected prior to the start of the event, in Nome, and at the Finish Line, and or at the discretion of the Race Director team at any time during the event. In addition to the noted Participant Protective Gear requirements, each team is required to carry the following: (Note: per person means that these items must be carried by each participant.)

- 5.1. One sleeping bag per person; certified capable of providing protection to -20 degrees Fahrenheit; must cover participant head to toe and insulating fill equally distributed throughout the bag. The sleeping bag cannot be altered. Must be able to fully zip with participant inside.
- 5.2. One (bivouac) rip-stop nylon bivy bag per person, REI item #794292 or equivalent.
- 5.3. All participants must have adequate arctic protective clothing and layers with spare layers that include: moisture wicking socks, upper and lower thermals.
- 5.4. Spare set of face and eye protection per person.
- 5.5. One First Aid Kit per team must meet ANSI minimized standards.
- 5.6. One Global Positioning System (GPS) or Map & Compass set per person.
- 5.7. One hatchet or saw per team.
- 5.8. Fire starting materials (matches, lighters) in sufficient quantity and carried in waterproof containers.
- 5.9. Arctic stove with sufficient fuel reserves per team. (Arctic Stove definition: A stove that will burn or operate at subzero temperatures and or windy conditions.)
- 5.10. Pan or cup to make and boil water with a minimum 1 pint capacity. (1 per team)
- 5.11. Sufficient (emergency use only) reserve food with a minimum of 2,000 calories per person (provide certification on the unopened labels).
- 5.12. Three aerial signal flares per person.
- 5.13. 25 feet of 1,200 lbs. test rope or stronger rope per team.
- 5.14. One flashlight per person. (with spare batteries)

- 5.15. One drive belt per person and sufficient tools to make in-field repairs.
- 5.16. All clothing and food will be in sealable water-proof containers.
- 5.17. Each participant will certify upon signing the Safety Inspection Form, compliance of the mandatory equipment.

## 6. RECOMMENDED EQUIPMENT

(Participants are encouraged to test all equipment before use.)

- 6.1. Snow shovel.
- 6.2. Maps and compasses for redundant navigation aids.
- 6.3. Spare Batteries that work well in cold conditions for all equipment.
- 6.4. Gauntlets.

## 7. GENERAL COMPETITION RULES

- 7.1. A participant may accept parts, safety gear, fuel and oil from anyone at official Iron Dog® checkpoints only.
  - 7.1.1. Participants may accept outside assistance for FUEL ONLY between the checkpoints of Ruby and Tanana ONLY. See Section 13.2.
- 7.2. Riding the race course during layovers is prohibited.
- 7.3. Participants “On the Clock” may enter and exit snowmobile impound areas at the discretion of the check point officials. No one else is allowed in the check point snowmobile impound area.
- 7.4. Only active Pro Class participants may assist other Pro-Class racers on the race course except in Nome.
- 7.5. All work performed on Pro Class snowmobiles will be done “on-the-clock” during the race.
- 7.6. Engine assemblies consisting of assembled crankcases, crankshafts, cylinders, rods, heads, and pistons; and rear suspension assemblies consisting of assembled torque arms, slide rails, shocks, and hyfax runners cannot be replaced in whole. These assemblies must be repaired with the individual components.
- 7.7. Engine and chassis serial numbers will be recorded at the Safety Inspection and available for comparison during the race. Slide rail decals will be applied to the right of each suspension. Pro class teams will be able to replace these parts at designated checkpoints only and only “on the clock”; however, all damaged parts must be turned into that checkpoint where a Checkpoint official will log the parts in.. All replaced parts will be resealed in Nome as required.
- 7.8. All damaged parts must be turned into the next checkpoint where the checkpoint official will log the parts in.
- 7.9. All participants’ race snowmobiles must be present at the Safety Inspection. All racers are expected to attend the Safety Inspection. (1) one of the team racers is required to attend.
- 7.10. CDI/ ECU module reprogramming and welding can be done with the following provisions:
  - 7.10.1. All work required must be reported to the Race Director, or a Checkpoint Official prior to repairs proceeding.
  - 7.10.2. All work must be performed “on the clock” and at a designated checkpoint.
  - 7.10.3. The completion of repairs must be reported to the noted race officials prior to a team’s departure.

- 7.11. All participants are responsible for the removal of all part(s), snowmobile(s), gear and/or supplies from the trail. All excess supplies, broken parts and other materials belonging to any team must be turned in at the next checkpoint, including the finish line.
- 7.12. Team numbers and bibs will be issued by the Iron Dog® and will be displayed in a highly visible area on the back of participants jackets and worn at all times. Team number decals shall be placed in the center of the snowmobile windshield as low as possible, and as centered as possible, not to obstruct participants vision.
- 7.13. All sponsored items and logos furnished by Iron Dog® must be displayed as required on the exterior of participating snowmobiles.
- 7.14. Use of any tracking device shall not be permitted unless approved or provided by the Iron Dog®
- 7.15. The spinning of tracks, with or without shields, is prohibited at the starting paddocks at Big Lake or Nome. Once in the paddock the race snowmobiles will be shut-off.
- 7.16. The following Race Flags can be expected during the race: Green Flag, Start; Yellow Flag, Slow down and hold position; Red Flag, Stop Racing; and, Checker Flag, Finish.
- 7.17. The Mandatory Driver's Meeting(s) must be attended by ALL participants.
- 7.18. Iron Dog® reserves the right to refuse entry to or withdraw any team for any reason.
- 7.19. Iron Dog® reserves the right to alter or cancel the event at any time.
- 7.20. In no way whatsoever shall any participant, volunteer, or race official present negative publicity in any form to the media or the public. The Executive Director of Iron Dog® shall coordinate all media relations.
- 7.21. Iron Dog® officials, or its designee, may record by photographing or videotaping any participant and their snowmobile and gear during the race event at any time.
- 7.22. All scratches must be reported at the nearest checkpoint as soon as possible.

## 8. STARTING PROCEDURES

- 8.1. Starting order of Pro Class teams are determined by entry order and a lottery drawing using a mechanical or electronic device at the Starting Reception. Early Team Entrants will have their teams placed in a lottery drawing for their choice of departure. (First team number drawn gets first choice, second team drawn gets second choice, etc.) All other entrants will be placed in a second and final lottery. Qualifying for the first or last lottery will be based on the last team member entered.
- 8.2. Participating teams line up in their starting position order at the designated starting line at 9:00 a.m. on race day. Teams will depart in racing position order in two-minute intervals at 11:00 a.m. Any teams not in their starting position by 9:00 a.m. may have the same number of minutes that they were late added to their official trail times.
- 8.3. The starting time correction will be made in McGrath for all race class teams, when possible. The correction time will be deducted from the team's layover time.

## 9. CHECKPOINT AND LAYOVER OPERATIONS

- 9.1. All team participants must check in with Checkpoint Officials at all checkpoints.
  - 9.1.1. All team participants must declare intent and duration of a layover immediately upon arrival.
- 9.2. The Checkpoint Officials will record teams in and out times. Both team members must sign at each checkpoint.

- 9.3. It is mandatory that both team race participants and their snowmobiles check into and out of each checkpoint together. The last team race participant to check in will determine the team's official time.
- 9.4. A race team may arrive at a checkpoint being towed by an active pro-class racer except at the finish line where only a teammate may tow their race partner across the finish line.
- 9.5. Race class participants cannot leave a checkpoint and resume the race under tow.
- 9.6. Safety equipment removed from a snowmobile at a checkpoint by a participating racer will be done "on-the-clock" and prior to the time start of any layover. Installing bags or gear on any race snowmobile after a layover shall also be done "on-the-clock". In Nome only, will each team be allowed to remove and install their bags "off the clock".
- 9.7. Checkpoint Officials are not allowed to leave a checkpoint to take fuel to a participant on the trail.
- 9.8. All participants will reduce their pace to a safe speed as they approach and proceed through all checkpoints.
- 9.9. Damaged parts replaced must be noted at the next checkpoint with a checkpoint official.
- 9.10. Once a snowmobile is impounded it is off-limits to everyone.
- 9.11. Use of snowmobile warming and remote starting devices during impound is prohibited.
- 9.12. Required layovers and standardized times:

9.12.1. **Northbound layover locations and times**

Up to four (4) Layovers will be required Northbound. Three layovers will be fixed at eight (8) hours each and a flexible layover at (6) six hours for a Northbound total of thirty (30) hours. Flexible layover may be used on its own or in combination with one of the fixed eight (8) hour locations listed below:

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

Northbound Layover #1: **Skwentna or Puntilla or Rohn or McGrath**

Northbound Layover #2: **Ruby or Galena or Kaltag**

Northbound Layover #3: **Unalakleet or Koyuk or White Mountain**

Six (6) hour Flexible Layover: **Skwentna or Puntilla or Rohn or McGrath or Ruby or Galena or Kaltag**

9.12.2. **Southbound layover locations and times**

Two Layovers will be required Southbound. Both layovers will be fixed at ten (10) hours for a Southbound total of twenty (20) hours.

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

Southbound Layover #1: **Koyuk or Unalakleet or Kaltag**

Southbound Layover #2: **Galena or Ruby (Hold) in Tanana**

## NOME HALFWAY PROCEDURES

- 10.1. Nome layover for the Pro Race Class will be approximately 24 - 40 hours.
- 10.2. Participants snowmobiles will be placed in a heated impound area.
- 10.3. Snowmobile Inspections and Repairs: Participants must schedule inspections and snowmobile repairs during the Nome layover with the designated Nome Race Officials or Race Director.
- 10.4. Each team will be allowed 20 minutes to inspect their sleds off the clock. A simple compression test will be allowed during this time to include the Removal of spark plugs only to perform the compression test only. No other tools, parts removal, or computer connections will be allowed during this time. Laptop or other Computers may only be connected to the sleds before the race starts and during (ON THE CLOCK) wrench time in the Nome garage.
- 10.5. Teams may elect to stop “on the clock” work for a break one time only after a minimum of one hour has been assessed to that team as work time. When that team returns to “on the clock” repairs a minimum of 15 minutes must be assessed to that teams repair time.
  - 10.5.1. Further explanation: All work must be done in one continual session up to one hour. If a team needs to take a break from repairs while gathering parts or resources, they can take one break and then resume work. Their time for the first session (or session one) must be at least one hour in length or will be rounded up to one hour. Should the work time for the first session exceed one hour, no penalty time would be added. Once work resumes in the second session, it must be 15 minutes in length or that time will be rounded up to 15 minutes. Any team that works only in one session will be charged only the actual time that elapses. If a team works in two sessions, they will be charged at least 75 minutes, 60 minutes or actual work for session one and 15 minutes for session two or actual time, whichever is longer. No third session will be allowed; once time begins on the second session, time will accrue to completion.
- 10.6. Each team will be allowed to work on their snowmobiles “on-the-clock” as scheduled by officials.
- 10.7. Each team may opt to have assistance of a “Support Crew” of two people during “on-the-clock” work time.
  - 10.7.1. The “Support Crew” may be any two individuals that have been authorized by the Nome Race Officials.
  - 10.7.2. The “Support Crew” must sign a liability release in order to participate.
  - 10.7.3. “Support Crew” substitutions will NOT be allowed.
- 10.8. Teams must accompany their “Support Crew” at all times during “on-the-clock” work.
- 10.9. “On-the-clock” repairs will be timed by the second.
- 10.10. All participating race class teams must arrive in Nome by 11:59pm on the fourth day of the race (Wednesday). The Nome restart is scheduled for the morning of the fifth day (Thursday). Any race class team(s) that does not arrive into Nome within the required time limit finishes as a Trail Class participant in Nome.

## 11. NOME RACE RESTART

- 11.1. Nome Halfway Release Procedures: Starting at 8:00 a.m., Thursday morning:

- 11.1.1. Teams one (1) through five (5) will be released on their actual trail split times not to exceed forty-five (45) minutes apart. After the release of the fifth team there will then be a 30 minute break.
- 11.1.2. Teams six (6) through ten (10) will then be released on their actual trail split times not to exceed thirty (30) minutes. After the release of the tenth team there will be a 15 minute break.
- 11.1.3. Teams eleven (11) through fifteen (15) will then be released on their actual trail split times not to exceed fifteen (15) minutes. After the release of the fifteenth team there will be a ten (10) minute break.
- 11.1.4. The remainder of the teams will then be released on their actual trail split times or every ten (10) minutes whichever comes first.
- 11.1.5. Course Times will reflect any Nome work times and time adjustments.
- 11.1.6. Mandatory Drivers Meeting will be held Wednesday at 5:00 p.m. at the Nome garage with Nome Halfway Banquet following.
- 11.1.7. All racers and officials are required to attend the Nome Halfway Banquet.
- 11.1.8. The Iron Dog® Race officials maintain the right and the authority to alter or modify this schedule for any reason(s) deemed justifiable such as impending weather conditions, or other reasons as they arise.
- 11.2. Nome to Fairbanks Layovers will be two layovers at 10 hours each for a Southbound total of 20 hours.
  - 11.2.1. All layovers must be completed before reaching Tanana.
  - 11.2.2. When the first place Pro Class team arrives in Tanana, the Race Director will designate a mandatory “off-the-clock” layover at his/her discretion to assure a daylight finish in Fairbanks.
  - 11.2.3. All finishing snowmobiles must remain in the impound area until released by the race official.

## 12. THE RACE COURSE

- 12.1. The racecourse shall consist of any route between official checkpoints.
- 12.2. All participants are reminded that unless otherwise marked the race course is a public use trail and is not protected. Other trail users and or animals can be expected running against and with the race direction. All other trail users, including sled dog teams have the right-of-way at all times. It is the rider’s responsibility to conduct their selves in a positive manner to assure continued use of the Historic Iditarod Trail.
  - 12.2.1. Iron Dog® will have two “Express Checkpoints” located on the Big Lake Trails and at Shell Lake Lodge. Participants do not have to stop at these checkpoints but must slow to allow for logging-in.
  - 12.2.2. Participants must follow marked mandatory course from Big Lake to Cow Lake. From Big Lake travel on Trail 1 then Trail 5 then Trail 6 to the Susitna River.
  - 12.2.3. Between Skwentna and Rainy Pass - the Skwentna River is off limits.
  - 12.2.4. Shell Lake Lodge is a mandatory “Express” checkpoint.
  - 12.2.5. Between Puntilla and Rohn River, participants must go through Ptarmigan Pass - Rainy Pass is off limits.
  - 12.2.6. Between Nikolai and Rohn River, participants must travel across the Farewell Burn.
  - 12.2.7. The South Fork of the Kuskokwim River is off limits.
- 12.3. Participants should be aware that private property exists in many areas along the route. Deliberate crossing and infringement on private property will not be tolerated.

- 12.4. Due to the ongoing negotiations with the Bureau of Land Management and other agencies, race routes and rules may be changed as necessary. Drivers will be notified at the Driver's Meeting should this occur.
- 12.5. Participants will not travel on public roads unless otherwise marked/cleared to do so.

### 13. GAS STOPS AND FUELING

- 13.1. Only checkpoints are designated gas stops. (Except as permitted between Ruby and Tanana) Iron Dog® does not provide fuel at “EXPRESS” checkpoints or between Ruby and Tanana.
- 13.2. Racers will be permitted to receive outside help for fuel and engine oil only between the checkpoints of Ruby and Tanana only.
  - 13.2.1. NO OTHER ASSISTANCE OF ANY KIND INCLUDING PHYSICAL CONTACT WITH THE PIT CREW WILL BE PERMITTED.
  - 13.2.2. Participants will be personally responsible for ALL aspects of these operations including the actions of their pit crew, costs, removal of ALL trash and containers, pollution control and clean-up (IF REQUIRED), safety, and all liabilities.
  - 13.2.3. PARTICIPANTS WILL BE DISQUALIFIED IF ANY PART OF THIS FUELING PROCEDURE IS NEGLECTED.
- 13.3. Fuel, 2-cycle oil and isopropyl (when available) will be supplied at each checkpoint. Grease and grease guns will be provided at the snowmobile impound area in Nome.
- 13.4. All lids must be put back on all containers and left upright.
- 13.5. Deliberate dumping or spilling of fuel, oil, antifreeze, isopropyl or any environmentally harmful substance will be considered polluting and will not be tolerated.
- 13.6. **FUELING PROCEDURES:** Racers are entirely responsible for maintaining the flow of fuel into their tanks by holding the dispensing nozzle.
  - 13.6.1. Fueling and ONLY fueling is permitted in the designated fueling area.
  - 13.6.2. Snowmobile hood and side panels must stay closed and engines will remain running during the refueling operation.
  - 13.6.3. All other maintenance operations, including refilling the oil injection tank must be conducted at least 20 feet (approximately two snowmobile lengths) away from the designated fueling area in a location that does not impede the movement of other racers.

13.7. Checkpoints, gas stops and layovers with approximate mileage are as follows:  
(Bold)=C=Checkpoint, G=Gas, L=Layover.

Wasilla to Big Lake	EXPRESS***	10			
Big Lake Trails	C,G,		Nome to <b>White Mountain</b>	C, G	75
Big Lake to <b>Skwentna</b>	<b>LAYOVER</b>	79			
Skwentna to <b>Shell Lake</b>	EXPRESS***	17	White Mountain to <b>Koyuk</b>	C, G	94
Shell Lake to <b>Puntilla</b>	LAYOVER	55		LAYOVER	
	C, G				
Puntilla to <b>Rohn</b>	LAYOVER	75	Koyuk to <b>Shaktoolik*</b>	C, G	57
			Shaktoolik to <b>Unalakleet</b>	C, G,	41
Rohn to <b>Nikolai</b>	C, G	74		LAYOVER	
	C, G,			C, G	
Nikolai to <b>McGrath</b>	LAYOVER	52	Unalakleet to <b>Kaltag</b>	LAYOVER	95
				C, G,	
McGrath to <b>Ophir</b>	C, G	63	Kaltag to <b>Galena</b>	LAYOVER	98
				C, G	
Ophir to <b>Poorman</b>	C, G	99	Galena to <b>Ruby</b>	LAYOVER	52
	C, G			C, G,	
Poorman to <b>Ruby</b>	LAYOVER	72	Ruby to <b>Tanana</b>	HOLD	120
	C, G,				
Ruby to <b>Galena</b>	LAYOVER	52	Tanana to <b>Manley</b>	C, G	69
	C, G				
Galena to <b>Kaltag</b>	LAYOVER	98	Manley to <b>Nenana</b>	C, G	110
	C, G,				
Kaltag to <b>Unalakleet</b>	LAYOVER	95	Nenana to <b>North Pole**</b>	C, G,	77
Unalakleet to <b>Shaktoolik</b>	C, G	41			
	C, G				35
Shaktoolik to <b>Koyuk*</b>	LAYOVER	57	<b>North Pole** to Finish</b>	FINISH	
Koyuk to <b>White Mountain</b>	C, G	94	All Mileage is Approximate; route between checkpoints may vary year to year.		
	LAYOVER				
White Mountain to <b>Nome</b>	Halfway Break	75	<b>Southbound Mileage</b>		<b><u>923</u></b>
			<b>Total Overall Mileage</b>		<b><u>2031</u></b>
<b>Northbound Mileage</b>		<b><u>1108</u></b>			

13.8. \*Shaktoolik to Koyuk is 50 miles and runs across the Koyuk Bay. The distance around the bay is approx. 70 miles.

13.9. \*\*Fairbanks finish route for 2012 includes the Express checkpoint and Fuel stop in North Pole.

13.10. \*\*\*EXPRESS Checkpoints officials will record participant's passage. Participants are not required to stop, but to reduce speed and yield if requested by any EXPRESS check point official.

## 14. CODE OF CONDUCT

- 14.1. In the spirit of good sportsmanship and the Iron Dog®, all participants must adhere to the following:
- 14.2. Participants and race officials will conduct themselves in a prudent and respectful manner at all times.
- 14.3. Participants must obey all local, state, and federal laws.
- 14.4. Participants working on snowmobiles during the race must allow a path for other participants and their snowmobiles.
- 14.5. Participants will not block the access into or out of the checkpoint and/or impound areas.
- 14.6. No fighting, vulgarity, derogatory or offensive language will be tolerated.
- 14.7. Littering and or polluting on the trail will not be tolerated.
- 14.8. Negative publicity from any participant will not be tolerated.
- 14.9. Racers shall be aware of all race teams approaching from the rear and overtaking. Actions will be taken as to not impede a faster race team.
- 14.10. Trail Class teams will defer to any Race Class teams at all checkpoints.
- 14.11. All Participants are REQUIRED to stop and render aid to ANY persons encountered during the race who are in a life threatening situation. Trail times MAY be adjusted by race officials accordingly on a case by case basis.
- 14.12. All participants aware of any injured participant and or damaged snowmobiles shall relay information to the next checkpoint officials.
- 14.13. The participant has the responsibility for the actions of his/her support crew. It is the participant's responsibility to see that all crew members are aware and abide by all rules and guidelines.
- 14.14. Any RACE TEAM, or their support crew who commits an act with malicious intent to sabotage the efforts of other racers will be immediately and publicly disqualified.

## 15. PRO RACE CLASS PAYBACK

- 15.1. Entry fees are set by Iron Dog® Board of Directors.
- 15.2. If there are no qualified money finishers, the purse will be held in escrow for the following year's race.
- 15.3. The number of Pro Class race teams competing will be a determining factor for the distribution of the announced purse.

## 16. DRIVER LIABILITY

- 16.1. The participant and any support crew, in signing the entry, elects to use the course of the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property and/or reputation that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.
- 16.2. Participants are strongly encouraged to obtain personal liability and accident insurance.

## **17. RACE DIRECTOR AUTHORITY**

- 17.1. The race officials charged with the conduct of the race will consist of a Race Director Team of 3 persons. These officials will supervise the race start line, halfway layover and the race finish line. These officials shall constitute and interpret race rules during the race. These officials will be noted hereafter as the Race Director Team. The Race Director Team will be certified by the Iron Dog® board of directors.
- 17.2. The Race Director Team shall be responsible for the conduct of the race. They shall have the right to make the final determination concerning all aspects of the race and the race facility, including design (these rules and regulations notwithstanding).
- 17.3. The Race Director Team shall have the voice of authority to discipline the participants for violation of the rules.
- 17.4. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
- 17.5. Race Directors may not have vested interest in the outcome of an event over which he/she officiates. He/she may not officiate over a class in which he/she has a vested interest.
- 17.6. Race Directors and assistants may compete in events other than those in which they officiate.
- 17.7. The Race Director Team may cancel or alter the Iron Dog® event for any reasons of safety.
- 17.8. A Race Director may judge the mechanical integrity of all timing equipment.
- 17.9. A designated Race Director will be available throughout the race to collect and review protests, complaints and or any evidence of misconduct.
- 17.10. A Race Director has the authority to judge the racing abilities of competitors and take appropriate action to insure the safety of the event.
- 17.11. A Race Director shall have the authority to determine structural integrity.
- 17.12. A Race Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestants' snowmobiles.
- 17.13. Technical equipment and specifications will not be used for any purpose other than the conduct of the sanctioned event.
- 17.14. The race officials charged with the timing and communication of the event will consist of the Executive Director and required assistants. These officials will operate Race Headquarters and will coordinate all communication and timing issues during the race.
- 17.15. The race officials operating the checkpoints shall consist of volunteers. These volunteers shall; log in and log out all participants both passing through and on layovers, assist in fueling and oiling operations, review the snowmobile for working lights, windshield, throttle/brake, etc, tend to impounded snowmobiles, relay repair and time tracking information to the appropriate officials. These officials will not interpret race rules but will forward all witnessed rule infractions and protests to a Race Director. These officials will be noted hereafter as Checkpoint Officials.

## **18. ENFORCEMENT, DISCIPLINE AND VIOLATIONS**

All participants are subject to disciplinary action for violations of these rules in accordance with the sanctioning organization's official regulations. Penalties may include suspensions, fines, and loss of points, disqualifications or any combination thereof. The nature of the penalty is determined by the gravity of the offense and its effect on the safety

and good reputation of snowmobile racing. The violations hereinafter set forth are subject to the penalties noted.

- 18.1. The Race Director(s) have the right to eject any person(s) from the pit, paddock (staging area) or racetrack area.
- 18.2. A participant may be removed from competition or participation at any time if, in the opinion of the Race Director in consultation with a Medical Doctor, he/she has a medical and or physical problem, which poses a hazard to him or herself or others.
- 18.3. Non-compliance with: Snowmobile Requirements, GPS Tracking System Requirements, Participant Protective Equipment and Survival Equipment.
- 18.4. Violation of: General Competition Rules, Check Point and Layover Operations, Race Course Requirements, Fueling Operations and Code of Conduct.
- 18.5. Any participant or team found in violation of an infraction will be liable for the costs incurred in the disciplinary action and determination of said infraction.
- 18.6. The Race Director Team may use any evidence from any person(s) that may aid the officials in determining if an infraction or violation has occurred.
- 18.7. A team may be disciplined if any or both of the driver's snowmobiles, safety equipment and or survival equipment are modified so as to defraud the officials or other competitors.

## **19. FRAUD, BRIBERY & ILLEGAL ASSISTANCE**

- 19.1. In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations and are subject to disciplinary action.
  - 19.1.1. Bribing or attempting to bribe anyone connected with the race; accepting or offering to accept a bribe.
  - 19.1.2. Any fraudulent proceedings or act of prejudicing the interest of the race generally.
  - 19.1.3. Except in the Nome impound area, a competitor accepting assistance from a dedicated support crew of one or more persons that aids in the performance of the Race Team and or their snowmobile operations. (Examples: rebuilding shocks, staging tools or parts for specific repairs, aiding in snowmobile and gear inspections, etc.)
  - 19.1.4. Competitor accepting any kind of physical assistance from a non-competitor that aids in adjustments and or repairs of their snowmobile and or equipment. (Example: A bystander may retrieve a replacement part or a lost gear bag, but cannot physically contact the competitors snowmobile and or make any adjustments to their equipment.)

## **20. INTOXICATING BEVERAGES & DRUGS**

- 20.1. Drinking of intoxicating beverages is strictly forbidden by any participant. Anyone showing evidence of having used an intoxicating beverage must leave the premises (specifically pit, paddock (staging area), warm up area, tear down and race track) immediately and be subject to disciplinary action. This shall be in effect during the Safety Inspection Festival and at the Race Start through the final inspection of snowmobiles at the Race Finish.

- 20.2. Possession or use of illegal drugs or drug substances, as defined below, is prohibited in any form, by any participant, on the race facility, or in any area considered to be used in the operation of the race facility, such as parking lots or leased properties.
- 20.3. Illegal drugs are these substances defined and prohibited by state/provincial and/or federal law.
- 20.4. Any person found to be in possession or under the influence of an illegal drug or drug substance on race facility property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substance or any person who is formally charged by a court of law with illegal drug violations, shall be subject to suspension from competition and eviction from the race facility, and denial of further entry to the race facility for a period determined by the disciplinary committee.
- 20.5. If a participant is using prescription drugs on advice of a physician, such use must be reported to the Race Director prior to the participant's entry into any ISR activities. Failure to notify will subject the participant to penalties as prescribed above.
- 20.6. A participant is any person taking part in any event sanctioned by or affiliated with the Iron Dog® and International Snowmobile Racing, Inc., in any form, including but not restricted to drivers, snowmobile owners, mechanics, crew members, sponsors, track officials, pit area personnel, manufacturers and press representatives. All such persons shall be considered public figures that have by their own choice become involved in the snowmobile racing events, with the full understanding that he or she must abide by the rules and regulations established and published by the Iron Dog® and ISR. All participants are considered to be responsible for their personal conduct.

## 21. RACER PROTEST PROCEDURES

### 21.1. Protest procedure:

21.1.1. Race team must inform the checker at the next checkpoint following the questioned infraction that they intend to file a protest during their next layover (non-binding).

21.1.2. Protests can only be officially filed at layover locations.

21.1.3. Official protest (signed and paid) must be filed within an hour of declaring a layover (can be filed off the clock) at the next layover following their notification of a checker in step 21.1.1.

- 21.2. A protest submitted by a participant must include a \$100 protest fee, payable in Nome or the finish line. If the Race Director deems the protest valid, Iron Dog®, Inc. will retain \$40, and \$60 will be returned to the protester. If the protest is deemed invalid, \$60 goes to the protested team. Protests will not be valid without the payment of the protest fee.
- 21.3. Once a protest fee is accepted, the protest cannot be withdrawn.
- 21.4. Protests can only be filed by active race participants of current year's race. Alleged violations will be reviewed, and any penalties to be assessed will be done so by the Race Director. The Race Director will rule on a protest in Nome for all N.B. protests and at the finish line for all SB protests.
- 21.5. Protests must be more than hear-say or word-of-mouth allegations. At a minimum, both teammates must have witnessed any infraction brought to protest and as noted, must certify so in writing.
- 21.6. No protests will be accepted that refer to the Race Director's and/or Checkpoint Official's judgments or decisions