

2026 Iron Dog Pro Class Rules

PLEASE READ THESE RULES IN THEIR ENTIRETY

REGISTRATION BEGINS: August 11, 2025

REGISTRATION ENDS: September 30, 2025

Iron Dog Race Inc.

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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 Race, Inc. is dedicated to providing a safe reliable, consistent, and honorable cross-country snowmobile race and recreational ride in Alaska. Pro Class is a team race, consisting of two (2) individuals and two (2) snowmobiles (track driven and ski steered). Expedition Class teams will consist of a minimum of two (2) and a maximum of four (4) 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 is a true test of human and equipment endurance. **All participants will treat Race Officials with respect. Each participant is required to read in its entirety: these Iron Dog Event Rules and all registration documents, release forms and waiver of liability.**

Upon entry each applicant acknowledges receipt of the current Iron Dog event rules. **Participants accept and agree to be bound by the terms and conditions of these Iron Dog Race rules and regulations.**

Each participant acknowledges that Iron Dog Race Inc.:

- Has limited resources and dependent on donors for a significant portion of its funding
- Functions with limited employed staff and hundreds of volunteers
- Must organize this event in some of the most remote and uninhabited locations in Alaska in often very severe weather conditions.

Under these circumstances, Iron Dog Race Inc. cannot and does not commit to perform obligations or responsibilities of any kind.

Iron Dog Race Inc. disclaims all obligations and responsibilities of every kind and nature. While Iron Dog Race, Inc. 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 participant's, 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 Race, Inc., its agents, servants, employees, directors, officers, contractors or volunteers, regardless of whether any such claim is within 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.

Each participant agrees, by participating in any Iron Dog Race, Inc. event, to release, indemnify, defend and hold harmless Iron Dog Race, Inc. its agents, servants, employees, directors, officers, contractors and volunteers, from and/or against any and all claims, specifically including claims by third parties.

The disclaimers, the limit on claims, and the agreement to release, indemnify, defend and hold harmless set forth herein shall apply to every act and omission of Iron Dog Race, 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 Race, Inc. events, and shall survive conclusion of the race and termination of the relationship between Iron Dog Race, 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 Race, Inc. event and each participant is encouraged to obtain and maintain appropriate insurance covering all such risks.

1. ENTRY AND REGISTRATION

- 1.1. Racers and racers' support crew must read and agree to the terms of these rules and sign a waiver of liability form.
- 1.2. Race teams will find six (6) liability waivers in their race packets.
 - 1.2.1. Four (4) will be labeled "Start" and can be exchanged for "support crew" passes for access to the paddock area at the start.
 - 1.2.2. Two (2) will be labeled "Nome Garage" and can be exchanged for "support crew" passes for Nome Garage "work time"
- 1.3. Entry fees are set by the Iron Dog Race, Inc. Board of Directors.
- 1.4. All required forms must be complete and submitted before the entry deadlines including: NO EXCEPTIONS WILL BE ACCEPTED FOR THIS REQUIREMENT.
 - 1.4.1. Medical Release
 - 1.4.2. Liability Waiver and Indemnity Agreement
 - 1.4.3. Photo Identification (current state issued driver license or Passport)
- 1.5. In order to compete, racers must pass a physical exam with a certified medical physician.
 - 1.5.1. Commercial Driver's License Medical Card will be accepted.
 - 1.5.2. Pilot's Medical Examination Certificate will be accepted.
- 1.6. Headshot digital Color Photos must be submitted with entry, **if headshot does not meet the below specifications, it will not appear in the race program.** It will show as "not available".
 - 1.6.1. Solid background
 - 1.6.2. Headshot from the shoulders up
 - 1.6.3. No sunglasses
- 1.7. Media Rights and Release: All racers are required to sign a media release form as a part of their registration.
- 1.8. All participants are required to be ISR (International Snowmobile Racing, Inc. members. (www.isrracing.org) - Your ISR Member Number will be required at registration.
- 1.9. Unless approved by a ruling from the Iron Dog Race, Inc. Board of Directors, no refunds of entry fees will be made after registration is closed.
- 1.10. Refunds made during the registration period will be processed with a 20% processing fee.
- 1.11. A maximum number of entries is limited to 120 participants in total, including Pro Class and Expedition Class.
- 1.12. Registrations will be limited to the number of participants who submit fully completed registration packets including payment prior to the close of business (6:00pm Alaska standard Time) of the scheduled registration period.

Team number reservations:

 - 1.12.1. Any team or prospective team may request a team number by calling the Iron Dog Race office or by indicating their top two choices on their Registration Form.
 - 1.12.2. First choice preference will be given to racers who held the same number in the previous year. All other reservations will be placed on a waiting list on first come, first serve basis.
 - 1.12.3. **Pro Class number options are 2-49**
- 1.13. Participants must declare their class upon entry: Pro Class teams compete for prize money and trophies; Expedition Class participants ride for the adventure and recognition of completion.

- 1.13.1. Pro Class participants may opt to participate in Expedition Class at any time leading up to and during the race. Entry fees will not be refunded for class status changes after the close of registration.
- 1.13.2. 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 Iron Dog Race, Inc. prior to the drivers meeting.
- 1.13.3. If one (1) team member is replaced, the team retains their starting position.
- 1.13.4. If an entire team is replaced, the team will be moved to last position in the starting order
- 1.13.5. During the event, each Pro Class racer must stay with their original teammate.
- 1.13.6. A Pro Class racer may opt to join an existing Expedition Class team if their teammate is no longer participating.
- 1.14. No participant under the age of eighteen (18) will be allowed to compete in the Pro Class without obtaining special approval from the Board of Directors.
- 1.15. Iron Dog Race, Inc. retains the right to refuse registration to any participant for any reason.
- 1.16. Required Attendance: All Participants MUST attend certain events to maintain registration eligibility. Failure to comply may result in penalties, fees, or disqualification.
- 1.17. ALL PARTICIPANTS are required to attend the pre-race Safety Inspection and related public events with their race snowmobile. Participants are required to stay for the duration of the event or until excused by a member of the Race Marshal Team.
- 1.18. ALL PRO CLASS RACERS are required to attend scheduled Racers Meetings as required by the Race Marshal Team.
- 1.19. TOP FIVE FINISHING TEAMS: Both Racers from each of the Top 5 finishing teams must attend the Sponsors' Reception and Awards Celebration.
- 1.20. Prize Monies and trophies will be paid on or after attending this event. Failure to attend this event will result in a 50% forfeiture of prize monies.
- 1.21. TOP THREE FINISHING TEAMS: Both racers from each of the Top 3 finishing teams will be expected to participate in Iron Dog Race, Inc. marketing events throughout the following year.
- 1.22. ROOKIE PARTICIPANTS: All Rookie participants are required to attend the Rookie Workshop or similar training event as approved by the Race Marshal Team.

2. GENERAL RACE RULES

- 2.1. Snowmobiles not on the clock shall be impounded. Snowmobiles are impounded during all layovers including “hold time.” Impounded snowmobiles are off limits to everyone except as provided below in Nome, Kotzebue and Tanana.
- 2.2. Nome garage impound will be off limits to everyone including racers unless a team is completing their “15-minute” inspection or “on the clock work session, unless approved by Race Marshal.
- 2.3. Pro Class Racers may enter and exit snowmobile impound areas at the discretion of the Checkpoint Officials. No one else is allowed in the designated checkpoint snowmobile impound area.
- 2.4. Pro Class Racers are prohibited from accepting parts, fuel, or oil from anyone, except at designated Iron Dog Checkpoints with the following exception.
 - 2.4.1. Pro Class Racers can accept parts, fuel, or oil from active Pro Class participants anywhere on the course.
- 2.5. Riding the racecourse during layovers is prohibited.

ON/OFF THE CLOCK
- 2.6. Once the race has started, Pro Class Racers will perform all fueling and work on the clock with the following “hold location” exceptions:
 - 2.6.1. Prior to being released from Nome, racers will be allowed to fuel and oil their snowmachines before moving them to the designated “starting line.”
 - 2.6.1.1. After the Nome “garage time” has been calculated, any additional work on machines must be done at (or after leaving) the designated “starting line.”
 - 2.6.2. Prior to being released from Kotzebue, racers will be allowed to fuel and oil their snowmachines before moving them to the designated “starting line.”
 - 2.6.2.1. In Kotzebue any work on machines must be done at (or after leaving) the designated “starting line.”
 - 2.6.3. In Tanana racers will be required to fuel upon arrival and prior to moving to the impound area.
 - 2.6.3.1. In Tanana any work on machines must be done at (or after) leaving the designated “starting line.”
- 2.7. Safety equipment, tools and gear bags removed from a snowmobile at a checkpoint will be done “on the clock” with the following exceptions:
 - 2.7.1. In Nome racers will go off the clock after crossing a designated “finish line” and allowed to remove their safety equipment, tools, and gear bags while “off the clock.”
 - 2.7.2. In Kotzebue and Tanana racers will go off the clock after crossing a designated “finish line” racers will be allowed to remove their safety equipment, tools, and gear bags while “off the clock.”
- 2.8. Hold locations such as Kotzebue, Nome, and Tanana have impound areas away from official timing locations. This is in place to reduce teams speeding through checkpoints.
- 2.9. Prior to being released from the “Hold,” racers will be allowed to pack their safety equipment, tools, gear bags, and start their snowmachines.

REPAIR/REPLACE PARTS

- 2.10. 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 hifax runners cannot be replaced in whole. These assemblies must be repaired with individual components.
- 2.10.1. The Race Marshal Team will have a list of engine and chassis serial numbers and may compare the list with corresponding snowmobiles before, during or after the race at the finish line. **Do not obscure these numbers with graphics.**
- 2.10.2. Security decals will be applied to parts of the snowmobile. Pro Class Participant's will be able to replace these parts at designated checkpoints only. All damaged parts must be turned into the Checkpoint Official where they will be logged in and reported to the Race Marshal Team.
- 2.11. CDI/ ECU module reprogramming, and welding can be done by an outside source (non-racer) with the following provisions:
 - 2.11.1. All work required must be reported to the Race Marshal Team, or a Checkpoint Official prior to the repairs proceeding.
 - 2.11.2. The completion of repairs must be reported to the noted race officials prior to a team's departure.
- 2.12. All participants are responsible for the removal of all their own parts, snowmobile(s), gear and/or supplies from the trail. All excess supplies, broken parts and other materials belonging to a participant must be properly discarded. If a team is found to have deliberately left parts or supplies on the trail a time penalty will be assessed. Alleged violations will be reviewed by the Race Marshal Team in Nome for all northbound incidents and at the finish line for all southbound incidents.
- 2.13. Parts cannot be removed from a team machine while the machine is in the impound location. If a part has been removed prior to going on layover it must have a substituted replacement part installed before going off the clock on layover (hoods, shocks, clutches, etc) There may be some exceptions for small items made at the Race Marshals discretion.

IDENTIFICATION

- 2.14. Iron Dog Race Inc. will issue bibs. These bibs must be displayed in a highly visible area on the back of the participant's jackets and worn during active racing. Bibs will remain unaltered unless approved by the Race Marshal Team.
- 2.15. Team number decals will be placed in the center of the snowmobile windshield as low as possible, and as centered as possible, not to obstruct participants' vision.
- 2.16. All sponsored items and logos furnished by Iron Dog must be displayed as required on the exterior of participating snowmobiles.

PUBLIC RELATIONS

- 2.17. Iron Dog Race, Inc. reserves the right to withdraw any participant for any reason.
- 2.18. In no way whatsoever shall any participant, racer, volunteer, or race official represent negative publicity in any form to the media or the public. Pro Class Racers that do not comply may result in sanctions, fines, or penalties.
- 2.19. Iron Dog officials, or its designee, may record by photographing or videotaping any participant and their snowmobile and gear during the event at any time.

2.20. Voluntary scratches must be declared by a participant at the nearest checkpoint within 2 hours of the decision. Failure to notify a Race Marshal, Checkpoint Official, or Race Headquarters may result in sanctions, fines, or penalties.

2.20.1. In order for an individual from a scratched team to leave the checkpoint and continue to another location, he/she must do the following:

2.20.1.1. Inform the Race Marshal Team of their decision to leave, an estimated time of departure, final destination and estimated time of arrival.

2.20.1.2. Acknowledge in writing that no Iron Dog fuel, oil, or other checkpoint supplies will be used.

GENERAL SAFETY

2.21. Spinning of tracks, with or without Track stands w/ blocking plate is prohibited inside the paddocks.

2.22. Once in the paddock the snowmobiles will be shut off. No fueling or oiling is permitted inside the paddock.

2.23. The following Race Flags can be expected during the race:

2.23.1. Green Flag = Start

2.23.2. Yellow Flag = Slow Down and hold position

2.23.3. Red Flag = Stop Racing

2.23.4. Checker Flag = Finish

PRO CLASS STARTING PROCEDURES

2.24. The 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. Team entrants will have their team numbers placed in a lottery drawing and will depart in the order of the drawing. Qualifying for the lottery will be based on the last team member entered.

2.25. Start: Participating teams' line up in their starting position order at the designated starting line at 8:00am on race day. Teams will depart in order starting at 10:00am. Any teams not in their starting position by 8:00am may have the same number of minutes that they were late added to their official trail times.

2.26. Start time adjustments will be assessed at each team's first layover location to compensate for the staggered start. All teams will be on the same "race clock" before leaving McGrath Northbound.

NOME HALFWAY PROCEDURES

2.27. Nome layover for the Pro Class will be approximately 24-40 hours.

2.28. All Pro Class teams must arrive in Nome by 11:59pm on the 5th day of the race (Wednesday). The Nome restart is scheduled for the morning of the 6th day (Thursday). Any Pro Class team that does not arrive at Nome within the required time limit finishes as an Expedition Class participant in Nome.

2.29. All racers and officials in Nome are required to attend the Nome Halfway Banquet.

2.30. A Mandatory Drivers Meeting will be held immediately following the Nome Halfway Banquet.

2.31. Pro Class snowmobiles will be placed in a heated impound area. Impounded snowmobiles must not leave the impound area unless directed to do so by a Race Marshal.

2.32. Racers must not start or attempt to start impounded snowmobiles unless directed to do so by a Race Marshal.

- 2.33. Racers MAY be permitted to start their engine. This is to verify that the engine is operating properly and there are no leaking fluids. They MUST schedule this with the Race Marshals and have a Race Marshal present. TOOLS WILL BE ALLOWED AND THE TEST WILL BE ON THE CLOCK.
- 2.34. The Race Marshals will post a schedule of times available for inspection.
- 2.35. All teams will be allowed 15 minutes to inspect their snowmobiles off the clock. Any components removed for the purpose of inspection must be replaced and the snowmobile will be left in the original impound condition.
- 2.36. During the 15-minute inspection time, laptop or other computers may be connected to the snowmobile for diagnosing purposes only.
- 2.37. ONLY THE Race team, which snowmachines are being inspected, will be allowed to touch their own snowmachines during the "15 minute" inspection. NO OTHER RACE TEAM EXCEPT THAT SPECIFIC RACE TEAM.
- 2.38. The Race Marshals will post a schedule of times available for "on the clock" work time.
- 2.39. Each team will be allowed to work on their snowmobiles "on the clock." A Race Official will be present, and work will be timed by the second.
- 2.40. During the "on the clock" wrench time laptop or other computers may be connected to the snowmobiles for maintenance/ECM purposes.
- 2.41. No welding, grinding, sparks or open flames of any kind allowed in the Nome impound area.
- 2.42. Teams may elect to stop the clock for a break one (1) time during their "on the clock" wrench time. If less than 60 minutes have passed the team will be charged 60 minutes for the first session and a minimum of 15 minutes for the second. No third session will be allowed; once time begins for the second session, time will accrue to completion.
- 2.43. Race Officials may authorize use of a "Support Crew" consisting of any two people for the purpose of assisting in the "on the clock" work session. The two Racers and two "support Crew" are the only people who may handle tools, parts, or assist during the "on the clock" Nome work time.
- 2.44. Each "Support Crew" must sign a liability release to participate, once this is done substitutions will not be allowed. Both racers must accompany their "Support Crew" at all times during "on the clock" work.

NOME RESTART PROCEDURES

- 2.45. Teams one (1) through five (5) will be released on their actual split times not to exceed thirty (30) minutes. Teams six (6) through ten (10) will be released on their actual trail split times not to exceed fifteen (15) minutes. The remainder of the teams will be released on their actual trail split times not to exceed ten (10) minutes.
- 2.46. Release/Course Times will reflect any Nome work times and adjustments.
- 2.47. The Iron Dog Race Marshals maintain the right and authority to alter or modify this schedule for any reason(s) deemed justifiable such as impending weather conditions, safety, or other reasons that may arise.

PRO CLASS PAYBACK

- 2.48. If there are no qualified money finishers, the purse will be held in escrow for the following year's race.
- 2.49. All purse and award payments will be determined following the official results and disbursed after first satisfying any obligations required by federal, state or local laws.

RACE MARSHALS

- 2.50. The race officials charged with the conduct of the race will consist of a Race Marshal Team of at least 3 people. These officials will supervise the race start line, halfway layover and the race finish line. These officials shall interpret and enforce these rules during the race. These officials will be noted hereafter as the Race Marshal Team. The Race Marshal Team will be recommended by the Executive Director and approved by the Iron Dog Race, Inc. Board of Directors.
- 2.51. The Race Marshal Team shall be responsible for the conduct of the race. They shall have the authority to determine violations of these rules and enforce penalties.
- 2.52. The Race Marshals shall present the Executive Director with a signed copy of the official race results by 5:00 PM Alaska Standard Time on the first Tuesday following the finish of the race.
- 2.53. Race Marshals shall not have a vested interest in the outcome of an event over which he/she officiates.
- 2.54. The Race Marshal Team may cancel or alter the Iron Dog event for reasons of safety.
- 2.55. A designated Race Marshal will be available throughout the race to collect and review protests, complaints and/or any evidence of misconduct.
- 2.56. The Race Marshals have the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.
- 2.57. The Race Marshals shall have the authority to determine the structural integrity of a participant's snowmobile.
- 2.58. The Race Marshal Team may use any evidence from any person(s) that could aid them in determining if an infraction or violation has occurred.
- 2.59. The Race Marshals have the right to eject any person(s) from the pit, paddock or racecourse.
- 2.60. If in consultation with a Medical Professional a Race Marshal determines that a participant has a medical and or physical problem which poses a hazard to him or herself or others, Race Marshals may remove them from competition or participation at any time.

RACE OFFICIALS

- 2.61. Race Officials are responsible for all aspects of the event not involving the enforcement of these rules.
- 2.62. The checkpoints shall consist of volunteer checkers. These volunteers shall; log in and out all participants 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, layovers, scratches and time tracking information to the appropriate timing officials. These volunteers will not interpret race rules but will forward all witnessed rule infractions and protests to a member of the Race Marshal Team.
- 2.63. Iron Dog Headquarters shall consist of volunteers and staff. These volunteers shall receive timing data from the various checkpoints and input into the timing program for the website, coordinate rescue operations, record race details including but not limited to supplies, penalties, relay information to the Race Marshals from the checkpoints as needed. These volunteers will not interpret race rules and will defer any rule related questions to the Race Marshals.
- 2.64. All official time will be recorded in hours, minutes and seconds utilizing Iron Dog supplied synchronized watches. Designated checkpoint volunteers shall record times utilizing an official time sheet supplied by Iron Dog Race, Inc.

DISCIPLINARY COMMITTEE

2.65. General: The Disciplinary Committee shall be made up of one Race Marshal chosen by the Race Marshal Team, one current Board Member chosen by the Board of Directors, and one Previous Iron Dog Race Veteran (not currently racing or in conflict of interest) chosen by popular vote of current year Pro Class racers. This election will be administered by the Executive Director prior to the beginning of the race.

2.66. The Disciplinary Committee must be available 24 hours a day each day of the event to adjudicate upon an appeal lodged as a result of a protest to a Race Marshal decision.

2.67. The Disciplinary Committee shall have the authority to pronounce the following penalties following an appeal hearing:

2.67.1. Warning

2.67.2. Time penalties and adjustments

2.67.3. Fine, a maximum of \$500.00 per offence

2.67.4. Disqualification

2.67.5. Suspension/Exclusion

2.68. The Disciplinary Committee shall have the authority to make rulings only after an appeal has been appropriately filed and the hearing taken place.

2.69. The Disciplinary Committee shall process appeals in accordance with these rules.

OFFENSES

2.70. General: This list is provided as guidance to competitors and enforcement bodies but does not restrict Iron Dog Race Inc., Race Marshals, or the Disciplinary Committee from invoking penalties for other actions detrimental to the sport that are not specifically contained herein.

2.71. Falsifying one's name, age, or ability level, or competing under false pretenses.

2.72. Non-compliance with: Snowmobile Requirements, GPS Tracking System Requirements, Racer Protective Equipment and Survival Equipment.

2.73. Violation of General Race Rules

2.74. Failing to attend mandatory racer meetings.

2.75. Riding in such a manner as to endanger the safety of others.

2.76. Failing to stay on the racecourse in designated racecourse areas.

2.77. Except by their Official Support Crew in the Nome Garage, a Pro Class Racer accepting assistance from a non-competitor (including scratched or off the clock Pro Class Racers) that aids in adjustment and/or repairs of their snowmobile and or equipment.

2.78. Failing to adhere to the Race Marshal's directions.

2.79. Refusing to provide a true and factual statement regarding an item under protest or appeal when requested by the Race Marshal Team or Disciplinary Committee or interfering with the protest and appeal process.

2.80. Attempting to gain an unfair advantage.

2.81. Wagering on the outcome of the race.

2.82. Conspiring with others to violate these rules.

2.83. Engaging in any unfair practice, misbehavior or action deemed by the Race Marshal Team or the Disciplinary Committee to be detrimental to the sport.

2.84. Bribing or attempting to bribe anyone connected with the race, accepting or offering to accept a bribe.

- 2.85. Participants are strictly forbidden to drink intoxicating beverages during the race (starting 8 hours before the scheduled start through crossing the finish line). Participants will be allowed to drink intoxicating beverages during banquets, but not to excess. Any support person associated with a participating race team is forbidden to drink intoxicating beverages to excess during the race. Any racer, family member or support crew who fails to adhere to this may be subject to penalties. All state and local laws regarding intoxicating beverages still apply.
- 2.86. 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. Illegal drugs are the substances defined and prohibited by state/provincial and /or federal law.
- 2.87. 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 Board of Directors.
- 2.88. If a participant is using prescription drugs on advice of a physician, such use must be reported to the Race Marshal Team.

PENALTIES

- 2.89. General: A participant may have several penalties pronounced against him/her according to the circumstances giving rise to a violation. It shall be the goal of the Race Marshal Team and the Disciplinary Committee to administer penalties under these rules fairly and equitable as the different circumstances giving rise to an offense shall allow.**
- 2.90. Definition and application of penalties:
- 2.91. Warning:
- 2.91.1. Can be made privately or publicly, verbally or written.
- 2.92. Fines:
- 2.92.1. Cash penalty, Penalties paid by Credit Card will add 3% processing fee
- 2.93. Time Penalty:
- 2.93.1. The Race Marshal Team shall determine the amount of time a particular violation benefited a participant, and that time shall be added to the participant's overall course time.
- 2.93.2. The Race Marshal Team can penalize a participant by adding to the participant's overall course time based on the level of severity.
- 2.94. Disqualification:
- 2.94.1. The decision to disqualify a participant(s) must be unanimous and confirmed by each member of the Race Marshal Team. The Disciplinary Committee shall confirm or reject the disqualification within 12 hours of the last team finishing.
- 2.94.2. No disqualification will take place until after the finish.
- 2.94.3. Disqualification will be noted as a scratch with additional notes in the race statistics software as deemed appropriate by Iron Dog Race, Inc.
- 2.95. Suspension:
- 2.95.1. Entails the loss of rights granted to participants, or prohibition from taking part in any of the activities under Iron Dog Race, Inc. control for a specified period.

2.96. Exclusion:

2.96.1. Entails the final and complete loss of all rights of participation in any event under Iron Dog Race, Inc. control.

2.97. Any participant found in violation of these rules will be liable for the costs incurred in the disciplinary action and the determination of said infraction.

RACER PROTESTS AND APPEAL PROCEDURES

2.98. General: Any participant directly affected by others violating the rules or following dangerous, unfair or fraudulent behavior or act of sabotage, has the right to protest such behavior or act. The procedures shall be followed for protests:

PROTESTS

2.99. Participants must file a protest during their next layover. Protests can only be filed at layover locations. For a protest to be considered it:

2.100. Must be submitted in writing and signed by both active team participants.

2.101. A protest submitted by a team must include a \$250 protest fee deposit (cash or check), payable in Nome or the finish line whichever is the next checkpoint with Iron Dog Race Official.

2.102. If the Race Marshal Team deems the protest valid, Iron Dog Race, Inc. will retain \$125 and \$125 will be returned to the protesting team.

2.103. If the protest is deemed invalid, \$125 goes to the protested team.

2.104. Protests will not be valid without the payment of the protest fee.

2.105. Once a protest fee is accepted, the protest cannot be withdrawn.

2.106. Alleged violations will be reviewed by the Race Marshal Team in Nome for all northbound protests and at the finish line for all southbound protests.

2.107. Protests must be more than hearsay or word of mouth allegations.

2.108. All participants subject to protest will be notified of this action.

APPEAL

2.109. Participants penalized pursuant to these rules have the right to appeal:

2.109.1. If the assessed penalties are greater than (4) hours.

2.109.2. A disqualification has been assessed.

2.109.3. If the penalty was initiated by a protest.

2.110. All appeals shall be adjudicated by the Disciplinary Committee.

2.111. Items which may not be appealed include:

2.111.1. Appeals cannot be accepted related to matters for which no remedy is available.

2.111.2. Appeals cannot be accepted relating to decisions made by the Disciplinary Committee.

2.112. Participants must file an appeal at their next layover. Appeals may be filed with the Race Official at the checkpoint or submitted directly to the Disciplinary Committee via email.

2.113. To be accepted an appeal must be in writing and signed by both members of the race team.

2.114. The appeal must specifically state the date, location and elements of the matter being appealed and the grounds for the appeal.

2.115. While appealing a ruling, a team may continue to compete in the race with documented approval from the Disciplinary Committee. **However**, this privilege may be denied if the protest/imposition of penalties is related to an offense involving drugs or alcohol, fighting, or malicious acts affecting the good name of snowmobile racing.

2.116. An appeal must include a \$300 appeal fee, payable in Nome or the finish line. Appeal fees will be refunded if the appealing party prevails.

2.117. The Disciplinary Committee shall rule on an appeal by Nome for all northbound appeals and by the finish line for all southbound appeals. The Disciplinary Committee shall take one of the following actions:

2.117.1. Rule in favor of the appealing party, take appropriate action and refund the filing fee.

2.117.2. Rule against the appealing party, the appeal is denied and the original ruling by the Race Marshals stands.

2.118. The following order of business will be followed at appeal hearings:

2.118.1. After all evidence has been presented, the Disciplinary Committee shall deliberate in private.

2.119. The Disciplinary Committee shall issue its ruling based on a majority vote by secret ballot.

TIME PENALTIES:

2.120. In the case of time penalties, where an appellant is unsuccessful, the time penalties shall be enforced as ruled by the Race Marshals.

2.121. In the case of time penalties, where an appellant is successful, the Disciplinary Committee may, but is not required to, equitably adjust the team's racecourse time as required so as not to unduly prejudice that team.

PAYMENT OF FINES AND COST:

2.122. In the case of a monetary penalty, if the penalty is definitive and either the fine and/or the costs are not paid within 30 days of notification of the judgment decision, the participant or team affected by the decision shall be automatically suspended from participation in all Iron Dog Race, Inc. activities, until such time as full payment has been received.

2.123. If an appeal is upheld, the appealing party will be refunded their filing fees.

2.124. If an appeal is denied, the filing fees will be retained by Iron Dog Race, Inc.

3. DRIVER REQUIREMENTS

DRIVER LIABILITY

- 3.1. **General:** The participant and any crew, in signing the entry, elects to use the course of the event at their own risk, and thereby releases Iron Dog Race, Inc. together with their heirs, assigns, officers, representatives, agents, employees, 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.
- 3.2. Participants are strongly encouraged to obtain personal liability and accident insurance.

REQUIRED PARTICIPANT PROTECTIVE EQUIPMENT

- 3.3. **General:** It is the responsibility of the participant to select protective equipment that will conform to Iron Dog guidelines and ISR Rules <http://www.isrracing.org/tempPDF/Cross%20Country.pdf> . Even though race rules committees have developed specific guidelines, Iron Dog Race, Inc., does not endorse or guarantee specific products or manufactures of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.
- 3.4. Regardless of participant's apparel passing prior inspections, compliance with the rules must be made at post-race inspections. Helmets that pass tech inspection will be stickered prior to leaving the start, required at the start, verified at the finish, and can be inspected at any time during the race.
- 3.5. Helmet padding and shell must remain in as manufactured condition and meet the latest standards (SNELL 2020 or European Standard ECE 22.06). Helmets must be securely fastened at all times.
- 3.6. Helmets with ECE 22.05 certification are no longer allowed.
- 3.7. Adequate Arctic clothing including facemask, gloves, boots and handlebar gauntlets.
- 3.8. 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.
- 3.9. The use of upper-body protection equipment is mandatory. The upper body protection must cover all body areas. 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. Competing with upper body protection that is not the same as a presented at safety inspection will result in disqualification
- 3.10. Below is a list of ISR approved vests.
- 3.10.1. Tek Vest Tek 4D - <https://rebrand.ly/95f1c5/Tek>
 - 3.10.2. EVS SV1 - <https://rebrand.ly/j4z1kk8/EVS>
 - 3.10.3. Saf-Jac - <https://rebrand.ly/egih585/LEATT>
 - 3.10.4. LEATT Fusion - <https://rebrand.ly/egih585/LEATT>
 - 3.10.5. HMK W/D30 - <https://rebrand.ly/esbzzqi/HMK>
- 3.11. Shin and knee guards are mandatory on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material. Competing with shin and knee guards that is not the same as a presented at safety inspection will result in disqualification
- 3.12. Motocross style knee braces with patella protection will be allowed.

SURVIVAL EQUIPMENT

- 3.13. **General: Survival Equipment as described herein will be inspected prior to the start, in Nome and at the finish line, and/or at the discretion of the Race Marshal Team at any time during the event. All clothing must be in sealable waterproof containers.**
- 3.14. **All Participants** must carry, on their person or their snowmobile, the following:
- 3.14.1. One (1) sleeping bag certified capable of providing protection to -20 degrees Fahrenheit.
 - 3.14.2. Must cover the participant from head to toe.
 - 3.14.3. Insulating fill must be equally distributed throughout the bag.
 - 3.14.4. The sleeping bag cannot be altered and must be able to fully zip with the participant inside.
 - 3.14.5. One (1) substantial bivy-bag (no space blankets) or equivalent. For acceptable examples visit the website www.irondog.org.
 - 3.14.6. Adequate arctic protective clothing with spare layers that include moisture wicking socks, upper and lower body thermals.
 - 3.14.7. Spare set of face and eye protection.
 - 3.14.8. Fire starting materials (at least 20 matches or 2 lighters) carried in waterproof containers.
 - 3.14.9. One (1) flashlight with spare batteries.
 - 3.14.10. One (1) drive belt with sufficient tools to replace.
 - 3.14.11. One (1) Global Positioning System (GPS) or Map & Compass for navigation.
 - 3.14.12. Current First Aid and CPR Certification Cards.
 - 3.14.13. Satellite communication device (InReach, SPOT, Satellite Phone)
- 3.15. **All Teams** (Expedition Class per/two riders) must carry the following:
- 3.15.1. One (1) hatchet or saw)
 - 3.15.2. First Aid kits that meet or exceed the acceptable kits listed on the Iron Dog website www.irondog.org
 - 3.15.3. Arctic stove with sufficient fuel reserves. (Arctic Stove definition: A stove that will operate at subzero temperatures and or windy conditions.)
 - 3.15.4. Pan or cup to melt snow and boil water with a minimum of 1-pint capacity.
 - 3.15.5. Twenty-five (25) feet of 1,200 lbs. test or stronger rope.
 - 3.15.6. Tools for infield repairs (approximately 5 lbs.)
- 3.16. **Recommended Equipment** (Not Required)
- 3.16.1. Snow shovel.
 - 3.16.2. Maps and compasses for redundant navigation aids.
 - 3.16.3. Spare batteries that work well in cold conditions for all equipment.
 - 3.16.4. Auxiliary fuel tanks
 - 3.16.5. Iron Dog Race, Inc. strongly encourages all participants to wear helmets that display High Vis Colors over 75% of the surface area.
 - 3.16.6. Sufficient emergency use food
 - 3.16.7. Three (3) aerial signal flares (with current date) and/or an approved emergency signal laser and/or an approved emergency strobe light with spare batteries.

CODE OF CONDUCT

- 3.17. **In the spirit of good sportsmanship all participants must adhere to the following:**
- 3.17.1. Participants will always conduct themselves in a prudent and respectful manner.
 - 3.17.2. Participants must obey all local, state and federal laws.

- 3.17.3. No fighting, vulgarity, derogatory or offensive language will be tolerated.
- 3.17.4. Negative publicity from any participant will not be tolerated.
- 3.17.5. Participants shall be aware of their surroundings; actions should be taken as to not impede a faster team approaching from the rear.
- 3.17.6. Teams higher on the leaderboard should get priority at the fuel pumps.
- 3.17.7. Expedition Class teams will defer to any Pro Class teams at all checkpoints.
- 3.17.8. All participants are REQUIRED to stop and render aid to ANY person encountered during the race who are in a life-threatening situation. Race Marshals may adjust trail times accordingly on a case-by-case basis.
- 3.17.9. *All participants aware of an injury and or a damaged snowmobile shall relay the appropriate information to the Checkpoint Official/Race Marshal at the very next checkpoint or by Satellite communication device.*
- 3.17.10. It is the responsibility of each participant to inform their friends, family and support crew of the race rules and procedures to ensure no violations occur. Any race team, friends, family or support crew who commits an act with malicious intent to sabotage the efforts of other racers may be immediately disqualified and subject to future fines, penalties and sanctions.

4. Iron Dog 600 PRO CLASS SNOWMOBILE REQUIREMENTS

- 4.1. The snowmobile must have an original OEM engine, hood, exhaust, intake, frame, cowl, and drive. Named components must be of same model and year or properly filed OEM replacement parts which supersede original OEM parts.

CLASS SNOWMOBILE CRITERIA

- 4.2. Any stock production snowmobile of 600 cc or less engine displacement volume, or equivalent 4 stroke model (1050cc). Snowmobile must be fuel injected and no oil/gasoline premixed fuels will be provided. Production quantities must be within ISR stock qualified manufacturers guidelines.
- 4.3. Headlight, windshield, tail and brake lights, snow flaps and clutch guards must be in a safe condition when leaving each checkpoint.
- 4.4. A working helmet light with a tail/brake light feature (such as Lead Dog Helmet Light) will suffice for lights until the main system is repaired.
- 4.5. All snowmobiles must have a current Alaska state snowmobile registration decal.

ENGINE

- 4.6. Engine must remain in original mounting location, and be conformed to the snowmobile from OEM manufacturing
- 4.7. No component of the engine may be altered, machined, changed or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine.
- 4.8. Blueprinting of engines will not be allowed. No removal of material whatsoever is allowed. This is to include polishing, port matching, deburring, abrasive blasting surfaces or material removal for the purposes of engine balancing or other reasons.
- 4.9. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch.
- 4.10. Stock OEM pistons only are allowed for replacement.
- 4.11. There may be no more than one-cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket adjustments.
- 4.12. Spark plugs do not have to be OEM.
- 4.13. Rotary valve if used, timing/duration must remain as filed by the manufacturer.
- 4.14. On four stroke models all valve train components and timing must remain OEM for the model.
- 4.15. No modification to the throttle body allowed.
- 4.16. No pressure charging allowed. The engine air intake system is to include cowl vents, air box, noise reducing foam (cowl vents & air box), injector mounts, fuel rails, and cylinder throttle body adapters, clamps, rotary valves, reed valves, intake or exhaust valves, and oil injection nozzles that are original OEM equipment for that make and model.
- 4.17. No changes or modifications can any part of the engine air intake system or mounting locations.
- 4.18. CDI/ECU module may be reprogrammed.
- 4.19. Oil injection system and all associated components must always be installed in their OEM configuration.
- 4.20. Engines will have OEM tags and/or serial numbers affixed to the engine.
- 4.21. The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model. No changes or modifications of the exhaust system or mounting locations. Aftermarket muffler may be used but must meet the 88 dec. noise limit or below conducted from the J2567 Test.

DRIVE

- 4.22. Must have original OEM drive clutch and driven clutch as supplied by the manufacturer for that make and model.
- 4.23. Any springs, weights or ramps may be used. No clutch engagement RPM limit.
- 4.24. In the primary clutch, any commercially available ramps, weights, or springs may be used.
- 4.25. Secondary clutch cams may be cut to any angle. Billet helixes allowed.
- 4.26. Drive belts do not have to be OEM.
- 4.27. Any drive chain and sprockets may be used; any belt drive and drive cogs may be used.
- 4.28. Chain case / Belt drive case must be original OEM for the model equipment. Must remain in the original mounting location. Chain/belt drive tensioner may be changed to any OEM equipment.
- 4.29. Track drive shaft and drive sprockets may be changed.
- 4.30. Brakes may be changed or altered but must be always operational. Brake components must be commercially available.
- 4.31. Brake disk may not be modified in the pad contact area. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained. Any brake disk used must be of the same material as OEM for the model disk. No aluminum or carbon disks are allowed.
- 4.32. The brake control handle must remain in OEM location on the left, front side of the handlebar.

SKI SUSPENSION & STEERING

- 4.33. Front suspension mounting locations (both upper and lower) on the chassis bulkhead/weldment/casting must remain in OEM location. The upper shock mount must remain in OEM location.
- 4.34. Sway bars (anti -sway) may be added.
- 4.35. Maximum carbide to carbide ski stance must not exceed forty-three- and one-half inches (43.5 inches) Center to center distance will be measured as follows: on units with centered carbide on skis, carbide to carbide dimensions with skis straight ahead and rider in seated position in natural contour of the seat will determine measurement. Measurement will be taken at the carbide cutting edge. On units with offset carbide, outer carbide cutting edge on right ski to outer carbide cutting edge on the left ski, with skis straight ahead and rider in seated position in the natural contour of the seat will determine the measurement. Measurement will be taken at the carbide cutting edge as noted by location as the unit comes off the racecourse. measurement may be by carbide scratch marks in natural terrain, or by carbide impressions on a soft wood lath when the skis are placed on the measurement device with driver in seated position.
- 4.36. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained.
- 4.37. Any shock allowed.
- 4.38. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver. Open ends must be capped. Column or post must remain in its OEM position. Grips and controls may be modified. Throttle must be opened with a thumb mechanism located on the right-hand handlebar (no twist grips).
- 4.39. Commercially available handlebar risers, vibration mounts and relocation mounts allowed.
- 4.40. Any spring may be used on the suspension.

SKIS & SKI RUNNERS

- 4.41. Any commercially available ski. Ski must be a minimum of 39" long and must meet ski diagram in GENERAL RULES AND REGULATIONS section.
- 4.42. Any ski can be used from any brand
- 4.43. May reinforce skis on the topside only.
- 4.44. Snowmobiles must not use more than ten (10) inches of continuous cutting-edge maximum per ski. Cutting edge is defined as sharpened carbide or high wear resistant material. flat wear plates on leading and trailing edges of host bar are not considered cutting edge carbide.
- 4.45. Cutting edge material may be altered to an angle of not less than sixty (60) degrees inside included angle.

TRACK SUSPENSION

- 4.46. Rear suspension is open as to design and type. Suspension must be centered in the tunnel.
- 4.47. Any hifax allowed.
- 4.48. Any shock allowed.
- 4.49. Any spring may be used in the rear suspension.

TRACK & TRACTION

- 4.50. Track must be commercially available, one-piece, molded rubber track.
- 4.51. A minimum of 2-studs per track bar and must be a min. 1/8" above the track paddle.
- 4.52. Commercially available carbide tip factory paddle studs will suffice.
- 4.53. Track clips/guides may be added

FRAME & BODY

- 4.54. All chassis will have OEM tags and/or serial numbers affixed to the frame.
- 4.55. Windshields may be altered for handlebar movement. Windshields must be in safe operating condition before leaving a checkpoint. Broken windshields may be removed for safety but should be replaced as soon as possible.
- 4.56. Access openings are allowed for component removal or service. Vents may be covered or closed.
- 4.57. Venting for the purposes of brake cooling is allowed.
- 4.58. Skid plates may be added for protection of snowmobile chassis. Skid plates must be securely fastened.
- 4.59. Additional plate material may be added to the tunnel at the suspension mounting holes.
- 4.60. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained.
- 4.61. Tunnel protective wear strips may be added, removed, or altered.
- 4.62. Aftermarket front and rear bumpers may be added.
- 4.63. The stock fuel tank may be replaced. Additional fuels tanks may be added should they be deemed necessary.

IGNITION & ELECTRICAL

- 4.64. Ignition must be OEM for the year and model.
- 4.65. CDI/ECU module may be reprogrammed.
- 4.66. Instrumentation may be added but must not present a safety hazard.

GPS TRACKING SYSTEMS

- 4.67. Iron Dog Race, Inc. requires each participant to install an Iron Dog supplied GPS tracking unit on their snowmobile. Participants are required to install units for optimum performance as directed by Iron Dog officials.

- 4.68. Participants may be liable for replacement costs on lost or intentionally damaged GPS units.
- 4.69. Participants must return Iron Dog provided GPS units & mounts within 30 days (March 23, 2026) of the finish or will the \$250 GPS deposit will be forfeited to Iron Dog Race Inc.

5. RACECOURSE

- 5.1. All participants are reminded that unless otherwise marked the racecourse is a public use trail and is not protected. Other trail users and or animals can be expected running with or against the race direction. All other trail users, including sled dog teams, always have the right-of-way. It is the rider's responsibility to conduct themselves in a positive manner to ensure continued use of the Historic Iditarod Trail.
- 5.2. Iron Dog will have "Express Checkpoints." Participants do not have to stop at these checkpoints but must slow to allow for recording of passage.
- 5.3. Racers must follow the marked trail designated by the Race Marshal from the start to the Susitna River.
- 5.4. Between Skwentna Roadhouse and the mouth of the Happy River – the Skwentna River is off limits as determined by the Ordinary High Water Mark (33 CFR 328.3(e)) define the "ordinary high water mark" as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.
- 5.5. Between Whiskey Bravo and Tatina participants must travel through Puntilla Lake and Ptarmigan Pass – Rainy Pass is off limits.
- 5.6. Between Tatina and Nikolai, the South Fork of the Kuskokwim River is off limits downstream from the Post River. Unless approved by a vote from the Iron Dog Race Inc., Board of Directors.
- 5.7. Between Tatina and Nikolai, participants must travel across the Farewell Burn. Unless the Board of Directors approved the use of the South Fork of the Kuskokwim River.
- 5.8. Between Nikolai and McGrath, participants must take the river trail and not use the "dump road" in any capacity.
- 5.9. Racers must follow the marked trail designated by the Race Marshal from the Susitna River to the finish line.
- 5.10. Participants should be aware that private property exists in many areas along the route. Deliberate crossing and infringement on posted private property will not be tolerated.
- 5.11. Due to the ongoing negotiations with the Bureau of Land Management, US Fish and Wildlife Service and the State of Alaska, race routes and rules may be changed as necessary. Drivers will be notified at the Driver's Meeting should this occur.
- 5.12. Participants will not travel on public roads unless otherwise marked/cleared to do so.

GAS STOPS AND FUELING

- 5.13. All participants are required to use the fuel provided by Iron Dog Race, Inc. at Official Checkpoints. Fuel will be dispensed directly into the snowmobile.
- 5.14. Fuel and 2-cycle oil will be supplied at each Official Checkpoint.
- 5.15. Deliberate or careless dumping or spilling of fuel, oil, antifreeze, isopropyl or any environmentally harmful substance will be considered polluting and will not be tolerated.

FUELING PROCEDURES:

- 5.16. Racers are entirely responsible for their snowmobile during the fueling process.

- 5.17. There will be a marked designated fueling area approximately 30 feet on either side of the fuel pump. This area is designated for fueling operations ONLY. Snowmobile hoods and side panels MUST REMAIN CLOSED/IN PLACE and engines will remain running during refueling operations. Oil must be added outside the designated fueling area within clear sight of the fuel pump. No work or adjustment of any kind can take place in this area.

EXPRESS CHECKPOINTS:

- 5.18. Racers are not required to stop for fuel or sign/check-in at Express Checkpoints
- 5.19. There will be a self-serve fuel tank at the Kokrine Hills Bible Camp Express Checkpoint, (between Ruby and Tanana) to allow racers to get up to 5 gallons of fuel. There will be no fuel available at any other Express Checkpoint locations
- 5.20. Racers are required to slow down enough to allow the Checkpoint Officials the ability to acknowledge their passing.

EMERGENCY CHECKPOINT:

- 5.21. Puntilla/Rainy Pass Lodge will be the only "Emergency Checkpoint". The designated checker onsite will relay all info. Regarding a team's arrival IMMEDIATELY to Iron Dor Race Marshal. These 2 individuals will determine if the arrival of a team or teams should be deemed an "EMERGENCY".
- 5.22. Should the arrival of a TEAM/TEAMS be determined "EMERGENCY", THEY WILL BE ALLOWED TO REQUEST A LAYOVER BASED ON LAYOVER RULES DETERMINATION WITHIN THE ALOTTED TIMEFRAME (20 minutes).
- 5.23. Should the arrival of TEAM/TEAMS be determined it was not an EMERGENCY stop, the TEAM/TEAMS involved will have the time at the checkpoint added back to their respective racecourse time as on the clock.

6. HOLD OVERS AND LAY OVERS

- 6.1. All team participants must check in with Checkpoint Officials at all checkpoints.
- 6.2. **All teams' participants must declare their layover intentions upon arrival (within 20 minutes) and stop the clock (when ready) by saying "TIME" to the Checkpoint Official.**
- 6.3. All layovers must be declared in one-hour increments.
- 6.4. Teams will be allowed to change the duration of a layover one time only Northbound (from Big Lake to Nome), and one time only Southbound (from Nome to Fairbanks).
- 6.5. Race teams must give Checkpoint Officials notice at least one hour before going back on the clock.
- 6.6. A team can leave a checkpoint and return to declare a layover, but the layover time begins when the layover is declared. You can layover in the same checkpoint location more than once with a 15 minute "on the clock" action between layovers starting between the second & third layovers.

TOWING:

- 6.7. A racer may arrive at a checkpoint being towed by any active pro-class racer except at the finish line where only a teammate may tow their race partner across the finish line.
- 6.8. Teams cannot leave a checkpoint and resume the race while under tow with the following exceptions.

6.8.1. Between Ophir & Poorman

6.8.2. All Express Checkpoints

6.8.3. Between Tanana and the finish line.

- 6.9. Both snowmobiles must leave the checkpoint under their own power and be able to move a minimum of 100 feet.
- 6.10. A team can tow anywhere within a checkpoint while on the clock to retrieve parts or to do work but must notify Race Officials of intentions and where the work is to be completed.
- 6.11. The Checkpoint Officials will record teams in and out times. Both team members must sign at each layover location. Both team members must check into and out of each checkpoint together. The last team member to check in will determine the official team time.
- 6.11.1. Racers do not need to sign timesheet if they are passing through a checkpoint.**
- 6.12. Checkpoint Officials are not allowed to leave a checkpoint to take fuel or parts to a racer on the trail.
- 6.12.1. Only “on the clock” racers are allowed to take fuel or parts to a racer on the trail.**
- 6.13. All participants will reduce their pace to a safe speed as they approach and depart all checkpoints. Speed limit while proceeding through checkpoints and villages will be 20 mph unless otherwise marked. These areas will be marked with a yellow flag entering, and green flags exiting those areas. NOTE: Failure to follow this rule will be viewed as a Public Safety Hazard and will be dealt with accordingly.

REQUIRED LAYOVERS:

- 6.14. The Iron Dog Race Marshals maintain the right and authority to alter or modify this schedule for any reason(s) deemed justifiable such as impending weather conditions, safety, or other reasons that may arise.

Northbound layover locations and times:

- 6.15. Between Skwentna and (including) Nome, Pro Class Race Teams will be allowed to take up to forty (40) hours of layover. These layovers must be taken in one-hour increments.
- 6.16. McGrath – All Pro Class Race Teams must leave McGrath by 11:59pm on Sunday February 15.
- 6.17. Unalakleet – All Pro Class Race teams must leave Unalakleet by 11:59pm on Monday February 16.

Kotzebue -

- 6.18. No Pro Class Race Teams may leave Kotzebue before 8:00am on Tuesday February 17th
- 6.19. All Pro Class Race Teams must leave Kotzebue by 11:59pm on Tuesday February 17th
- 6.20. Teams one (1) through five (5) will be released on their actual split times not to exceed thirty (30) minutes. The remainder of the teams will be released on their actual trail split times not to exceed five (5) minutes.

Nome –

- 6.20.1.1. All Pro Class Race Teams must arrive in Nome by 11:59pm on Wednesday February 18, in order to continue in the Pro Class southbound.

Southbound layover locations and times:

- 6.21. Between Nome and (including) Tanana, Pro Class Race teams will be allowed to take up to twenty (20) hours of layover. These layovers must be taken in one-hour increments.**
- 6.22. Following the completion of all layovers, racers will “Hold” at Tanana and be released as follows: Teams one (1) through five (5) will be released on their actual split times not to exceed fifteen (15) minutes. The remainder of the teams will be released on their actual trail split times not to exceed five (5) minutes.*****

MILEAGE TABLE

CHECKPOINT	FUEL	LO	HOLD	MILEAGE	CHECKPOINT	FUEL	LO	HOLD	MILEAGE
SKWENTNA	Y	Y		80	NOME	Y			0
SHELL LAKE (EXPRESS)				17	WHITE MOUNTAIN	Y	Y		70
WHISKEY BRAVO	Y	Y		46	ELIM (EXPRESS)				46
TATINA	Y	Y		70	KOYUK	Y	Y		44
NIKOLAI	Y	Y		74	SHAKTOOLIK (EXPRESS) *				62
MCGRATH	Y	Y		52	UNALAKEET	Y	Y		41
OPHIR	Y			42	KALTAG	Y	Y		85
POORMAN	Y	Y		93	GALENA	Y	Y		89
RUBY	Y	Y		61	RUBY	Y	Y		54
GALENA	Y	Y		54	BIBLE CAMP (EXPRESS)	Y			58
KALTAG	Y	Y		89	TANANA	Y		Y	63
UNALAKEET	Y	Y		85	MANLEY HOT SPRINGS	Y			67
SHAKTOOLIK (EXPRESS)				41	NENANA	Y			96
KOYUK *	Y	Y		62	FAIRBANKS				56
BUCKLAND	Y	Y		87	SB TOTAL				831
SELAWIK	Y	Y		68					
KIANA (EXPRESS)	Y	Y		38					
NOORVIK (EXPRESS)	Y	Y		21					
KOTZEBUE	Y	Y	Y	65					
BUCKLAND	Y	Y		95					
KOYUK	Y	Y		87					
ELIM (EXPRESS)				44					
WHITE MOUNTAIN	Y	Y		46					
NOME			Y	70					
NB TOTAL				1487					

* The distance between Shaktoolik and Koyuk across the bay can be as short as 50 miles, the distance around the bay is approximately 71 miles.

** Mileage varies year by year, depending on conditions.

*** Tanana release times can be adjusted by the race marshals.

2026 Iron Pup Series Rules

PARTICIPANTS READ THESE RULES IN THEIR ENTIRETY

Website: www.irondog.org Email: director@irondog.org

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 Race, Inc. is dedicated to providing a reliable, consistent, safe and honorable cross-country snowmobile race and recreational ride in Alaska. Iron Pup Series is a special class dedicated to youth racing events. 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. **All participants will treat Race Officials with respect. Each participant is required to read in its entirety: these Iron Pup Series Event Rules and all registration documents, release forms and waiver of liability.**

Upon entry each applicant acknowledges receipt of the current Iron Dog event rules. **Participants accept and agree to be bound by the terms and conditions of these Iron Pup Series rules and regulations. Iron Pup Series Events will be executed under the guidelines set forth by ISR (International Snowmobile Racing) rules.**

Each participant acknowledges that Iron Pup Series is operated under the guidelines of Iron Dog Race Inc.:

- Has limited resources and dependent on donors for a significant portion of its funding
- Functions with limited employed staff and hundreds of volunteers

Under these circumstances, Iron Dog Race Inc. cannot and does not commit to perform obligations or responsibilities of any kind.

Iron Dog Race, Inc./ Iron Pup Series disclaims all obligations and responsibilities of every kind and nature. While Iron Dog Race, Inc. 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 participant 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 Race, Inc./Iron Pup Series, 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.

Each participant agrees, by participating in any Iron Dog Race, Inc./Iron Pup Series Event, to release, indemnify, defend and hold harmless Iron Dog Race Inc/Iron Pup Series, Inc. its agents, servants, employees, directors, officers, contractors and volunteers, from and against any and all claims, specifically including claims by third parties.

The disclaimers, the limit on claims, and the agreement to release, indemnify, defend and hold harmless set forth herein shall apply to every act and omission of Iron Dog Race, Inc./Iron Pup Series 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 Race, Inc. events, and shall survive conclusion of the race and termination of the relationship between Iron Dog Race, Inc./Iron Pup Series and participant.

Each participant accepts and assumes all risks in any way arising from, related to, or connected with participation in any Iron Dog Race, Inc./Iron Pup Series event and each participant is encouraged to obtain and maintain appropriate insurance covering all such risks.

1. ENTRY AND REGISTRATION

Participants (racers) and racers' support crew must read and agree to the terms of these rules and sign a waiver of liability form.

Entry fees are set by the Iron Pup Series and Iron Dog Race, Inc Board of Directors.

All required forms must be complete and submitted on or before the entry deadlines:

- Media Rights and Release: All racers are required to sign a media release form as a part of their registration.
- All participants are required to be ISR (International Snowmobile Racing, Inc. members. (www.isrracing.org) - Your ISR Member Number will be required at registration.

Unless approved by a ruling from the Iron Pup Series/Iron Dog Race, Inc. Board of Directors, no refunds of entry fees will be made after registration is closed.

Refunds made during the registration period will be processed with a 20% processing fee.

2. GENERAL RACE RULES

Pro Class Racers may enter and exit snowmobile impound areas at the discretion of the Checkpoint Officials. **No one else is allowed in the designated checkpoint snowmobile impound area.**

Pro Class Racers are prohibited from accepting parts, fuel, or oil from anyone, except at designated Iron Dog Checkpoints with the following exception.

- Pro Class Racers can accept parts, fuel, or oil from active Pro Class participants anywhere on the course.

IDENTIFICATION

Iron Pup Series/Iron Dog Race, Inc will issue bibs. These bibs must be displayed in a highly visible area on the back of the participant's jackets and worn during active racing. Bibs will remain unaltered unless approved by the Race Marshal Team.

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.

PUBLIC RELATIONS

Iron Pup Series/Iron Dog Race, Inc. reserves the right to withdraw any participant for any reason.

In no way whatsoever shall any participant, racer, volunteer, or race official represent negative publicity in any form to the media or the public. Pro Class Racers that do not comply, may result in sanctions, fines, or penalties.

Iron Dog officials, or its designee, may record by photographing or videotaping any participant and their snowmobile and gear during the event at any time.

GENERAL SAFETY

Spinning of tracks, with or without shields is prohibited inside the paddocks.

Once in the paddock the snowmobiles will be shut off.

The following Race Flags can be expected during the race:

- Green Flag = Start
- Yellow Flag = Slow Down and hold position
- Red Flag = Stop Racing
- Checker Flag = Finish

STARTING PROCEDURES

Start: Participating individuals/ teams' line up in their starting position order at the designated starting line on race day by a predetermined time set in the racers meeting or race schedule

RACE OFFICIALS

Race Officials are responsible for all aspects of the event.

All questions, concerns, and comments can be brought to the attention of race officials or Iron Dog Race Inc., Board Members.

3. DRIVER REQUIREMENTS

DRIVER LIABILITY

General: The participant and any crew, in signing the entry, elects to use the course of the event at their own risk, and thereby releases Iron Pup Series/Iron Dog Race, Inc. together with their heirs, assigns, officers, representatives, agents, employees, 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.

Participants are strongly encouraged to obtain personal liability and accident insurance.

REQUIRED PARTICIPANT PROTECTIVE EQUIPMENT

General: It is the responsibility of the participant to select protective equipment that will conform to Iron Dog Race Inc. guidelines and ISR Rules <http://www.isrracing.org/tempPDF/Cross%20Country.pdf>. Even though race rules committees have developed specific guidelines, Iron Pup Series/Iron Dog Race, Inc. does not endorse or guarantee specific products or manufacture of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

Helmet padding and shell must remain in manufactured condition and meet Snell, DOT or ECE standards. Helmets must be securely fastened at all times.

Adequate Arctic clothing including facemask, gloves, and boots are mandatory.

Eye protection in the form of goggles and or face shields is mandatory.

The use of upper-body protection equipment is mandatory.

Shin and knee guards are mandatory on both legs. The shin guard must extend from the instep to above the kneecap and be constructed of an impenetrable material.

CODE OF CONDUCT

In the spirit of good sportsmanship all participants must adhere to the following:

Participants will always conduct themselves in a prudent and respectful manner.

Participants must obey all local, state and federal laws.

No fighting, vulgarity, derogatory or offensive language will be tolerated.

Negative publicity from any participant will not be tolerated.

Participants shall be aware of their surroundings; actions should be taken as to not impede a faster team approaching from the rear.

All participants aware of an injury and or a damaged snowmobile shall relay the appropriate information to the Race Officials at the next checkpoint.

It is the responsibility of each participant to inform their friends, family and support crew of the race rules and procedures to ensure no violations occur. Any race team, friends, family or support crew who commits an act with malicious intent to sabotage the efforts of other racers may be immediately disqualified and subject to future fines, penalties and sanctions.

4. SNOWMOBILE REQUIREMENTS

200 Stock Class Ages 6-12 – Chaperones Required (Except on closed course)

GENERAL

- One chaperone per racer is required; chaperone and racer are together at all times
- Chaperones must be a minimum of 18 years of age

ELIGIBLE SNOWMOBILES

Arctic Cat ZR 200

Ski Doo MXZ 200

Yamaha Sno-Scoot

1. The snowmobile must have OEM ENGINE for the model, hood, track, frame, seat, cowl, gas tank, carburetion, air-box, suspension, and clutch supplied by the manufacturer for the model. Named components must be OEM for the model and year. Or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.
2. Engine RPM and vehicle speed may be monitored at the discretion of the Race Director.

ENGINE

1. Unless otherwise stipulated in this section, all governor linkage must be intact, in place and functional. Factory 6000 rpm rev limiter must be intact and functional.
2. No component of the engine (included head, valves, and cam) may be altered, changed, or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine
3. Maximum cylinder bore for wear or cylinder repair cannot exceed .020 inches (.50MM)
4. Stock OEM Pistons up .020 (.50MM) Only are allowed for replacement.
5. Blueprinting of engines is not allowed. No removal material whatsoever will be allowed. This is to include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for engine balancing or other reasons.
6. No changes in engine dimensions can be made by gasket adjustments.
7. Spark plugs do not necessarily have to be OEM stock. Sparkplugs may not be machined to seat deeper in the head, plug gaskets may not be altered, and plug indexing is not allowed.
8. No carburetor/air silencer changes allowed. Filter material may be added or removed.
9. Jetting changes are allowed.
10. Remote adjustable main jet system allowed.

11. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its entirety. No internal or external modifications allowed. No welding allowed, even for repair. Muffler components and/or silencing material must be intact always.

DRIVE

1. Brake must be functional and operational always.
2. Stock drive clutch engagement must be maintained. OEM drive clutch rollers and spring must be stock, with no modifications. Driven clutch spring and helix must be OEM. Roller and spring specs will be placed here. No Shimming of primary cover or spring allowed.
3. All guards and shields must be in place.
4. Final drive system must remain as produced. OEM 2.95:1 gear ratio must be maintained, no gear ratio changes allowed.
5. Throttle must operate as stock with return spring in place, spring tension may be reduced.

SKI SUSPENSION & STEERING

1. Front suspension must remain in its stock location.
2. Ski widening devices are not allowed in Stock classes unless furnished as OEM and properly filed.
2. Suspension travel may not be altered.
4. Aftermarket shocks are permitted.

SKIS & SKI RUNNERS

1. Ski must be commercially available with a minimum overall length of 20 inches.
3. All Ski loops must be at least 1 inch wide and 5/8-inch-thick or one-inch diameter round material. Foam may be added to achieve the 1-inch dimension. Refer to General Snowmobile rules sections for description and clarification.
4. Carbide wear bars may be added.

TRACK SUSPENSION

1. The suspension must be used as furnished and filed by the manufacturer.
2. OEM Front suspension shocks may be replaced with commercially available aftermarket Shocks
3. OEM available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
4. Suspension travel may not be altered.

TRACK & TRACTION

1. OEM track must be used as produced.
2. Tunnel protectors may be added.

3. Track clips may be added.
4. Traction screws are highly recommended

IGNITION & ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Headlight and taillights must be operational at the start of the race.

FRAME & BODY

1. OEM hood must be maintained. Hood may be painted any color
2. Windshield may be removed, modified, or replaced. Windshield must have safety trim.
3. All sharp edges must be padded.
4. Welding for repair will be allowed on the chassis. The repair must not alter the general design concept of the component or chassis.
5. Commercially aftermarket steering column and handlebars are allowed.

200 Open Class Ages 6-12 – Chaperones Required

GENERAL

- One chaperone per racer is required; chaperone and racer are together at all times
- Chaperones must be a minimum of 18 years of age
- Snowmobile must conform to Stock class rules unless stated otherwise in this section.

ENGINE

1. Must be based off the OEM Yamaha 200 Motor
2. Aftermarket head kits allowed
3. Aftermarket Pistons and engine components allowed
4. No restriction on cylinder bore

SKIS AND SKI RUNNERS

- 1. Ski must be commercially available with a minimum overall length of 20 inches.

SKI SUSPENSION & STEERING

1. OEM Front suspension shocks may be replaced with commercially available aftermarket.
2. Front suspension must remain in its stock location.
3. Commercially available ski widening devices will be allowed. (One off setups not allowed)
4. Front suspension widening achieved when using the approved performance kits is allowed.
5. Suspension travel may be altered. Suspension travel may be limited by means of tie down only. 1 inch of suspension travel must be maintained. No rigid suspension allowed (suspension linkage or chassis

flex is not considered travel) Steering column location may be altered but must retain lower OEM mounting point.

6. Steering column may be shortened no more than 4 inches. Steering column if shortened must be slugged and capture welded.

TRACK SUSPENSION

1. Suspension modifications allowed.
2. Seals may be removed from bearings in bogie wheels, rear idler wheels and/or rear idler sprockets.
3. Commercially available marginal snow wheels may be added to the slide rails. (Rear axle idler wheels must remain OEM for the model.)
4. Suspension travel may be altered. may be limited by means of limit straps only. Suspension travel must maintain 1 inch of travel. (Suspension linkage or chassis flex is not considered travel. No rigid suspension allowed.

DRIVE

1. Gear ratio may be changed, by using any commercially available chain sprocket kit or commercially available OEM belt style pulleys.
2. OEM style primary and secondary clutch and belt must be used. Primary rollers and spring along with secondary spring can be changed using commercially available parts only.
3. Chain case/ gear/ pulley case must use a protective cover to keep drivers' extremities from contacting drive system.

10-13 (Chaperones Required) and 14-17 LESS THEN 65 HP(Except on closed course)

GENERAL

- One chaperone per racer is required for age group 10-13; chaperone and racer are together at all times. Recommended for Chaperone to help pace racer and to be observant of dangerous trail conditions.
- Chaperones must be a minimum of 18 years of age

ELIGIBLE SNOWMOBILES

ALL OEM SNOWMOBILES WITH LESS THEN 65 HP

1. The snowmobile must have original OEM for the model engine, hood, track, frame, seat, cowl, gas tank, carburetion, air-box, suspension, and clutch supplied by the manufacturer for the model.
2. Named components must be OEM for the model and year. Or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.

ENGINE

1. No component of the engine (included head, valves, and cam) may be altered, changed, or enlarged from the engine manufacturer's original stock specifications nor may any additional components be added to the engine
2. Exhaust must be OEM as produced for the model. The OEM exhaust system must be used in its entirety. No internal or external modifications allowed. No welding allowed, even for repair. Muffler components and/or silencing material must be intact always.

SKIS AND SKI RUNNERS

1. Ski must be commercially available with a minimum overall length of 20 inches.

SKI SUSPENSION & STEERING

1. OEM Front suspension shocks may be replaced with commercially available aftermarket.
2. Commercially available ski widening devices will be allowed.

TRACK SUSPENSION

1. Suspension modifications allowed.

DRIVE

1. Gear ratio may be changed, by using any commercially available chain sprocket kit or commercially available OEM belt style pulleys.
2. OEM style primary and secondary clutch and belt must be used. Primary rollers and spring along with secondary spring can be changed using commercially available parts only.
3. Chain case/ gear/ pulley case must use a protective cover to keep drivers' extremities from contacting drive system.

TRACK & TRACTION

1. Tunnel protectors may be added.
2. Track clips may be added.
3. Traction screws or studs are highly recommended

IGNITION & ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Headlight and taillights must be operational at the start of the race.

FRAME & BODY

1. Hood must be in place.
2. Windshield may be removed, modified, or replaced. Windshield must have safety trim.
3. All sharp edges must be padded.

4. Welding for repair will be allowed on the chassis. The repair must not alter the general design concept of the component or chassis.

Junior 10-13 (Chaperones Required) & Junior 14-17 65 + HORSEPOWER (Except on closed course)

GENERAL

- One chaperone per racer is required for age group 10-13; chaperone and racer are together at all times. Recommended for Chaperone to help pace racer and to be observant of dangerous trail conditions.
- Chaperones must be a minimum of 18 years of age

The snowmobile must have original OEM for the model engine, hood, track, frame, seat, cowl, gas tank, carburetion, air-box, suspension, and clutch supplied by the manufacturer for the model. Named components must be OEM for the model and year. Or properly filed OEM replacement parts that supersede the original OEM parts. Factory options are not allowed.

ENGINE

1. Two-Stroke Engines: 600cc maximum displacement
 - Engine must be based on OEM 600cc production crankshaft, connecting rod, pistons, cylinders, and cylinder head. Any disputes will be determined by compliance with ISR stock rules.
2. An adequate and functional return spring on the throttle is required.
3. Must have a 50% throttle block installed

SKIS AND SKI RUNNERS

1. Ski must be commercially available with a minimum overall length of 20 inches.
2. All snowmobiles must have carbide runners and studded tracks (a minimum of 2-studs per track bar).

SKI SUSPENSION & STEERING

1. OEM Front suspension shocks may be replaced with commercially available aftermarket.
2. Commercially available ski widening devices will be allowed.

TRACK SUSPENSION

1. Suspension modifications allowed.

DRIVE

1. Gear ratio may be changed, by using any commercially available chain sprocket kit or commercially available OEM belt style pulleys.
2. OEM style primary and secondary clutch and belt must be used. Primary rollers and spring along with secondary spring can be changed using commercially available parts only.

3. Chain case/ gear/ pulley case must use a protective cover to keep drivers' extremities from contacting drive system.

TRACK & TRACTION

1. Tunnel protectors may be added.
2. Track clips may be added.
3. Traction screws or studs are highly recommended

IGNITION & ELECTRICAL

1. An ignition tether switch must be installed and functional.
2. Headlight and taillights must be operational at the start of the race.

FRAME & BODY

1. Hood must be in place.
2. Windshield may be removed, modified, or replaced. Windshield must have safety trim.
3. All sharp edges must be padded.
4. Headlight, windshield, tail and brake lights, snow flaps and clutch guards must be in a safe condition when leaving the start of the race
5. Welding for repair will be allowed on the chassis. The repair must not alter the general design concept of the component or chassis.

V) RACECOURSE

All participants are reminded that unless otherwise marked the racecourse is a public use trail and is not protected. Other trail users and or animals can be expected running with or against the race direction. All other trail users, including sled dog teams, always have the right-of-way. It is the rider's responsibility to conduct themselves in a positive manner.

Racers must follow the marked trail designated by the Race officials

Participants should be aware that private property exists in many areas along the route. Deliberate crossing and infringement on posted private property will not be tolerated.

Due to the ongoing negotiations with the Bureau of Land Management, US Fish and Wildlife Service and the State of Alaska, race routes and rules may be changed as necessary. Drivers will be notified at the Driver's Meeting should this occur.

Participants will not travel on public roads unless otherwise marked/cleared to do so.

Racecourse will be determined prior to race.