

2023 Iron Dog Pro Class Rules

PLEASE READ THESE RULES IN THEIR ENTIRETY

REGISTRATION BEGINS: August 15, 2022

REGISTRATION ENDS: October 31, 2022

REVISION: January 12, 2023

CHANGES 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 Race, Inc. is dedicated to providing a reliable, consistent, safe and honorable cross-country snowmobile race and recreational ride in Alaska. Pro Class is a team race, consisting of two (2) persons 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 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 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 Race, Inc., 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. Event, to release, indemnify, defend and hold harmless Iron Dog Race, 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. 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.

I) 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.

- Race teams will find six (6) liability waivers in their race packets.
- Four (4) will be labeled "Start" and can be exchanged for "support crew" passes for access to the paddock area at the start.
- Two (2) will be labeled "Nome Garage" and can be exchanged for "support crew" passes for Nome Garage "work time" (see page 9)

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

All required forms must be complete and submitted on or before the entry deadlines including: **NO EXCEPTIONS WILL BE ACCEPTED FOR THIS REQUIREMENT.**

- Medical Release
- Liability Waiver and Indemnity Agreement
- Photo Identification (current state issued driver license or Passport)
- **Archived Racer Bios will be updated by September 15th, 2022**
- In order to participate, racers must pass a physical exam by a certified medical physician.
 - Commercial Driver's License Medical Card will be accepted.
 - Pilot's Medical Examination Certificate will be accepted.
- **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".**
 - Solid background
 - Headshot from the shoulders up
 - No sunglasses
- 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))**

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.

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

Maximum number of entries is limited to a total of 120 participants, including Pro Class and Expedition Class.

- Registrations will be limited to the number of participants who submit fully completed registration packets including payment prior to the close of business (5:00pm Alaska standard Time) of the scheduled registration period.

Team number reservations:

- Any team or prospective team may request a team number by calling the Iron Dog office or by indicating their top three choices on their Registration Form.
- 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 in a first come, first serve basis.

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.

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.

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.

- If one (1) team member is replaced, the team retains their starting position.
- If an entire team is replaced, the team will be moved to last position in the starting order
- During the event, each Pro Class racer must stay with their original teammate.
- A Pro Class racer may opt to join an existing Expedition Class team if their teammate is no longer participating.

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.

Iron Dog Race, Inc. retains the right to refuse registration to any participant for any reason.

Required Attendance: All Participants MUST attend certain events to maintain registration eligibility. Failure to comply may result in penalties, fees, or disqualification.

- ALL PARTICIPANTS are required to attend the pre-race Safety Inspection and related public event 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.
- ALL PRO CLASS RACERS are required to attend scheduled Racers Meetings as required by the Race Marshal Team.
- TOP FIVE FINISHING TEAMS: Both Racers from each of the Top 5 finishing teams must attend the Sponsors' Reception and Awards Celebration.
 - 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.
- 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.
- ROOKIE PARTICIPANTS: All Rookie participants are required to attend the Rookie Workshop or similar training event as approved by the Race Marshal Team.

II) GENERAL RACE RULES

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 Skwentna** (southbound).

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.

Riding the racecourse during layovers is prohibited.

ON/OFF THE CLOCK

Once the race has started, Pro Class Racers will perform all fueling and work on the clock with the following “hold location” exceptions:

- Prior to being released from Nome racers will be allowed to fuel their snowmachines before moving them to the designated “starting line.”

Safety equipment, tools and gear bags removed from a snowmobile at a checkpoint will be done “on the clock” with the following exceptions:

- 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.”
- While in **Kotzebue and Skwentna** (southbound) racers will be on “hold” and 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.”
 - Prior to being released from the “Hold,” racers will be allowed to pack their safety equipment, tools, gear bags, and start their snowmachines. Note: Fueling and any maintenance will be performed “on the clock” after being released.

REPAIR/REPLACE PARTS

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.

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.**

Security decals will be applied to parts of the snowmobile. Pro Class Participants' 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.

CDI/ ECU module reprogramming, and welding can be done by an outside source (non-racer) with the following provisions:

- All work required must be reported to the Race Marshal Team, or a Checkpoint Official prior to the repairs proceeding.
- The completion of repairs must be reported to the noted race officials prior to a team's departure.

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.

IDENTIFICATION

The Iron Dog 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.

All sponsored items and logos furnished by Iron Dog must be displayed as required on the exterior of participating snowmobiles.

PUBLIC RELATIONS

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.

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.

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

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

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

GENERAL SAFETY

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

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

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

PRO CLASS STARTING PROCEDURES

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.

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.

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

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

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

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

A Mandatory Drivers Meeting will be held 15 minutes prior to the Nome Halfway Banquet.

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.

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

- If a team has completed MAJOR ENGINE WORK, they MAY be permitted to start their engine OUTSIDE the garage prior to their scheduled start time. 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.

The Race Marshals will post a schedule of times available for inspection.

- 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.
 - During the 15-minute inspection time, laptop or other computers may be connected to the snowmobile for diagnosing purposes only.

The Race Marshals will post a schedule of times available for “on the clock” work time.

- 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.
- During the “on the clock” wrench time laptop or other computers may be connected to the snowmobiles for maintenance/ECM purposes.
- No welding, grinding, sparks or open flames of any kind allowed in the Nome impound area.
- 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.
- 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.
 - 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

Teams one (1) through four (4) will be released on their actual split times **not to exceed thirty (30) minutes**. Teams five (5) 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 five (5) minutes**.

Release/Course Times will reflect any Nome work times and adjustments.

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

If there are no qualified money finishers, the purse will be held in escrow for the following year’s race.

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

The race officials charged with the conduct of the race will consist of a Race Marshal Team of at least 3 persons. 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 or Directors.

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.

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.

Race Marshals shall not have a vested interest in the outcome of an event over which he/she officiates.

The Race Marshal Team may cancel or alter the Iron Dog event for reasons of safety.

A designated Race Marshal will be available throughout the race to collect and review protests, complaints and or any evidence of misconduct.

The Race Marshals have the authority to judge the racing abilities of competitors and take appropriate action to ensure the safety of the event.

The Race Marshals shall have the authority to determine the structural integrity of a participant's snowmobile.

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.

The Race Marshals have the right to eject any person(s) from the pit, paddock or race course.

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

Race Officials are responsible for all aspects of the event not involving the enforcement of these rules.

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 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.

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.

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.

DISCIPLINARY COMMITTEE

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 Iron Dog Pro Class racers. This election will be administered by the Executive Director prior to the beginning of the race.

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.

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

- Warning
- Time penalties and adjustments
- Fine, a maximum of \$500.00 per offence
- Disqualification
- Suspension/Exclusion

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

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

OFFENSES

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.

- Falsifying one's name, age, or ability level, or competing under false pretenses.
- Non-compliance with: Snowmobile Requirements, GPS Tracking System Requirements, Racer Protective Equipment and Survival Equipment.
- Violation of General Race Rules
- Failing to attend mandatory racer meetings.
- Riding in such a manner as to endanger the safety of others.
- Failing to stay on the racecourse in designated racecourse areas.
- 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.

- Failing to adhere to the Race Marshal's directions.
- 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.
- Attempting to gain an unfair advantage.
- Wagering on the outcome of the race.
- Conspiring with others to violate these rules.
- Engaging in any unfair practice, misbehavior or action deemed by the Race Marshal Team or the Disciplinary Committee to be detrimental to the sport.
- Bribing or attempting to bribe anyone connected with the race; accepting or offering to accept a bribe.
- 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 persons 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.
- 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.
- 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.
 - If a participant is using prescription drugs on advice of a physician, such use must be reported to the Race Marshal Team.

PENALTIES

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.

Definition and application of penalties:

- Warning:
 - Can be made privately or publicly, verbally or written.
- Fines:
 - Cash penalty
- Time Penalty:

- 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.
- The Race Marshal Team can penalize a participant by adding to the participant's overall course time based on the level of severity.
- Disqualification:
 - 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 finishing team.
 - No disqualification will take place until after the finish.
 - Disqualification will be noted as a scratch with additional notes in the race statistics software as deemed appropriate by Iron Dog Race, Inc.
- Suspension:
 - 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 of time.
- Exclusion:
 - Entails the final and complete loss of all rights of participation in any event under Iron Dog Race, Inc. control.

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

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 against such behavior or act. The procedures shall be followed for protests:

PROTESTS

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

- Must be signed by an active participant.
- A protest submitted by a participant must include a \$100 protest fee, payable in Nome or the finish line.

If the Race Marshal Team deems the protest valid, Iron Dog Race, 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.

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

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.

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

The participant(s) subject to protest will be notified of this action.

APPEAL

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

- If the assessed penalties are greater than (4) hours.
- A disqualification has been assessed.
- If the penalty was initiated by a protest.

All appeals shall be adjudicated by the Disciplinary Committee.

Items which may not be appealed include:

- Appeals cannot be accepted related to matters for which no remedy is available.
- Appeals cannot be accepted relating to decisions made by the Disciplinary Committee.

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.

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

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

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.

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.

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:

- Rule in favor of the appealing party, take appropriate action and refund the filing fee.
- Rule against the appealing party, the appeal is denied and the original ruling by the Race Marshals stands.

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

- After all evidence has been presented, the Disciplinary Committee shall deliberate in private.
- The Disciplinary Committee shall issue its ruling based on a majority vote by secret ballot.

Time penalties:

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

- 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.
- If an appeal is upheld, the appealing party will be refunded their filing fees.
- If an appeal is denied, the filing fees will be retained by Iron Dog Race, Inc.

III) 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 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 guidelines and provide adequate protection. 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.

Regardless of participant's apparel passing prior inspections, compliance with the rules must be made at post-race inspections.

Helmet padding and shell must remain in as manufactured condition and meet the latest standards (SNELL 2010, 2015 or European Standard ECE 22.05). Helmets must be securely fastened at all times.

Adequate Arctic clothing including facemask, gloves, boots and handlebar gauntlets.

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.

The use of upper body protection equipment is mandatory and must meet ISR standards for upper body protection.

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.

SURVIVAL EQUIPMENT

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.

All Participants must carry, on their person or their snowmobile, the following:

- One (1) sleeping bag certified capable of providing protection to -20 degrees Fahrenheit.
 - Must cover the participant from head to toe.
 - Insulating fill must be equally distributed throughout the bag.

- The sleeping bag cannot be altered and must be able to fully zip with the participant inside.
- One (1) substantial rip-stop nylon bivy-bag (no space blankets) or equivalent.
- Adequate arctic protective clothing with spare layers that include moisture wicking socks, upper and lower body thermals.
- Spare set of face and eye protection.
- Fire starting materials (at least 20 matches or 2 lighters) carried in waterproof containers.
- 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.
- One (1) flashlight with spare batteries.
- One (1) drive belt with sufficient tools to replace.
- One (1) Global Positioning System (GPS) or Map & Compass for navigation.
- Current First Aid and CPR Certification Cards.

All Teams (Expedition Class per/two riders) must carry the following:

- One (1) hatchet or saw)
- First Aid kits that meet or exceed the acceptable kits listed on the Iron Dog website. www.irondog.org/firstaidkits.
- Arctic stove with sufficient fuel reserves. (Arctic Stove definition: A stove that will operate at subzero temperatures and or windy conditions.)
- Pan or cup to melt snow and boil water with a minimum of 1-pint capacity.
- Twenty-five (25) feet of 1,200 lbs. test or stronger rope.
- Tools for infield repairs (approximately 5 lbs.)

Recommended Equipment (Not Required)

- Snow shovel.
- Maps and compasses for redundant navigation aids.
- Spare batteries that work well in cold conditions for all equipment.
- Auxiliary fuel tanks
- Iron Dog Race, Inc. strongly encourages all participants to wear helmets that display High Vis Colors over 75% of the surface area.
- Sufficient emergency use food

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.

Expedition Class teams will defer to any Pro Class teams at all checkpoints.

All participants are REQUIRED to stop and render aid to ANY persons encountered during the race who are in a life-threatening situation. Race Marshals may adjust trail times accordingly on a case by case basis.

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 fine, penalties and sanctions.

IV) SNOWMOBILE REQUIREMENTS

All snowmobiles must meet the industry standard noise limit of 88 decibels. The SAE standard J2567 test may be used to determine compliance if aftermarket parts are not certified.

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.

Four-Stroke engines: 1050cc maximum displacement

- Engine must be based on OEM production crankshaft, connecting rod, pistons, cylinders, and cylinder head. Any disputes will be determined by compliance with ISR stock rules.

An adequate and functional return spring on the throttle is required.

Engines will have OEM tags and or serial numbers affixed to the engine and chassis.

- These numbers must be submitted to the Race Marshal Team before the Safety Inspection.

Headlight, windshield, tail and brake lights, snow flaps and clutch guards must be in a safe condition when leaving each checkpoint.

- 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.

All snowmobiles must have carbide runners and studded tracks (a minimum of 2-studs per track bar).

All snowmobiles must have a current state snowmobile registration decal.

The condition of the snowmobile is the responsibility of the racer.

GPS TRACKING SYSTEMS

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.

Participants may be liable for replacement costs on lost or intentionally damaged GPS units.

Participants must return Iron Dog provided GPS units within 30 days of the finish or will lose their deposit.

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 to assure continued use of the Historic Iditarod Trail.

Iron Dog will have "Express Checkpoints." Participants do not have to stop at these checkpoints but must slow to allow for recording of passage.

Racers must follow the marked trail designated by the Race Marshal from the start to the Susitna River.

Between Skwentna **Roadhouse** and Puntilla – **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.

Between Puntilla and Rohn participants must travel through Ptarmigan Pass – **Rainy Pass is off limits.**

Between Rohn and Nikolai, the South Fork of the Kuskokwim River is off limits downstream from the Post River.

Between Rohn and Nikolai, participants must travel across the Farewell Burn.

Snyder's trail or Snyder's Cut-off trail is off limits between Kotzebue and Noorvik.

Racers must follow the marked trail designated by the Race Marshal from the Susitna River to the finish line.

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.

GAS STOPS AND FUELING

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.

Fuel, 2-cycle oil and isopropyl (when available) will be supplied at each Official Checkpoint.

Fuel will be available at the Express Checkpoints with the exception of Shell Lake and Elim.

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:

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

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.

EXPRESS CHECKPOINTS:

Racers are not required to stop for fuel or sign/check in at Express Checkpoints

Racers are required to slow down enough to allow the Checkpoint Officials the ability to acknowledge their passing.

VI) HOLD OVERS AND LAY OVERS

All team participants must check in with Checkpoint Officials at all checkpoints.

All teams' participants must declare their layover intentions upon arrival and stop the clock (when ready) by saying "TIME" to the Checkpoint Official.

All layovers must be declared in one-hour increments.

- 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 Big Lake).
- Race teams must give Checkpoint Officials notice at least one hour before going back on the clock.

A team can leave a checkpoint and return to declare a layover, but the layover time begins when the layover is declared.

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.

Teams cannot leave a checkpoint (other than an express checkpoint) and resume the race while under tow. Both snowmobiles must leave the checkpoint under their own power and be able to move a minimum of 100 feet.

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.

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 teams official time.

Checkpoint Officials are not allowed to leave a checkpoint to take fuel or parts to a racer on the trail.

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:

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:

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.

- McGrath – All Pro Class Race Teams must leave McGrath by 11:59pm on Saturday February 18.
- Unalakleet – All Pro Class Race teams must leave Unalakleet by 11:59pm on Sunday February 19.
- Kotzebue -
 - No Pro Class Race Teams may leave Kotzebue before 7:00am on Monday February 20th
 - All Pro Class Race Teams must leave Kotzebue by 11:59pm on Monday February 20th
 - 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 – All Pro Class Race Teams must arrive in Nome by 11:59pm on Tuesday February 21

Southbound layover locations and times:

Between Nome and (including) Skwentna 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.

Following the completion of all layovers, racers will “Hold” in Skwentna and be released as follows: 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.

MILEAGE TABLE

CHECKPOINT	FUEL	LO	MILEAGE	CHECKPOINT	FUEL	LO	HOLD	MILEAGE
SKWENTNA	Y	Y	80	NOME	Y			0
SHELL LAKE (EXPRESS)			17	WHITE MOUNTAIN	Y	Y		70
PUNTILLA	Y	Y	51	ELIM (EXPRESS)				46
ROHN	Y	Y	65	KOYUK	Y	Y		44
NIKOLAI	Y	Y	74	SHAKTOOLIK (EXPRESS) *	Y			62
MCGRATH	Y	Y	52	UNALAKEET	Y	Y		41
OPHIR	Y		42	KALTAG	Y	Y		85
POORMAN	Y		93	GALENA	Y	Y		86
RUBY	Y	Y	61	RUBY	Y	Y		52
GALENA	Y	Y	52	POORMAN	Y			61
KALTAG	Y	Y	86	OPHIR	Y			93
UNALAKEET	Y	Y	85	MCGRATH	Y	Y		42
SHAKTOOLIK (EXPRESS)	Y		41	NIKOLAI	Y	Y		52
KOYUK *	Y	Y	62	ROHN	Y	Y		74
BUCKLAND	Y	Y	87	PUNTILLA	Y	Y		65
KOTZEBUE	Y	Y	95	SHELL LAKE (EXPRESS)				51
NOORVIK (EXPRESS)	Y		65	SKWENTNA	Y		Y	17
KIANA (EXPRESS)	Y		21	FINISH				80
SELAWIK	Y	Y	38	SB TOTAL				1021
BUCKLAND	Y	Y	68					
KOYUK	Y	Y	87					
ELIM (EXPRESS)			44					
WHITE MOUNTAIN	Y	Y	46					
NOME		Y	70					
NB TOTAL			1482					

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

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