

# ON THE ROAD AGAIN

## 2006 Alcan5000: Your mileage may vary



This isn't a road hazard you'll see on a typical Washington highway. Alaska moose scatter for Alcan rallyists.

### STORY AND PHOTOS BY RON SOREM

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SOMEWHERE BETWEEN KIRKLAND AND ANCHORAGE — Rainier Auto Sports Club and rallymaster Jerry Hines presented the 2006 Alcan5000 Rally. Quoting Hines, “The official route is 4,400 miles but could be as short as 3,200 or as long as 5,000.” Your mileage may vary.

Alcan5000 began in 1984 as a summer event and presented the first winter version in 1988. The series now alternates every two years as Alcan5000 and Alcan Winter Rally. Alcan may be the only TSD rally in North America that offers both car and motorcycle competition in a single venue.

Day One began with nine cars, 22 dual-sport motorcycles, and eight full-time staff vehicles hitting the freeway for a long odo calculation run, north toward the Canadian border. First on the

road were Revere Jones (Altadena, Calif.), Brian Deno (Arden, N.C.) and Tom Gould (Manhattan Beach, Calif.). All three are rally veterans, with Revere on his fourth Alcan.

Second on the road were the Novice team of Jasper Long and Brian Burk up from Portland, Ore., for only their second rally. Quite a range of experience.

Car-guy sentimental favorites at the start were Kevin Kittle and Tyler Irwin of Albuquerque, N.M., in a restored 1960 Morris Minor. Their rally was cut short by a head gasket in Hope (ironic, don't you think?), B.C., a second head gasket in Watson Lake, and eventually a rebuild in Whitehorse before continuing into Anchorage.

Other car-team members came from New Mexico, Arizona, Georgia, South Carolina and one co-driver from Kapaa, Hawaii.

On the cycle side, joining in the fun were iron butt candidates from all corners of the country: Florida, Vermont,

New Hampshire, New York, New Jersey, Massachusetts, Michigan, Ohio, Tennessee, Mississippi, Nevada, California, Oregon and British Columbia.

The trip moved from the brisk freeway to the back roads at Alger. Last year, RASC's Nor'Wester staff developed this “shortcut” course to the border, but on rally day a key bridge was closed for repair. This year, Mosquito Lake TSD went as planned and the rally bypassed Bellingham on smooth and scenic roads to the Sumas-Huntingdon Customs.

Once in Canada, teams made their way to north of Williams Lake. The Soda Creek TSD followed the plateau above the Fraser River, and dropped into hayfields on twisting narrow gravel before climbing back to Highway 97 and north to Quesnel. Soda Creek claimed one cycle, due to the very loose surface on an uphill corner. By Day Four, the rider was ready to take on rest of the rally.