



**Car 1 joined about half the Alcan entrants in a 220-mile detour to Skagway on Day Four.**

Day Two began as Mile 483, on the 22-mile Blackwater TSD, followed by another 125 miles of gravel and pavement through beautiful forest and lake country to Fort Fraser. Fraser Lake TSD claimed our second bike, to an oil leak. Colin Stenhouse (North Vancouver, B.C.) would continue as an addition to the Range Rover team of Robert Lee and Bill Savage, up from New Mexico.

Some 175 miles north of Fraser Lake, Kispiox Valley TSD was the third timed section of the day at 'Ksan Village. The 47-mile TSD began on pavement but 9 miles in, turned to gravel. A "critical left turn" at mile 869.958, onto Mitten Forest Service Road, was overlooked by one cycle. RASC's radio net relayed map info and verified "last point seen," while one of the staff vehicles explored possible off-course choices, finding the rider. The staff "radio relay" was 17 miles west of the rider and his sweep. We now re-joined the chase, 265 miles along the Cassiar Highway to Dease Lake.

Wildlife included a wolf, several black bear, including twin cubs, and one adult black bear sprinting across the road in front of four cycles and two cars just out of Bell 2. The Northway Inn at Dease Lake stayed open late to accommodate the pack of hungry and thirsty rallyists, and staff, at Mile 1,151.

Day Three began with an optional 140-mile trip to Telegraph Creek. The route included 20-percent drops into canyons with tight hairpins, and the occasional opposing big-rig! The village of Telegraph Creek has been a trading post since before the Cassiar Gold Rush (1872), and 20-odd years before the Klondike Rush in Dawson. This was a key supply point for the Alcan Highway in 1942. Telegraph Creek teams returned to Dease Lake, and began the 394-mile transit to Whitehorse's Yukon Inn, Mile 1,694, our home for two nights.

Day Four brought more options: No. 1, North Canol overnight for the cycles

and 3 support staff vehicles. "Canol" is short for Canadian Oil, the pipeline built during World War II between the Northwest Territories and Whitehorse. The option included camping and a spaghetti feed and Day Five to Dawson. No. 2, South Canol Loop, returning to Whitehorse. No. 3, a 220-mile tour to Skagway, chosen by about half the teams and several staff. Option no. 4 took a small penalty for playing tourist in Whitehorse.

Those who went to Skagway joined four cruise-ships of tourists. The route parallels the White Pass and Yukon Railroad. Dropping into Skagway, the "Welcome to Alaska" sign was obscured by cold dense fog. Skagway was cloaked by low clouds, but the tourists were unruffled.

Day Five began with seven of the cars and nine of the bikes leaving Whitehorse for Dawson City via Long Lake

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