



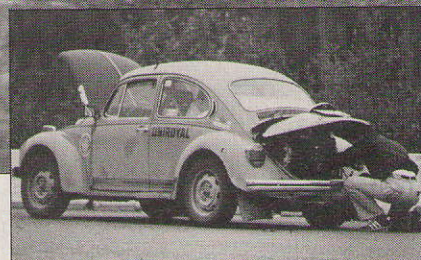
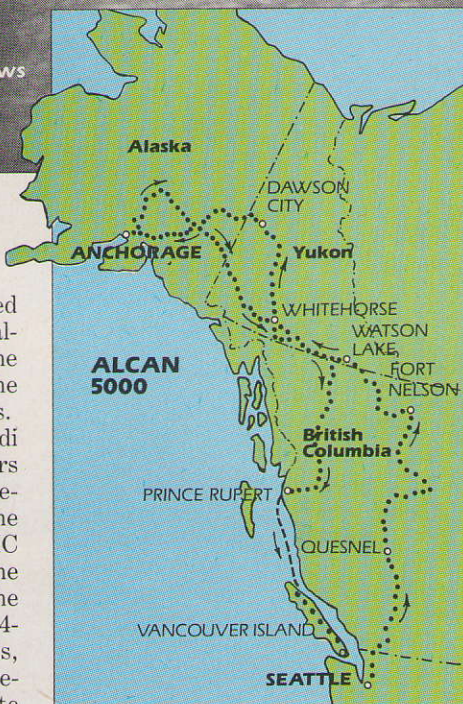
Sporting PM's colors on the front bumper, the Kopp/Martin Rolls roared to a fifth-place finish. Map (right) shows the 5000-mile route. Al Schmit (far right) repairs his '73 Bug, which was second at halfway point.

TO ALASKA AND BACK

vistas of glaciers and snow-capped mountains, the rough-and-ready challenges of the Alaska Highway and the camaraderie that seemed to fuel the Alcan's motley alliance of roadaholics.

Where else would you find an Audi 5000 Quattro vying for top rally honors with a reconstituted '73 VW Superbeetle, hijacked for the occasion from the driver's wife? Or a 9000-pound GMC Suburban that holds the record for the fastest transit from South Africa to the Arctic Circle? Or the world's only 4-wheel-drive Rolls-Royce? Architects, professional adventurers, entrepreneurs, airline pilots, an Alaska state trooper, a Southern California junk dealer, a retired Detroit vice cop—somehow they were all drawn to the mountainous complexities of preparing stock and custom rally cars and competing on one of the world's *least* forgiving highways.

The Alcan 5000, first staged in 1984, was conceived and executed by Seattle's Jerry Hines, one of this country's top motor sports organizers and the same Jerry Hines who helped conduct the One-Lap of America motor rally. Hines found financial support from Uniroyal and logistical support from members of the Sports Car Club of America's Northwest Region and the Rainier Auto Club. Hines also



enlisted help from auto clubs and rally enthusiasts along the route.

His objective was to develop a motor sports event reminiscent of rallying's early days—before the advent of high expense, no-holds-barred Pro Rallies—when ordinary folks holding down ordinary jobs could unleash their passion for safe, competitive driving on the open roadways. Consistency, endurance and efficiency could be tested in stock automobiles over pre-established time/speed/distance courses, and over “Monte Carlo” runs between these timed sections at a considerably accelerated pace. But 5000 miles is a pretty hefty distance to cover on good roads,

let alone the dirt and muck ralliers would encounter through British Columbia, the Yukon and Alaska.

Undaunted, Hines crept away in the summer of '84 to complete the immense task of surveying the course and establishing average speeds drivers would have to maintain through the rally's timed sections, called “regularities.” Somehow, entrants (all otherwise sensible people) were captivated by the aura of scrambling hellbent through the Northwestern high country. The successful '84 Alcan inaugural was won by Tim Paterson of Renton, Washington, in

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