

**THE
TRANS-CANADIAN
"SHELL 4000"
RALLY**

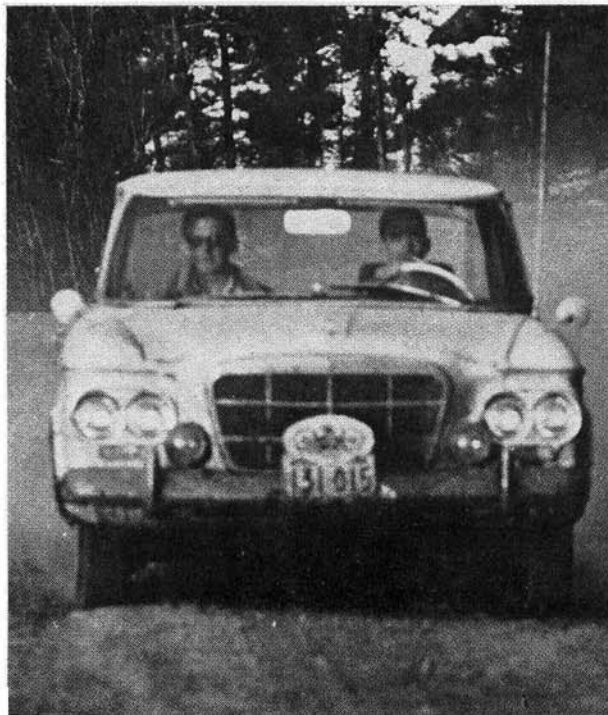


PHOTO STORY BY DON GREY

TAKE 4120 MILES OF CANADIAN ROADS, less than 40 percent of them main highways, add a liberal proportion of mud, gravel and boulders, blend in the occasional mountain pass, a snowstorm or two and a soupçon of fog, mix vigorously with rain, and you have the 1962 "Shell 4000" — according to the Royal Automobile Club of England, the longest rally to be held anywhere in the world this year.

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At left, Alexander/Jellet Volvo squishes through muddy road section south of Calgary, Alberta, during Shell 4000. Denis Johnson and Les Rice didn't plan to play in the mud; the small wheels of the Austin Cooper gave them the reason. John Jones and Lou Lalonde roar through Canadian Cascades in their Lark Daytona on way to take First Overall.



SHELL "4000" RALLY (continued)

Although it still has some way to go before it matches the sheer gruelling ruggedness of the East African Safari, in its own way the Shell 4000 appears destined to become one of the world's major rallies in the not-too-distant future, an event that will be a must for both manufacturers and the serious competitor. This rally is but two years old and was run for the first time in May, 1961. It originated with and was organized by the British Columbia International Trade Fair, an event held every three years in Vancouver. The silent but vital partner was the Shell Oil Co., which picked up the tab as sponsor.

There is no getting away from the fact that that first rally had many things wrong with it. For one thing it was much too easy and no less than four cars finished with a loss of only one point. It was organized in a hurry and not too well, the results were slow in coming out and when they did appear they were changed so many times, as the result of more than 100 protests, that it was difficult to tell just who had won. Manufacturers, whose main concern was the benefit to be gained from advertising victories in the various categories, were understandably displeased.

Having dipped heavily into its corporate coffers, Shell apparently decided this year that it should go the whole hog and become both organizer and sponsor. As far back as last September two men were hired whose sole job it was to organize the rally and make sure it was a success. Named as rally organizer was Jim Gunn, who has been intimately associated with all forms of motor sport in Canada for many years and has been president of the Canadian Automobile Sport Club, the Canadian governing body, for the past 2½ years. To assist him as rally manager, Gunn had Doug Wilson, who organized the 1961 event and was well aware of the problems and difficulties likely to be encountered.

After all their work, the final entry of 48 — just under half the number that competed last year — was naturally a disappointment. There were two reasons for this. For the private entrant the cost in terms of money and vacation time is simply too great to allow all but the well-endowed to compete every year. (The \$100 entry fee was returned to competitors in the form of free oil and gas from the sponsors.) And for the manufacturers this year's rally was a test case. After investing thousands of dollars last year on a rally that wasn't all it was supposed to be, many of them decided to sit it out for a year and see what the new regime came up with.

The rally began in Montreal on a Saturday night and finished in Vancouver 4,120 miles and seven days later. The all-Canadian route included overnight stopping points at Toronto, and Sault Ste. Marie in Ontario; Winnipeg, Manitoba; Saskatoon, Saskatchewan; Calgary, Alberta; and Trail, British Columbia. The cars were divided into classes based on engine size and further subdivided in manufacturers', sponsored and private entries. The latter grouping established clearly a dividing line between the heavily-backed work cars and the humble private owner of more modest resources. The sponsored category fell between these two groups and included cars not factory-entered, but receiving more than \$100 financial assistance, generally from a dealer. The division of the loot was based on performance in both class and category, which gave everyone a fair chance of carrying home some of Shell's money.

One of the most interesting teams consisted of two Chevy IIs and one of the new Corvair Spydere. The cars were officially entered by Gorries, a Toronto Chevrolet dealer, but in close attendance both at the start and throughout the rally were a number of GM types from Detroit. "Just looking," was the only comment they would make for the record, but Gorries is the most competition minded of Chevrolet

dealers in Canada and it is known that in the past they have carried out what amounts to unofficial "official" testing for GM. The Chevy IIs had 283 cu. in. V-8 engines, floor shifts, and limited-slip differentials. Stiffer springs at the front were designed to take care of the extra engine weight, but someone's slide rule slipped and the springs fitted pushed the front end too high. This gave the cars an aggressive look of a panther about to spring, but also put the gas tank very close to the ground, which was to cause several problems later.

Trant Jarman and current leader in the Canadian rally championship, Don Hambly, drove one car. The other went to a crack Wisconsin pair that has appeared frequently in major Canadian rallies, Dick Doyen and Clay Gibbs. The Spyder came complete with a full range of suspension rods, the turbocharger that boosted the ponies to 150 and Denise McCluggage. Denise had Clare Stuart of Toronto as navigator, to form the second all-female crew.

Forty-two of the 48 cars entered finally left the Montreal starting ramp at eight o'clock on Saturday evening and it was perhaps an omen for the future that the rain was pouring out of the night sky. The rain, the darkness, mud and fog — a peasouper or a heavy mist depending on whether you have ever been to London and San Francisco — got the crews knuckled down to serious rallying right away. Not nine miles from Montreal, on one of the main highways leading out of the city, Denise McCluggage had her first taste of bad luck (actually her second because her tail lights quit 20 minutes before she was due to leave). She saw what she thought was a lump of mud and straddled it only to hear a crunch and have her gas gauge do a high dive. The mud concealed a jagged lump of concrete. The tank was eventually brazed and Denise put her foot down to make up time. But it was not to be. Before the first control she put the car into a water-filled ditch. (The husband and wife pair of Jim and Barbara Bickham from Upeper Sandusky, Ohio, put their 190SL Mercedes into a ditch in the same area. Although not hurt, Barbara was badly shaken up and they decided not to continue.)

Denise's mishap put her so far behind that by the time she reached the first few controls they had closed. This made her a non-finisher (competitors were not allowed to miss more than three controls in any one day or accumulate more than five hours of lateness over the whole rally) and she headed straight for Toronto. While the Spyder breezed down main highways the rest of the cars were enmeshed in a maze of back roads in Quebec and Ontario that only a rally organizer could have found. Suspensions groaned and rocks played a symphony on belly pans as gravel, mud and ice required a continuous battle against the wheel. Navigation was difficult enough to be interesting — although the fog didn't help — but this was really a driver's rally. Along with several competitors, including the Ferguson/Field Lark, our SCG press car became lost and eventually stuck in a sea of mud. Having seen headlights piercing the darkness in all directions ahead of us we did not venture too far in and were able to get out after some spirited shovelling. Not so lucky was the Maters/Georgison Renault Caravelle from Manitoba, which burnt out its clutch trying to escape the slimy clutch of the mud.

When the weary crews finally hit Toronto, 16 hours after they started, the score sheet showed that it had been a tough night's rallying. Three cars were out altogether and eight others were already on the list of non-finishers. In addition to the McCluggage/Stuart Spyder this group included the Hillary/Bradley works Lark (thus putting the kybosh on the Studebaker team) and two brave souls, Don Kindree and Max Beimler, in an XK-E Jaguar. Leading at this point was the methodical pair of Doygn/Gibbs in one of Gorries'

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Peter Ryan, driving his first rally, in Austin Cooper, led for two days, here pushes while navigator Mike Kerry steers.



Brown/van Marken Valiant hit a deer, still finished 11th. Vaclav Bobek, Czech rally champ, drove Skoda to 14th spot.



Trant Jarman and Don Hambly, in their V-8 Chevy II, were first "sponsored" car to finish, and were also Third Overall.



Dick Doyen and Clay Gibbs, Chevy II, lead Denise McCluggage and Clare Stuart, Corvair Spyder, through Cascade range. After losing 150 points by missing check point, Doyen and Gibbs lost only 3 more during the seven day's rallying.



The Nordell/Edwards Renault 1093 leads that of McLean/Leathem through Alberta; they finished fifth & fourth.

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Chevy IIs. They were clean. In second place with three points, was an Austin-Cooper entered at the last moment and driven by racing driver Peter Ryan, and Mike Kerry. It was Ryan's first rally and he was revelling in it.

In Toronto, as at every overnight stop, the cars were impounded in a *parc ferme* and no repairs were allowed. A quick survey revealed holes in the vulnerable gas tanks of both the Gorries Chevy IIs, another hole in the sump of the Ryan/Kerry Cooper and a stripped crown wheel and pinion in the Bernie van Marken/Lloyd Brown Valiant (caused by over eager engagement of reverse during a driving skill test). The cars were released from the compound 15 minutes before their due departure time and if the crew could complete repairs in that time well and good. After that every extra minute cost one penalty point.

The second day, a 500-mile run to Sault Ste. Marie, was only slightly less gruelling than the first and utilized several of the back country roads that have become Winter Rally favorites. In the Spring, however, the snow and ice gives way to mud and water. In several places streams had flooded the road and at one water splash, 300 feet long and 12 inches deep, the XK-E crew said "We just got out and swam." The roller-coaster road proved the undoing of several of the Chevy IIs and Acadians. (To make an Acadian, take a Chevy II and change the nameplate. It is an arrangement, restricted to Canada, that keeps Pontiac dealers happy by providing them with a car to sell against the Chevy II. The Acadian is "all Canadian," or so the ads tell us!) Whatever the name, they have vulnerable undersides. The Tony Wilson/Red Lemieux Acadian came down with a thump into a dip and laid an egg in the form of its gas tank. They didn't find this out for half a mile and, as they walked back, the Martin Chenhall/John Wilson Acadian came by with its gastank retaining straps dangling empty (but with a spare tank in the trunk keeping them mobile). Tony and Red returned to the dip to find their own crumpled tank and a fuming Alice Ferguson who had been unable to avoid it and had promptly ripped the tank off her Lark. Luck was with the Acadian crew, however, because not far away they discovered the Chenhall/Wilson tank intact and still half full of gas!

The lunch stop at North Bay found a Corvair arriving with navigator Bob Low sitting on the engine working the broken throttle linkage. Denise McCluggage still had problems and came in with electrical bothers and the starter burnt out. But most disheartened of all were Doyen and Gibbs, who somehow had missed a route control. It was their only major error of the rally but it cost them 150 points and their lead. That moved the Ryan/Kerry Austin-Cooper into first with nine points. The Hambly/Jarman Chevy II was second with 13

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and the Bunch/Gallop Citroen third with 17.

The third day was a long 900-mile haul around the top of Lake Superior to Winnipeg. An apparent contract between rally organizer Jim Gunn and the weatherman still held good and for 200 miles a snow storm hounded the cars. The Bob Alexander/Jim Jellet Volvo managed to roll down a 30-foot embankment without collecting so much as a scratch on the paintwork and the crew pulled themselves back to the highway with a portable winch. The Don Haddow/Brent Davies Lark slid as it entered a service station and disfigured a rear fender by hitting a parked truck. Later that day they heard over the radio that there was to be a surprise safety check at Fort William so they stopped and hastily repaired the broken rear light. The collision had buried it under about six inches of twisted metal but they got it to work, even if it couldn't be seen, which is all the rules called for.

The fourth day's run to Saskatoon could have produced some really good rallying but the organizers were a mite too diligent in their search for bad roads and more than 60 miles along a river valley had to be bypassed because the spring run-off had turned the planned route into a quagmire. Nonetheless, a short stretch 12-inches deep in snow and mud — and said by a local farmer not to have been used since Christmas — claimed several victims. Among them: the Ryan/Kerry Austin-Cooper, which lost 28 minutes, and the Bunch/Gallop Citroen, which took to the ditch to pass three stalled cars but couldn't make it past a fourth. Shortly after this the Mambly/Jarman Chevy II missed a route control.

As a result of these episodes two new names appeared in first and third places and the top 10 positions at the halfway mark were: 1) Lalonde/Jones, works Lark, 26; 2) Ryan/Kerry, Austin-Cooper, 37; 3) Polivka/Bick, works Volvo, 47; 4) Dempsey/MacLennan, works Volvo, 52; 5) McLean/Leathem, works Renault, 58; 6) Nordell/Edwardes, works Renault, 65; 7) Chenhall/Wilson, Acadian, 84; 8) Hambly/Jarman, Chevy II, 88; 9) Rice/Johnson, Mini-Cooper, 105; and 10) Charters/Worth, works Renault, 135. Seven cars having dropped out since Toronto there were now 32 still running, of which five were on the official "non-finishers" list. Among those out were the Ferguson/Clark Lark, the Oulton/Stone Saab from Massachusetts, and two of the works Hillmans. (Rootes found out the hard way that the engine mounts on the Hillmans may be a bit *too* flexible. One car hit a bump, the engine tilted forward and the fan cut a swath through the radiator.)

Saskatoon to Calgary became a repeat of the fourth day when 100 miles of forestry road in the foothills of the Rockies had to be bypassed because

it was impassable. The alternate route had its own pitfalls and the entire Renault team became bogged for more than an hour before they got out. Not so fortunate was the works Volvo of Dempsey/MacLennan. The car was so far into the mud the crew had to walk five miles for help and eventually arrived at Calgary as the first cars were leaving on the next day's run. This relegated them to the contingent of non-finishers and left the three Renaults as the only works team still intact. Ryan and Kerry dropped out of the first three positions at this point when they garnered 150 points for missing a route control. The Lalonde/Jones Lark retained first place, still with 26 points; the Polivka/Bick Volvo took over second with 47; while the Hambly/Jarman Chevy II and Chenhall/Wilson Acadian moved to third and fourth respectively with 88 and 90 points as the result of the Renaults' sojourn in the mud.

The last two days took the cars south from Calgary and then over the Rockies through Crowsnest Pass to Trail and finally to Vancouver. The now-daily mudbath came south of Calgary and, while it didn't prove too great an obstacle to the small cars running at the front, several of the bigger cars at the back had trouble. The McCluggage/Stuart Corvair Spyder was pulled through by a Caterpillar tractor after its throttle jammed and the Hambly/Jarman Chevy II put a hole in its second gastank. As the cars crossed Kootenay Lake on a ferry, Hambly handed out sticks of gum to fellow competitors with orders to chew vigorously. The remedy didn't work, said Jarman, "because we found out later you have to chew the flavor out or it won't stick!"

If the drivers were hoping for relief on the final stretch to Vancouver they didn't get it. First there was a climb over the Cascades, in the Monashee Mountains, along what was originally a pack-horse trail carved out by goldminers in the 1860s. A lot of the sting has been taken out of the crossing, however, because the trail has been widened to at least one-and-a-half car's width in many places. There followed 55 miles of boulder-strewn rutted road that jarred every nut and bolt in the cars. The hopes of Ryan/Kerry came to an end when the gearshift lever refused to shift. They jammed it into third, which they deemed most useful, but Ryan had to slip the clutch to negotiate the remaining hills and eventually burnt it out.

About the same time three main bearings gave out on the Charters/Worth works Renault. Fortunately for them one of their service vehicles happened along 10 minutes later and effected a rapid repair. The bearings began to give out again but the car hobbled to the finish, sounding like a worn-out washing machine, just one minute inside the five hours maximum lateness allowance. The Van Marken/Brown Valiant did some unauthorized hunting in Man-

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ning Provincial Park when it rammed a deer at speed and holed its radiator, while the Rice/Edwardes Mini-Cooper gained another wooden plug in its sump, which began to resemble a porcupine.

As it was at the start, so it was at the finish. Rain was falling in Vancouver as Lou Lalonde and John Jones brought their Lark Daytona in with a loss of 30 points to claim first place overall. The Toronto pair, who placed second last year, drove a quietly efficient rally, working on the theory that it was better to lose a minute or two making sure they were always on the correct route. They held the lead from Saskatoon on. Jerry Polivka and Charlie Bick were second in their works Volvo with 54 points, while Don Hambly and Trant Jarman claimed third in their Chevy II with 90 points.

McLean/Leathem, 128 points, and Nordell/Edwardes, 137 points, were fourth and fifth, and together with Charters/Worth clinched on the team prize for Renault. Doyen/Gibbs were sixth with 153, a remarkable perform-

ance when it is remembered that 150 of these points were for missing a route control on the second day. It won them the first medal to be presented by the Longine International Institute of Timing (awarded for outstanding timing achievement in the world of sport). The Bunch/Gallop Citroen, which was third at one time and then dropped back to twelfth, climbed back to seventh overall with 203 points to become the highest placed private entrant.

Twenty-five of the 42 starters were classified as finishers and the organizers have proved that they know how to lay out a rally that is a real test of the crews and their cars. Results were out quickly and there were only four protests, most of them minor, compared with a flood last year. If the event is held again in 1963 there is every indication that manufacturers who sat back to see what happened will return, if not in force, at least in reasonable numbers. There are still details to be improved, of course, but the "Shell 4000" has the makings of a first-class international rally. 

SPORTS CAR GRAPHIC