

SHELL 4000 RALLY

By Trant Jarman

The continent was crossed in seven stages, each one punctuated with problems

For its second running, the Trans-Canada Rally picked up a new name (above) for Shell Oil became its organizer as well as sponsor. The new name is becomingly modest—the actual distance was 4,122 miles. Here is a day-by-day account:

1—MONTREAL to TORONTO

Rain and drizzle and darkness and French-Canadian road signs. The route led north and west, an all-night struggle with road-instruction complexities. Averages were high, routes narrow and twisting with mud and water splashes and fog. Dawn came in Ontario, and the route eased. At the finish in Toronto, the acceleration and braking test was held under a bright sun.

| Standings: | Points Lost |
|--------------------------|-------------|
| Doyen/Gibbs-Chevy II | 0 |
| Ryan/Kerry-Austin-Cooper | 3 |
| Bunch/Gallop-Citroën ID | 4 |
| Jarman/Hambly-Chevy II | 5 |
| Jones/Lalonde-Lark | 11 |

2—TORONTO to SAULT ST. MARIE

Sixteen hours of steady driving were interrupted by an hour of excitement; near North Bay the route led off into 40 miles of mud and bumps. We saw the Lemieux/Wilson Acadian 6 (Canadian version of the Chevy II) enter a placid-looking muddy splash, then drop into a hidden hole, reappear and give birth to its gas tank, leaving it in front of us as we went in. We missed the tank but left two spotlights beside it—torn off by the same hole. Minutes later, Chenhall and Wilson in another Acadian careened through the hole and onto the abandoned tank. This tore theirs off in turn.



John Jones and Lou Lalonde churn their factory-entered Studebaker Lark to victory. In last year's Trans-Canada, this sales manager-lithographer team finished second.

Having a reserve tank, they went on, leaving theirs for Lemieux and Wilson—all very equitable.

Later, Doyen and Gibbs missed a route control after running absolutely clean. This tiny lapse cost them the rally—everywhere else they ran like winners. Ryan and Kerry in an Austin-Cooper moved into the lead, earning respect for this race driver's obviously serious first attempt at rallying. The Bunch/Gallop Citroën got lost and we moved into second and nervousness.

| | |
|------------------|----|
| Ryan/Kerry | 9 |
| Jarman/Hambly | 13 |
| Bunch/Gallop | 17 |
| Jones/Lalonde | 20 |
| Dempsey/McLennan | 34 |

3—SAULT ST. MARIE to WINNIPEG

You could have shot a puck from Sault St. Marie and scored a goal in Port Arthur. The ice demanded gently exact techniques to hurry successfully. Occasionally we had long straight-line slides, wind-caused and quite stable. Then the wind would drop and we would gently nudge the car back into line.

| | |
|------------------|----|
| Ryan/Kerry | 9 |
| Jarman/Hambly | 13 |
| Jones/Lalonde | 20 |
| Dempsey/McLennan | 34 |
| Polivka/Bick | 46 |

The rally had now established its character. Each day miles of boredom necessary to cover the vast country. Each day lurking within this boredom a short but violent section typifying the worst of the prairies or the foothills.

4—WINNIPEG to SASKATOON

An uneventful day, mostly spent getting across the prairies to more useful rally country. A regularity section over back roads proved disastrous to Ryan/Kerry and me and Hambly. Peter had to dig a road of some length to get his Austin-Cooper through snow. We got lost, missed a route check and had to go back 50 miles—it cost us 50 points.

| | |
|-----------------|----|
| Jones/Lalonde | 26 |
| Ryan/Kerry | 37 |
| Polivka/Bick | 47 |
| Chenhall/Wilson | 56 |
| McLean/Leathem | 84 |

5—SASKATOON to CALGARY

In the muddy trails of the foothills outside of Calgary, the route became impassable. Everyone had to double back and find an alternative. The entire Renault team got stuck in the mud. Working as a team, they got unglued and made it together to Calgary—but late. The luck of where you were running, the skill



Waiting behind the wheel of the Chevy II at the Edmonton check point, author Trant Jarman parries questions about his chances for holding onto third place.

and calmness of your navigator was the measure of success.

| | |
|-----------------|-----|
| Jones/Lalonde | 26 |
| Polivka/Bick | 47 |
| Jarman/Hambly | 88 |
| Chenhall/Wilson | 90 |
| McLean/Leathem | 117 |

6—CALGARY to TRAIL

Jones/Lalonde in a Lark were now well established in the lead. This day it was the foothills and lovely country, the boredom of mileage driving left behind. West of Calgary, near Frank, a deserted back road in the foothills suddenly became a threat. About eight miles of it lay bathed in thick, ruddy goo. The early runners ran on top, for the sun had not yet softened it. To get more bite, I got Hambly (who is usefully heavy) to jam himself among the equipment in the rear

seat. We made it—slithering and nearly stalling—to the firm ground. As a testing section, it should have been terminated by a check point. Afterwards, the day was beautiful but uneventful.

| | |
|-----------------|-----|
| Jones/Lalonde | 27 |
| Polivka/Bick | 48 |
| Jarman/Hambly | 88 |
| Chenhall/Wilson | 90 |
| McLean/Leathem | 118 |

7—TRAIL to VANCOUVER

In the Cascades, a narrow dirt road over two mountains could have been awful, but wasn't. It was a cruise; those in good positions relaxed, those fighting for them cursed the good weather. Not for long—the organizers had found a new section of logging trails with mud, mountains and rock. An average speed section run over this was the

event's best hard-fought rallying.

A navigational section outside Vancouver led to the finish in pouring rain. Sitting within walking distance of the finish, Chenhall and Wilson (Acadian) discovered they had missed a control hours before in Penticton. Seconds before a well-deserved fourth, they were clobbered.

Coming down from the mountains, the McLean/Leathem Renault lost its oil pressure—and they were in the only manufacturer's team still intact. Their mechanic, Remi Leber, had driven along in their Estafette van the entire 4,000 miles—now it was up to him. He got the Renault up on rocks, and changed two mains in 55 minutes. It got to the Vancouver finish just one minute before disqualification. Fittingly, the drivers insisted that Leber accept the Team Trophy.

Lalonde and Jones earned their win. An aggressive, skilled rally team, they made fewer serious mistakes than the rest. Without exception the competitors felt the rally was a credit to the organizers. *cjd*

| RESULTS | | |
|------------------------------------|--------|---------------------------|
| CARS | POINTS | CREW |
| Studebaker | 30 | Jones/Lalonde |
| Volvo 122s | 54 | Polivka/Bick |
| Chevy II | 90 | Jarman/Hambly |
| Renault | 128 | McLean/Leathem |
| Renault | 137 | Nordell/Edwardes |
| Chevy II | 153 | Doyen/Gibbs |
| Citroën ID | 203 | Bunch/Gallop |
| Studebaker | 232 | Haddow/Davies |
| Chevy II | 237 | Jacobowsky/ Chelminski |
| Acadian | 246 | Chenhall/Wilson |
| Manufacturer's Team Prize: Renault | | |



Denise McCluggage puts chains on her turbocharged Corvair Monza. Front-wheel-driven speedometer eliminated wheelspin errors.