

Canada

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# TRACK & TRAFFIC

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**Shell 4000 Trans-Canada Rally – Full Report**  
**Indy “500” Forecast – New York Show**  
**Westwood Opener – Avanti Road Test**





# SHELL "4000"

When Denise McCluggage's Corvair Spyder suffered a punctured gas tank barely an hour out of the Montreal start, it was evident that this year's Shell 4000 Rally would be no cakewalk.

A good many other cars lost, bashed or otherwise severed peaceful relations with their fuel supplies between Montreal and Vancouver. A couple of cars rolled into the snow near Sault Ste. Marie; another fishtailed into a truck at a gas stop in the same vicinity and imaginatively restyled its rear end. A

third bagged a deer in British Columbia; not only out of season, but worth a few deducted points for body damage at the finish.

These were stiff, punishing miles from Montreal to Vancouver, April 7 to 14, yet of the 24 official finishers none had anything but praise for the run. By merit first and publicity second, the Shell 4000 proved itself the authentic number one rallying event on this continent.

Pegged somewhere between the rugged European car-breakers and American paperchases, the Shell rally presented a stimulating challenge to driver and navigator with a diet of frequently gruesome roads and a pace that simply left no room for error.

A major ingredient of its success was the careful organization and clean execution, so sharp that serious protests were few and even the chronic nit-pickers found themselves pressed for legitimate complaints. Credit is due in large helpings to Jim Gunn, rally organizer, and Doug Wilson, manager of the complex event, and to the thousands of necessarily nameless others who added their bits and pieces to the framework.

Things began somewhat unpromisingly in Montreal on the night of April 7. A misty drizzle literally threw cold water on proceedings, the situation becoming further complicated by utter silence from a suddenly mute public-address system and late arrival of the man in charge of bringing along a starting flag. Nevertheless an unexpectedly large throng of 3,000 at the Rockland Shopping Centre managed to send off car number one, the Charters/Worth Renault and a hometown entry, with enough fanfare to drown out the dismal weather. An hour and a half later the final entry, the Carter/Cooke Chevrolet Impala, lumbered down the starting-ramp and on its way to Vancouver.

Forty-two cars had passed through scrutineering at the cavernous Pepsi-Cola garage in Montreal earlier in the day, picking up official documents, numbers, and wads of other material en route. Public curiosity centered around the grimly efficient manufacturers' entries of Studebaker, Hillman, Volvo and Renault, and on the Gorries Chevrolet trio of two Chevy II's and the McCluggage supercharged Corvair Monza.

Scattered about the scrutineering area were cars ranging in aptitude for a 4,000-mile rally from the sublime to the highly questionable, and crews varying in experience from seasoned veterans to rank, but game, newcomers. A newcomer but hardly rank was Peter Ryan, announced as an entrant less than a week previous and who together with Toronto navigator Mike Kerry was set to drive for the greater glory of Austin Motor Company in a Mini-Cooper, on his first rallying try. Vaclav Bobek of Czechoslovakia stood as sole European representative in the Shell 4000, sharing a Skoda with Montreal navigator (and Czech-speaking) Joe Mazuch. Filling out the ranks in high style were most of the familiar rallying names in North America; Howell, Silvera, Dempsey, Hambly, Polivka, Doyen and Gibbs, Alice Fergusson, Nordell, the Bickhams of Ohio, Jones and Lalonde, McLean, Leatham, and a host of others.

Meanwhile, back at the rally, navigators had barely sharpened their pencils and buckled their safety belts before the going got sticky. Looping roughly counterclockwise northeast out of Montreal, the rally route dodged fog, rain and slippery roads that first night, heading via the Laurentian foothills through Joliette and Lachute to the Ottawa breakfast stop.

The McCluggage/Clare Stuart Corvair, only 20 miles out of the start, took a flying stone thrown up by another vehicle in the gas tank and gurgled out of contention even at that early stage. The same car later ditched in trying to make up lost time on Quebec's narrow back roads. Besides the McCluggage/Stuart car, casualties that first strange night included the husband and wife team of Jim and Barbara Bick-

—Photos by Des Dollery and Chetwynd Films.



Above—Drivers briefing at Montreal.

Above right—Panic at the checkpoint.

Below—Lalonde/Jones Studebaker crests hill near Yarker.





*Cooper/Low Corvair stranded near Brandon.  
Bobek/Mazuch Skoda making haste.*



ham, whose Mercedes-Benz 190-SL thumped into a ditch near Joliette and dampened their spirits enough to encourage an early retirement.

Shortly before dawn the rain abated, and with yellow headlights blazing the Charters/Worth Renault 1093 buzzed into the breakfast stop south of Ottawa. Minutes later came Ryan, who gulped a glass of milk and tore off toward Toronto as greyish daylight cracked through on the horizon.

It was a soggy, sullen Sunday morning in eastern Ontario. Pavement turned to dirt and loose gravel in dreary bush country northeast of Napanee. Already some of the favoured rally entries had run into snarled ambitions and the energetic good nature of the start 12 hours before was not evident on crews'

strained faces. At Yarker the Jellett/Alexander Volvo screeched into the time-control sporting a spare gas can on its fender; the fuel pump had packed up in the night, and fuel was being led by gravity feed to the carburetors, four gallons at a time. It was only the beginning of this plucky twosome's travails, which they overcame in good enough fashion to later win the Track & Traffic Sportsmanship award.

At last the route joined civilization again and sunshine burst forth as Ryan galloped into the Toronto time control shortly after lunch. A long pause, then came the rest of the field trickling in with tales of woe and mud-streaked machinery, skittering through a driving skill test and thence to the overnight Parc Ferme at the Exhibition grounds.

When Sunday's figures had been shuffled through the processing machinery, Dick Doyen and Clay Gibbs in a Gorries Chevy II led with no penalty points. A surprising second was the Ryan/Kerry Mini-Cooper with 3 lost marks, and an even more surprising third was the private team of Bunch/Gallop, whose Citroen ID-19 had struggled through with only 4 lost points. The Sunday run had cost even the higher-ups dearly; Ryan's car was losing oil from its sump and the fourth-place Chevy II of Trant Jarman and Don Hambly had had its gas tank punctured. Added to the retirement list was the Bob McGregor (of CBC note) and Doug Ross Mercedes 220, a 1951 model and the eldest in the rally, forced out with crossed-up plumbing.

Section Two, the run from Toronto to Sault Ste. Marie via Huntsville and North Bay, began at the unearthly hour of 4 a.m. Weather was dry and the



*Dempsey/MacLennan Volvo roughing it.*

temperature mild as the field headed northward from Toronto toward Lake Simcoe on Monday morning. Straightforward as it seemed, the route soon proved otherwise. Near a charming little community known on the map as Housey's Rapids came what most entrants later agreed was the rally's toughest, most costly section; a snaking, potholed, inundated little stinker of a road that collected gas tanks from the Chevy II's like tickets and spelled real trouble for many unsuspecting crews.

The Kindree/Beimler Jaguar XK-E turned amphibian temporarily on one stretch, and tales of dropped or punctured fuel tanks trickled in at checkpoints nearby. The Chenhall/Wilson and Lemieux/Wilson Chevy II's (or Acadians; whose advertising d'ya read?) and the Fergusson/Clark Studebaker all parted with their petrol supplies.

Doyen and Gibbs, efficient and steady as clockwork, proved themselves fallible by missing a checkpoint before North Bay and collecting 150 penalty points to thoroughly negate chances of a win.

Following the North Bay meal stop came a boring run, enlivened only by occasional rain and snow, through the bleak countryside around Sudbury and Copper Cliff to Sault Ste. Marie and the second overnight stop.

Leading now was the Jarman/Hambly Chevy II, having leap-frogged the early leaders, with the Bunch/Gallop Citroen second with 17 points and the eventual winners, Jones/Lalonde in the Studebaker, third with 20 points. A later revision due to faults in the timing apparatus on Monday shuffled standings again and put the Ryan/Kerry Mini-Cooper back among the first three. There were now 38 contenders left, 12 cars having exhausted their maximum allotment of penalty points in the previous two days.

Tuesday didn't dawn; it huffed and puffed into being under one of winter's last displays of orneriness, a cold, snow-blown morning with roads treacherously icy under a deceiving carpet of white. Trailing up around the eastern shore of Lake Superior, through some of the most desolate and unfriendly



*Above—Chevy II completes Regina hillclimb.  
Left—Alexander/Jellett Volvo on B.C. backroad.  
Above—Hiding under mud is Kindree/Beimler XK-E*

countryside in the rally, the pack made its way carefully toward Fort William-Port Arthur and then northwest to Winnipeg by late evening. Except for the blizzard and accompanying high winds roaring off the lake it was a simple day's driving. Casualties were few and light, except for the Oulton/Stone SAAB, clanking to a dead halt near White River with a seized engine.

Standings following the Tuesday run showed Ryan/Kerry in front with 9 lost points, a feat for which Ryan was given full credit by his competitors. Ryan, like most of the drivers, was thoroughly enjoying himself, although navigators as passive partners in the exercise frequently preferred not to discuss the day's dicey spots.

After a dreary last two days, bright sunshine seemed to lend life extra colour on Wednesday morning as the field headed west from Winnipeg on the long, steady grind to Saskatoon. Near Brandon, on a detour from smooth main highways, appeared one of the rally's most crucial sections. Already detoured

once because of impassable roads, the rally route now chugged into a fatal combination of snow and gumbo-choked concession roads, unused by local report for some months and the place where Ryan and Kerry might be said to have lost the rally. Their tiny Mini-Cooper became bogged down for half an hour, losing time impossible to regain. Scores of cars churned into hopelessly greasy ruts, the more fortunate crews spotting trouble ahead and detouring to escape it. Alas, the Jarman/Hambly Chevy II found its detour expensive. Finding they had missed a control, the crew doubled back to find it and promptly were docked 50 points for approach from the wrong direction. A later miscalculation put them into Regina too early and with 88 penalty points left Jarman and Hambly well back in the field. Inheriting first place were Jones/Lalonde in their trusty Studebaker. Team standings at Saskatoon found the Renaults well ahead of their nearest competition, the Volvo trio. Disaster had overcome the Studebaker and Hillman teams, now out of the team running although indi-

vidual entries were managing to continue in the rally.

Following the Regina hill-climb, the run to Saskatoon was comparatively uneventful. It had been a typical rally day — long, uneventful sections and sudden moments of truth where everything could change in a few minutes. One of the challenging sections — in the Qu'Appelle Valley — had been washed out after inspection showed it to be utterly impossible to drive. A checkpoint crew in the region did report that an Indian had made it — on horseback.

The clean regularity of the start was now only an official technicality; cars ran in straggling disorder, only four crews had gotten through with fewer than 50 penalty points and the field had now narrowed to 28 still eligible for official awards.

From Saskatoon to Calgary on Thursday, again under bright sunshine, was another long haul and, for the most part, a routine drive to Edmonton and then south. Once again emergency instructions rerouted the pack but the alternate route was hardly

free and easy. Once more it was mud; oozing miles of it within hailing distance of Calgary. Ryan and Kerry, the centre of attention at every checkpoint, screamed into this friendly city in the foothills of the Rockies reporting a missed checkpoint and the loss of 150 points to spell a virtual end to their winning hopes. Many small cars found themselves mired up to their tiny little tires in mud; some slithered through, however, and opinions on the difficulty of this crucial stretch varied. The MacLennan/Dempsey team would no doubt term it difficult indeed; bogged down so deep that nothing short of oxen could pull them out, the Toronto crew spent an uncomfortable night out in the middle of nowhere and didn't appear at Calgary almost until the first car was due to leave next morning. Their demise spelled the end of the Volvo team's hopes and left the way open to the three Renaults, whose togetherness style of running allowed them to pluck each other out of difficulty, like the Three Musketeers.

Vaclav Bobek and Joe Mazuch, in the sole Skoda entered, had a gooey time of it indeed. Mazuch didn't notice until he'd returned to his hotel and bent down to remove his shoes, that he was wearing an attractive crust of mud on his feet but that his shoes were somewhere north of Calgary.

Standings at Calgary on Friday morning showed Lalonde/Jones in front with 26 points and Polivka/Bick in one of the surviving Volvos second with 47 points. Indicative of the topsy-turvy nature of things was the fact that Jarman/Hambly, considered hopelessly out of the running two days before, now lay third with 88 penalty points. Ryan/Kerry had dropped to eighth place.

With the Rockies in sight, the route trailed southward toward Fort MacLeod and Frank — but not before yet another mud-bath greeted fresh-faced crews. Ryan and Kerry, in the forefront of the pack due to their Mini's Class 1 designation, ground into the slop together with the Rice/Johnson Mini and several others. Working together in order to unblock the road, crews helped one-another out and continued pell-mell toward the next checkpoint. Through Crows-



*Above—Busy checkpoint near Kelowna ferry.  
Below—Ryan/Kerry Mini-Cooper streaks to Calgary.*





*Above—Watchful Mountie eyes suddenly sedate Volvo.  
Below—Disabled Ryan/Kerry car gets tow.*

nest Pass and via ferry to Nelson, B.C., and finally, by nightfall, to Trail and welcome sleep before the final dash to Vancouver on Saturday. Picturesque scenery and good roads through the mountains somewhat compensated for the rotten early-morning sections and competitors could actually enjoy themselves over some delightfully winding roads.

The final section began with terrible forecasts of a horrible trip through the dreaded Cascades, a narrow, corkscrewing gravel road that seems to wind endlessly up and down mountainsides with 2,000-foot drops all around and weather that would make the Himalayas seem tropical. Yet taken in the dark of early morning with the view (perhaps mercifully) blocked, the Cascades proved tame and all cars made it to Grand Forks and the checkpoint without incident or even much excitement. A near three-hour time allotment ensured everyone's safe arrival. From then to Penticton through some of Canada's most pleasant scenery found no new ordeals and with Vancouver in reach it was a time for relaxing.

But hold! Once again the pattern of the whole Shell 4000 asserted itself; appearing in the midst of all this mountain serenity was another nasty section, undulating and boulder-strewn, which managed to provide the rally's final fireworks. Here at last the



Ryan/Kerry Mini met unconquerable trouble; a jammed transmission and finally a blown clutch which put them into the DNF ranks only a few hours from the finish. Cars emerging from this section near Princeton seemed to stagger and sag from the effort. On to Vancouver from Princeton Saturday afternoon and, for the Renaults, a suspenseful last few hours. The Charters/Worth Renault was reported conked out on the road near Hope with engine trouble. With all other manufacturers' teams DNF, the Renaults could cop the prize merely by finishing. Charters and



Worth set to work and moments later, like in the movie serials, along comes the Renault parts truck to the rescue. With speed and dexterity deserving of some sort of award, the Renault mechanic somehow managed to replace the Renault's three main bearings in less than an hour so that the car, albeit slowly, made its way to Vancouver and a relieved team manager Lou O'Neill. After bright sunshine for much of the rally Vancouver greeted the field with pouring rain.

When the picture-taking and congratulations were over, Lou Lalonde and John Jones of Toronto, with 30 penalty points, had held on for the overall win — sweet revenge for their second-place finish in 1961. Second were Jerry Polivka and Charlie Bick (Volvo) with 54 lost points and third, Jarman and Hambly in the beleaguered Chevy II. Singled out for special praise among the many crews were Blair Bunch and Doug Gallop of Quebec, who despite fuel pump difficulties and prolonged ditchings early on, brought their private Citroen ID-19 home seventh. Also praised for a magnificent run were Doyen/Gibbs, who after their disastrous 150-point loss incurred only 3 penalty points for the rest of the rally and finished sixth.

Shell Oil Company were duly thanked on behalf of all competitors for staging the Shell 4000 and it is hoped the organizers will see fit to do it all over again next year, by which time everyone will be recovered and looking forward to another bash.

A separate article would be needed in order to pay adequate tribute to the hundreds of volunteer club members across the country who contributed so much to the smooth operation and effectiveness of the rally. These hardy souls huddled around isolated checkpoints for long, often cold and uncomfortable hours; they efficiently ran the special tests along the route; they set up and supervised the overnight parc fermes and provided transportation for competitors; they were everywhere, yet right there when needed. Their many kind gestures and unflinching hospitality

did as much as the route itself to make the rally a success.

Track & Traffic also wishes to acknowledge the magnificent assistance of Volkswagen of Canada Ltd., who provided our press car, a Volkswagen 1500, and whose dealers kept it running faultlessly right across the country. ©



Final official standings, subject to confirmation in the event of an appeal, of the 4,000-mile Shell Rally:

- 1—John Jones and Lou Lalonde, Toronto, Studebaker Lark, 30.
- 2—Jerry Polivka and Charles Bick, Toronto, Volvo 122S, 54.
- 3—Trant Jarman, Rochester, Mich., and Don Hambly, Oshawa, Ont., Chevy II, 90.
- 4—Grant McLean, Montreal, and Bill Leatham, Chomey, Que., Renault, 128.
- 5—Sam Nordell, Dorval, Que., and Robin Edwardes, Febreville, Que., Renault, 137.
- 6—Dick Doyen and Clay Gibbs, Milwaukee, Chevy II, 153.
- 7—Blair Bunch, St. Bruno, Que., and John Gallop, Westmount, Citroen ID19, 203.
- 8—Don Haddow and Brent Davies, Toronto, Studebaker Lark, 232.
- 9—Axel Jacobowski and Les Chelminsky, Montreal, Chevy II, 237.
- 10—Martin Chenhall and John Wilson, Toronto, Acadian, 246.
- 11—Bernard Van Marken, Roxburn, Que., and Lloyd Brown, Dorval, Valiant, 297.
- 12—H. J. Lemieux, Dollard Des Ormeaux, Que., and Tony Wilson, Dorval, Acadian, 333.
- 13—Bill Silvera and Lloyd Howell, Toronto, Volvo 122S, 340.
- 14—Vaclav, Bobek, Czechoslovakia, and Joe Mazuch, Montreal, Skoda, 366.
- 15—Les Price, Dorval, Que., and Denis Johnson, Montreal, Morris Mini-Cooper, 371.
- 16—John Charters, Baie d'Urfie, Que.,

- and Ian Worth, Lachine, Que., Renault, 384.
  - 17—Maurice Carter and Paul Cooke, Toronto, Chevrolet Impala, 385.
  - 18—Terry Sumner and Peter Van der Meyden, Scarborough, Ont., Studebaker Lark, 455.
  - 19—Jack Adam and Peter Long, North Vancouver, Hillman Minx, 455.
  - 20—David Cooper and Robert Low, Victoria, Corvair Monza, 473.
  - 21—Leo Katila and A. E. Brown, Port Alberni, B.C., Corvair Monza, 487.
  - 22—Robert Alexander and James Jellett, Vancouver, Volvo PV544, 542.
  - 23—Frank Curran and Ken Pearce, Toronto, Peugeot 404, 559.
  - 24—Gill Perron and Claude Mercier, Chicoutimi, Que., Mercedes 220, 841.
- Classed as non-finishers because of excessive penalty points:
- Ted Watson and Barry Hamilton, Toronto, Triumph TR4.
- Don Kindree and Max Beimler, Burlington, Ont., Jaguar XKE.
- James Callon and Douglas Hickmott, Sault Ste. Marie, Ont., Volkswagen.
- Fritz Hochreuter and Ernst Weinhoefler, Toronto, Volkswagen.
- Edward MacMinn and James Williams, Vancouver, Jaguar XK150.
- Art Dempsey and Paul MacLennan, Toronto, Volvo 122S.
- Denise McCluggage, New York and Clara Stuart, Toronto, Corvair Spyder.
- Team prizes:
- Manufacturers—Renault 649. Sponsored — Morcheval (Montreal dealers) 905.

*Weary winners, John Jones (1) and Lou Lalonde, relax at Vancouver finish.*

