

SHELL 4000

TRANS-CANADIAN RALLY



It was certainly a Detroit victory: A Chevy II was First Overall, Ford Falcons took the Team Prize and a Studebaker won the Coupe Des Dames.

STORY & PHOTOS: DON GREY

WHO REALLY WON THE SHELL 4000 RALLY? No, we do not propose to indulge in a Madison Avenue exercise in semantics, but a survey of the first 10 finishers in the rally across Canada provides a wealth of material for the type of advertisements that graced the pages of the sporting press after the Monte Carlo Rally. There was Volvo, with two works cars and a private entry in the top 10; Chrysler placed two of their big 300s in a tie for Fifth; a Peugeot was Seventh; Ford, in a major effort, nailed down Second, Third and Ninth; and there was one lone Chevy II. Very alone, all by itself in first place, the one car, driven by Dick Doyen and Clay Gibbs, that won the longest rally in the world and the only event in North America that counts toward the Royal Automobile Club of England's 1963 World Rally Championship.

The victory was a major one not only for Doyen and Gibbs, who come from the delightfully named towns of Wauwatosa and Menominee Falls in Wisconsin, but also for a trio of Toronto Chevrolet dealers, Gorries Golden Mile Leavens, who earlier this year achieved the distinction of providing the first domestic car to win the Canadian Winter Rally, which we told you about in last May's SCG. Although the Leavens car, driven by Maurice Carter and Don Hambly, was one of the early entries, Gorries and Golden Mile, which are under the same ownership, very nearly had no part in the rally. The most competition minded of GM dealers in Canada, they were caught by the hassle over the AMA ban on competition and GM made is very plain no help would be forthcoming from Detroit. Apart

from that Chevs have been selling like hot rum toddies at the North Pole and why spend all that money for a slim chance of victory that you didn't really need for advertising purposes anyway?

However, at the last moment, enter they did to provide the only solid GM representation in the rally. Ranged against them was a strong field of 44 other cars that included works entries from all but one domestic manufacturer and from two overseas automakers. Studebaker, overall winners of the rally for the first two years, threw caution and the advertising budget to the winds by entering no less than two teams of three cars each. The first team had all male crews, the second all female. Since there were no other girls crews, that second team proved a shrewd move. As long as one car finished

Studebaker was bound to win the Coupe des Dames. As it happened all three cars finished and the firm recouped \$900 of its expenses in prize money. That's \$900 more than their men's team won for them, despite the fact it included last year's winners John Jones and Lou Lalonde, winner of the Winter Rally John Bird, and the experienced U.S. pair of Homer Trotter and Bill Carlisle. Most notable feature on the Studes was the front disc brakes available as an option this year.

The Ford Falcon Sprints were very similar to the Monte cars and the one which won the Tulip Rally. At the request of the drivers, who said they would not need more power, the 260 cubic inch V 8s were left at the standard 164 horsepower. They had, of course, four on the floor, and were fitted, like most of the other works entered domestic cars, with limited slip differentials, heavy duty suspension options, extra gas tank, tow brackets and shielding for the oil pan and gas tank.

Ford really went the bundle on the Shell 4000 this year.



Mass attention at the driver's briefing before the rally; Gendebin with cigar, center, Kerry on left.



Off the starting ramp goes Peugeot of Curran/Carney, which ended as the highest placed private entry



Gendebin talks to SCG's Don Grey, Kerry listens.

Their team of Anglias with crews Paul MacLennan and Art Dempsey, Lloyd Howell and Bill Silvera, George Merson and Doug Gallop won the team prize in the Winter Rally for the third time in four years but it was a Corvair that won overall. The subsequent publicity reaped by GM was directly responsible for Ford entering the Shell 4000. Jack Still, of Ford of Canada, went to Dearborn and said in effect "We have the best team of rallyists in Canada. We need a decision on entering now or we are going to lose them to other firms." Dearborn gave the green light, but even by then Gallop had been lured away by Renault. Fortunately for Ford, they were able to obtain John Wilson, the current Canadian rally champion, as a replacement. Having taken the plunge, Ford "did the job proper." George Merwin, coordinator of special activities, was at Vancouver for the start and Dearborn sprung for a DC 3 to fly project engineer Henry Carlini, the team manager and PR men from one overnight stop to the next. Merwin and Carlini were responsible for the Monte cars.

Chrysler did not have Ford's logistic arrangements but their three 300's, big even by domestic standards, probably attracted more attention than any other cars in the event. Their long, uncluttered lines, augmented by two blue stripes down the center line, made them look like panthers about to spring. Weighing almost 4,000 pounds, they had 413 cubic inch V 8s equipped with single four barrel carburetors and rated at 360 horsepower. As on the other domestic cars, the 14 inch wheels were replaced by 15 inch options, but Chrysler was a step ahead of its competitors by obtaining braced tread non-expandable tires made by Goodyear in Luxembourg. There was no trouble getting the power to the ground with these tires, which measured a hefty 900 x 15.

Attention to detail was the trademark of the Chrysler cars: reclining seats for the crews, fantastically powerful roof mounted spotlights to pick out the corners more than half a mile ahead on winding mountain roads (thus enabling the driver to set the car up properly for the corner immediately ahead of him), and even foam rubber lined falsies to protect the headlamps. Underneath, quarter inch steel plate protected every conceivable vulnerable part down to the lower shock absorber mounts and the spring U bolts. Carl Pruehs, of the firm's production planning garage, and Bob Kelly, Chrysler's man in charge of relating to the public, came along to minister to the cars, the crews and the press. Canada was witnessing a major Chrysler effort for the first time but the cars will also be seen a lot more at home. Kelly said at one point that the team would make a determined assault on the SCCA rally circuit, entering all 18 national events. To do this it will station two cars each in the East and West, one in the Mid-west, with a sixth car available for all three areas.

Slightly overshadowed by the domestic works entries but no less a potential threat were the two works teams from Renault and Volvo. Renault, winners of the team prize in this event -last year, were again led by Grant McLean, who in February was the first Canadian to receive a works ride (Renault) in the .Monte Carlo Rallye. With four of its crew members in the top ten of the 1962 Canadian rally Championships McLean himself, John Charters, Bill Leatham and Ian Worth this team had talent to spare. Doug Gallop, a recruit from Ford, and Phil Bailey were the fifth and sixth members.

Volvo turned up with two door models of the 122 S, fitted with the same engine as the P1800, limited slip differentials and huge disc brakes at the front. The car is called the "Volvo Canadian" north

of the border, very appropriate in view of the fact that this Swedish firm recently became the first European automaker to build cars in Canada. (The plant, near Halifax, Nova Scotia, was established as a result of incentive tax concessions from the Canadian government. Initially at any rate, there are no plans to supply the U.S. market from this plant.) Volvo also brought along Olivier Gendebien as driver of one of the cars, pairing him with Mike Kerry of Toronto. Kerry drove with Eric Kackson of England in the first cross Canada rally and in the past two Winter Rallies, more or less cornering the market as navigator to international stars. The Volvo team was filled out by Jerry Polivka and Charlie Bick, and by Robin Edwardes and Gunnar Engelin, assistant Volvo service manager in the United States.

The 47 cars in the rally were divided into three categories works entries, sponsored entries and private entries. Sponsored entries were those receiving more than \$100 in financial assistance, usually from a dealer. These categories established a clear division between the near professionals and the fellows who were in it for fun. Shell recognizes the importance of the latter, providing prizes for the first three in each category irrespective of overall position but giving the private entries twice as much as the winning works cars.

In a departure from previous practice the rally began in Vancouver and was divided into six stages instead of seven. There were overnight stops at Calgary, Regina, Winnipeg, Sault Ste. Marie and Toronto before the finish in Montreal. At one time the direction was to be reversed each year, but after the reaction to the 1963 event it is now likely the West to East run will become permanent. Eastern Canada is much more motorsport conscious than the West but, more important



still, the East provides by far the bulk of the automakers' market and the impact of rally success is severely diminished if the event ends 2,500 miles away on the West Coast.

The start was scheduled for 7 o'clock on a Saturday night, with scrutineering that morning and afternoon. Most crews put their cars through early and then tried to store up some sleep. Not so Chrysler team captain Scott Harvey, who nearly missed scrutineering and the rally by going out Saturday morning for some last minute practice and getting bogged down for 4 1/2 hours. He finally made the scrutineering deadline by about one hour.

The team Ford Falcon of Howell/Silvers sweeps along a back road in Ontario, was 9th overall, helped team win.



Renault R-8 of Bailey and Gallop heads downhill in Manitoba on 3^d day.

Navigators arrive, check in and leave in a flurry; SCG's Grey (left) watches.



The Howell/Silvers Falcon bounces high as it clears a bump on an Ontario road. The Diana Carter-Gillian Field Studebaker Lark won Coups des Dames trophy.

FIRST DAY

The sky was murky as the cars left the starting ramp facing an 18-hour, 700-mile drive to Calgary, the first half, of it to be covered in darkness. Tension was high and nerves taut as the crews wondered what lay in store. They found out soon enough when, barely 20 miles from Vancouver, 33 of the 47 cars went sailing right past the first control of the rally. It was only a route control but it still carried a 50-point penalty that was collected by relative novices and experts alike. Mist gave way to a blinding snow storm as the cars wound their way from Hope over the Coast

Mountains and into Princeton for a meal stop. The inquests into the first control began immediately between mouthfuls of bacon and eggs. Polivka and Bick had found it and were more concerned about unwelcome noises from the rear axle of their Volvo. Gene Henderson and Fred Browne in a Chrysler and the Charters/Worth Renault also had problems. They had missed not only the first but also the fourth control.

Shortly after Princeton the cars hit what proved to be one of the most rugged sections of the rally - 50 miles of ranch roads in the British Columbia interior near Douglas Lake. Used as an alternate route in this rally two years ago, the Douglas Lake road would be frowned upon by any self-respecting donkey. Pot-holed and rutted, covered variously by mud, rocks and logs, the road gave the cars an unmerciful pounding and the drivers really had to trot to get their navigators through on time. A strategically placed control at the end of the road found all but the most skillful incurring lateness penalties and many of the cars bearing the scars of battle.

Brothers Donald and Colin McQuirk purred, into the control with their Bentley's stately radiator covered in mud and a cloud of

smoke rising from under the hood. Rocks had punched a hole in the sump and split the transmission. Plugs made on the spot and several quarts of oil got them to Salmon arm where they found a mechanic who could weld the aluminum sump. The split transmission was bandaged up with rubber cement, caulking compound, adhesive bandages and gauze. The 1951 Bentley, the oldest car in the rally, left Vancouver with more than 358,000 miles under its belt - more than the combined mileage of all the works cars together.

The works Lark of Hadow/Bird and the works Volvo of Engelin/Edwardes became lost and mired on this road, earning them the dubious honor of being the first cars to be classified DNF and eliminating their respective teams. (The remaining team cars could then aim only for individual honors.)

Daylight found the weary crews climbing through the Rockies and down into Calgary, there to receive a major reprieve. The organizers had decided to eliminate the first control from the results on the grounds that it was not clearly marked. This only renewed the arguments and even produced friction within teams between those that had found the control and those that hadn't. When the shouting died away the IBM computer used for the scoring showed the Doyen/Gibbs Chevy II already out in front, with only one penalty point. Looming large in their rearview mirror were the MacLennan/ Dempsey Falcon with three and the first private car, the Frank Curran/Ron Carney Peugeot, with four. Three cars - the Howell/Silvera Falcon, the Merson/Wilson Falcon and the Bailey/Gallop Renault - shared Fourth with five points. The Jones/Lalonde Studebaker occupied Seventh with eight, followed by the Gendebien/Kerry Volvo (nine) and the Summer/Bohl Chrysler 300 (ten).

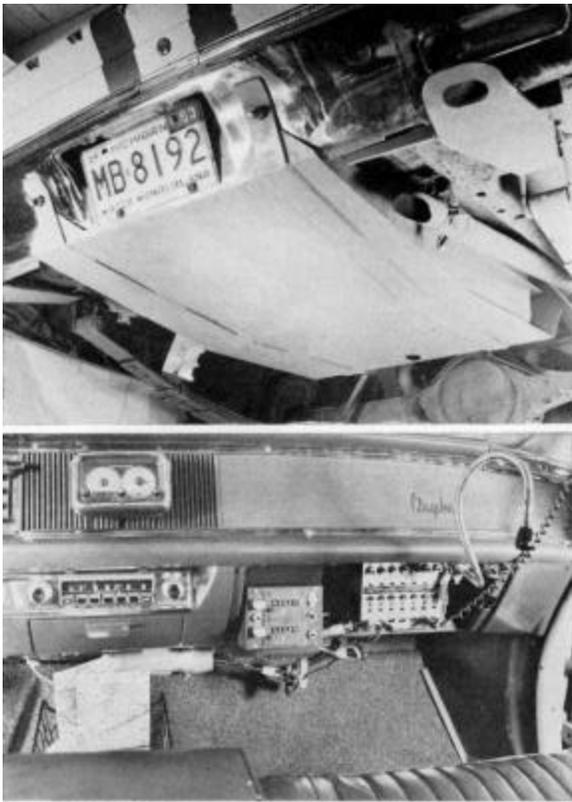
SECOND DAY

The 650-mile leg from Calgary to Regina covered a great deal of territory but failed to tax the crews at all severely. The problem? Weather, or rather the lack of it. Roads which only a week earlier had been close to impossible, if not impassable, were now almost bone dry. With timing to the minute, as in all Canadian rallies, tough driving conditions are essential to separate the cars and organizer Jim Gunn promptly launched a marathon rain dance. The first six cars all ran clean to Regina, the only crews among the top eight to lose points being last year's winners, Jones/Lalonde, who went off course and dropped 71 points. Gunnar Engelin, whose Volvo was eliminated the day before, put his service knowledge to good use by helping to change the rear axle on the Polivka/Bick car.

THIRD DAY

Dark, pregnant rain clouds hung over Regina as the cars left on the 450-mile run to Winnipeg and at first it looked as though Gunn's terpsichorean efforts were going to pay off. It was not to be, however, what rain that did fall being too little and too late. A stretch of axle-deep mud interspersed with water holes provided the drivers with a brief workout but failed to snare any of the cars. Only casualty in the mud was suffered by Luce and Garrison in a Volkswagen, who lost a bead on the abacus they had brought along for calculations.

The McQuirk brothers had a more serious problem with their Bentley: a burned-out wheel bearing. There are no Bentley dealers in Winnipeg but a search through a White Truck Co. catalogue produced a bearing of nearly the same size and the company just happened to have one in stock. The brothers shrunk it on the half shaft that night and



Chrysler 300 entries has 1/8 inch steel plate under gas tanks, big hook-on plates for emergency towing. Navigational equipment included Halda Speed Pilot, dual odometer to front wheels, map lights.



Brothers Don and Colin McQuirk entered their 1951 Bentley with 358,000 miles on odometer; more than factory entries' total!

Maria Van Niftrik's Sting Ray drove from New Orleans to Vancouver start of Rally, finished despite lack of shock absorbers



Renault R-8 of Bailey/Gallop fishtails through axle-deep mud in Manitoba; most of route was disappointingly dry

Former SCCA champion navigator Roger Bohl sprints for timing box at checkpoint; his Chrysler finished 5th overall



the next morning reassembled the axle and brake assembly in 13 1/2 minutes – 1 1/2 minutes before their starting deadline. With the rally now at the halfway mark there were almost no changes among the leaders, although the MacLennan/Dempsey Falcon lost one point, for a total of four, putting it in a tie for Second with the Curran/Carney Peugeot.

FOURTH DAY

There is only one road from Winnipeg to Sault Ste. Marie and the long 900-mile haul around the top of Lake Superior defies the imagination of the most ingenious organizer to produce challenging rallying. Despite this problem Jim Gunn managed to turn up one sleeper play - a 25-mile section of gravel road that paralleled the main highway - which caught even some of the experts napping. Chief victim was the Howell/Silvera Falcon, which collected 14 points on a navigational error and dropped from Fourth to Twelfth. Also relegated, but for a different reason, was the Curran/Carney Peugeot. A turn signal that refused to function properly at a surprise safety check cost them 10 points.

Still firmly in control of First was the Doyen/Gibbs Chevy II with its solitary point. Second and Third were the MacLennan/ Dempsey and Merson/Wilson works Falcons with four and five points respectively. The Bailey/Gallop Renault held down Fourth with six points. Sharing Fifth, on the 12-uoint mark, were the Gendebien/Kerry Volvo and the Sumner/Bohl Chrysler. Tied in Seventh behind them were the Harvey/ Mollman Chryser and the Curran/Carney Peugeot.

FIFTH DAY

The run from Sault Ste. Marie to Toronto covers about 550 miles, a large part of it through territory familiar to all Winter Rally competitors. Organizer Gunn jumped at the opportunity presented and threw every winding road he could find at the

competitors. By now, however, the weatherman had made it quite clear that he was not going to cooperate during the 1963 Shell 4000 and virtually every road was dry. Nonetheless, for the first time since the cars left British

Columbia, Doyen and Gibbs failed to turn in a clean sheet with their Chevy II. They dropped one point, but their two-point total failed to imperil their First place. The only crew among the leaders to encounter trouble was the Bailey/Gallop Renault. A clogged carburetor forced them to push the car 1 1/2 miles and cost them 33 points.

SIXTH DAY

Time ran out for the organizers and the final 16-hour run from Toronto to the finish in Montreal proved, for the leaders at any rate, to be one of the easier sections of the rally despite another generous helping of Winter Rally roads in Eastern Ontario and a 100-mile diversion up into the Laurentian skiing country north of Montreal.

Six days and close to 4,000 miles after they started Dick Doyen and Clay Gibbs brought their Chevy II into the finish with but two penalty points to win the world's longest rally. Second overall and first of the manufacturers' category to finish were George Merson and John Wilson in a works Falcon, who dropped five points. In Third place with seven points were their teammates Paul MacLennan and Art Dempsey. The third Falcon, that of Lloyd Howell and Bill Silvera, nailed down Ninth spot with 19 points to give Ford a total of 31 points and undisputed possession of the manufacturer's team prize.

Olivier Gendebien and Mike Kerry claimed Fourth with 13 points. The Chrysler boys were all togetherness, Terry Sumner and Roger Bohl sharing Fifth with Scott Harvey and Bob Mollman. Both crews lost 15. Their third crew, Gene Henderson and Fred Browne, placed Fifteenth with 58

points, giving Chrysler second place in the team standings (88 points). The three Renault R-8s finished Eleventh, Twelfth and Fourteenth, becoming the third place team with a 117-point total.

Filling out the top 10 places overall after the two Chryslers were: Frank Curran and Ron Carney, Peugeot, Seventh (17 points); Herb Felton and Dave Riddick, Volvo, Eighth (18 points); and Jerry Polivka and Charlie Bick, Volvo, Tenth (20 points). Winners of the Coup des Dames were Diana Carter and Gillian Field in a Studebaker. The sportsmanship award was presented to Don and Colin McQuirk for their heroic efforts with the Bentley. Although the car was treated as something of a curiosity, these two also proved they know a thing or two about rallying. After their mechanical trouble on the first two days they dropped only six points in four days. Forty-two of the 47 cars that started in Vancouver were classified as finishers.