



JOHN PLOW

BY DIANA CARTER

TRANS-CANADA RALLY winners, Doyen and Gibbs, hurtle over the Ontario northlands.

PUNCTUALITY PAYS AS CHEVY WINS A RALLY, II

1963 Shell 4000

DICK DOYEN and Clay Gibbs are punctual people, a point they emphatically proved by rallying for 4000 miles with a loss of only 2 points for lateness—finishing 1st overall in the 1963 Shell 4000 Trans-Canada Car Rally, labeled the longest rally in the world. These veteran U.S. rallyists drove their 6-cyl. Chevy II, entered by a Toronto Chevrolet dealer, to a seemingly effortless win over a field of 42 finishers. They had acquired the Number One position within 2 hours of the Vancouver, B.C., start and held it throughout the entire 6-day event.

Closest opposition in the final accounting came from a factory-entered Ford Falcon driven by George Merson and John Wilson of Toronto, with a total of 5 penalty points, and third position was wrapped up by the MacLennan-Dempsey Falcon with a loss of 7 points. Another member of the Falcon team (Howell/Silvera) scored a 9th-place finish, bringing the team's point total to 33 and thus insuring the receipt of innumerable trophies, from class wins through the Manufacturer's Team award.

This year's Shell 4000—now one of five International Rallies counting toward the World Rally Championship—was run for the first time from Vancouver, B.C., to Montreal, P.Q. In previous years, the rally ran from Montreal to Vancouver. A hopeful 47 cars, including factory teams from Ford, Chrysler, Renault, Volvo and Studebaker, left the starting ramp on Saturday night—next stop to be some 18 hours later in Calgary, Alta.

Two manufacturers' chances for

team honors were eliminated early in the first section when one car each of the Volvo and Studebaker teams went astray down a logging road and were bogged down in mud for an unrecoverable 12-hour time loss. Also eliminated the first day with a seized engine was the Skoda entry driven by Czech Rally Champion Vaclav Bobek.

From Calgary, the rally route took the competitors along ranch country back roads—navigators keeping a sharp lookout for Herefords ahead. Tricky navigation led a few cars astray but most reached the overnight stop in Regina without serious point losses. Timing in the 4000 is to the minute, with 50-point penalties assessed for failure to check in at Route and Time controls.

The following day, rally organizers were foiled once again by the weatherman, as the route led the 44 remaining cars through the Qu'Appelle Valley in central Saskatchewan. Often covered with glue-like prairie gumbo, dust was now prevalent in the valley. Hub-deep mud was encountered later in the day when rallyists slithered wildly through a 3-mile section in Riding Mountain National Park. The thick, deeply rutted mire caused the cars to swing helplessly from side to side, but all managed to forge ahead onto solid ground. All crews reported into the overnight stop at a cold and rainy Winnipeg.

From Winnipeg to Sault Ste. Marie—some 900 miles and the longest single day trek of the rally—crews settled back to enjoy the rugged, breathtaking scenery along Northern Ontario's Lakehead. Since there is only one high-

way around the top of Lake Superior to the Sault, a minimum amount of navigation was required and navigators got a rest. The one regularity section of the day caught the Silvera/Howell Falcon off guard and it lost 14 points, dropping from 4th to 9th. Doyen/Gibbs were now firmly ensconced in first, having lost no points since their early 1-point loss in the B.C. section.

Doyen/Gibbs dropped their second and final point, however, on the run into Toronto in this section—the 2nd and 3rd-place Falcons changed position and the Gendebien/Kerry Volvo moved into a 4th-place tie with a privately-entered Peugeot.

A time control set up on the last day at Mosport Park caught many a red-faced local competitor—who *thought* he knew where he was—off guard. A set of compass bearings took the cars north toward Ottawa, also causing some confusion in the ranks. Several cars were passed and re-passed going in opposite directions. The route led north from Ottawa into Quebec Province, through a short section of the Laurentians and down into Lachute, where one enterprising sports car club took on the gargantuan chore of 60-sec. car washes for 42 cars prior to the final checkpoint in Montreal.

At Montreal's newest edifice—Place Ville Marie—a crowd of 5000 cheering enthusiasts greeted car No. 140, Messrs. Doyen and Gibbs, who arrived, naturally, on time. ■

TRANS-CANADA RALLY

1	Dick Doyen/Clay Gibbs	Chevy II	2 pts.
2	George Merson/John Wilson	Falcon	5
3	Paul MacLennan/Art Dempsey	Falcon	7
4	Olivier Gendebien/Mike Kerry	Volvo	13
5	Terry Sumner/Roger Bohl	Chrysler	15
	Scott Harvey/Bob Mollman	Chrysler	15
7	Frank Curran/Ron Carney	Peugeot	17
8	Herb Felton/Dave Riddick	Volvo	18
9	Lloyd Howell/Bill Silvera	Falcon	19
10	Jerry Polivka/Charlie Bick	Volvo	20

Manufacturer's Teams—1) Falcon, 33 pts.; 2) Chrysler, 90; 3) Renault, 119.

Coupe des Dames—Diana Carter/Gillian Field, Studebaker, 94 pts.