

# CANADA SHELL 4000 RALLY

**Chevrolet Winners—Ford  
Take Team Award—  
Renault 1-2-3 in Class**

BY BOB MacGREGOR



THE "Shell 4000", billed as the longest car rally in the world, ended in Montreal with veteran rallyists Dick Doyen and Clay Gibbs of the Milwaukee area in Wisconsin clearly the winners with only two penalties marked against them in the 4,000-mile route between Vancouver and Montreal. Their six-cylinder Chevrolet II Nova was officially entered by a Toronto dealer, and it was evident that there was a great amount of factory support. Second were George Merson and John Wilson (Ford Falcon Sprint) of Toronto with five penalty points, while third with seven penalties was another factory-entered Ford, driven by Paul MacLennan and Art Dempsey. Olivier Gendebien teamed up with Mike Kerry, an Englishman who now lives in Toronto: they took fourth overall (13 penalties) in a Volvo Canadian entered by Volvo of Canada. Driving a factory-entered Chrysler 300, Terry Sumner and Roger Bohl had 15 penalties to tie for fifth place with their team-mates Scott Harvey and Bob Mollman of Michigan. In seventh place with 16 penalties and first amongst the private entries was the Peugeot 404 of Frank Curran and Ron Carney. The top 10 was rounded off by Herbert Felton and David Riddick (Volvo 122S), Lloyd Howell/Bill Silvera (Falcon) and Jerry Polivka and Charles Bick in a factory-entered Volvo Canadian.

THE Ford team, using the same type of car that gave them a class win in the "Monte", displayed great efficiency, both on the road and in the repair time allowance, to win the manufacturers' team award. Their powerful cars ran perfectly and the spare engines that were carried on a Ford Company aircraft that followed the rally were not required.

Most of the heavy penalties were picked up on the first night's run from Vancouver, through the Rocky Mountains to Calgary, Alberta. In the early part of this section, general feelings were summed up by Olivier Gendebien, who said that the rally was not very interesting for the driver, although the navigator was kept busy. The only really difficult section was a rutted muddy road near Douglas Lake, British Columbia. Many competitors got stuck in the thick mud, or damaged their cars on the sharp rocks. There was one turning that seemed doubtful to the navigators and many of them drove down the wrong road. The crews who drove farthest down the road got stuck the deepest. A factory-entered Studebaker Lark driven by Don Haddow of Toronto and navigated by John Bird, leading man in the Canadian Rally Championship, became stuck in the mud for more than 10 hours. They had to walk six miles to find a farmer with a tractor who could pull them out. The tractor also went axle-deep in the thick mud and a logging truck had to be sent for to winch all the vehicles out. The delay eliminated the Studebaker team as well as the Volvo team when the Volvo Canadian of Gunnar Englin and Robin Edwards was stuck in the same place. When the cars arrived in the "stampede city" of Calgary, the battle for manufacturers' team honours was left to Ford's Falcon Sprints, Chrysler's 300s and the team of Renault R8s.

The overall standing showed Doyen and Gibbs to be in the lead with one point, MacLennan and Dempsey second with two and the Peugeot of Curran and Carney third with three points.

In Calgary a hill-climb at the local television station was run to decide ties, but most drivers took it easy going up the hill. The television station broadcast a full 3½-hour live programme about the rally.

Driving across the Canadian prairies was somewhat disappointing owing to the sunny and clear weather that prevailed. Roads that were expected to be muddy had dried out and a route south of Calgary in the foothills was driven at an average speed some 10 m.p.h. faster than last year, when it was very muddy. With the high speeds prevailing, many of the smaller and older cars began to have trouble. The Skoda of Joe Mazuch and former Czech rally champion Vaclav Bobek had engine trouble when a core-plug blew out, and dropped out of the rally shortly after leaving Calgary. The 1951 Bentley of the McQuirk brothers was running with its transmission wrapped up in gauze bandages whilst the navigator poured oil from a soft-drink bottle through a hole in the floor! When they arrived at Winnipeg they had to change a wheel bearing.

After stopping in Regina, Saskatchewan, the rally arrived at Winnipeg with Doyen and Gibbs still with only the one penalty point they had picked up on the Douglas Lake Road. The Peugeot of Curran and Carney was tying for second place with the Falcon of MacLennan and Dempsey; the two other Falcons split fourth place along with the Renault R8 of Bailey and Gallop. Gendebien and Kerry (Volvo) tied for seventh with the Chrysler of Sumner and Bohl.

The big cars really showed their speed and

*TWELFTH FINISHER was the Renault R8 of Bailey and Gallop, seen here passing a scenic spot on the Shell 4000 Rally. Renaults were 1-2-3 in their class.*

power across the prairies, where there were some uncertain road junctions. At Spy Hill, Saskatchewan, there were 11 different roads that go across the grassland to the same place and many drivers chose the wrong roads. A Renault entrant said that he and a Chrysler both discovered they were off route and 11 minutes behind time. The Chrysler made up the time easily but the Renault incurred a two-minute penalty. Another casualty across the flatlands was the Corvair of Cooper and Low, which had transmission trouble and was towed back to Regina for repairs for the trip home to Victoria B.C.

Forty-three cars left Winnipeg for Sault Ste. Marie on a fairly straight run along the Trans-Canada highway, with only two deviations down a back road. At the Lakehead city of Port Arthur a safety check was held and the second-place Peugeot was penalized 10 points for a faulty direction indicator. The drivers said they had checked it just before doing the test but they had to accept the penalty which knocked them from second to seventh place.

At Sault Ste. Marie a large crowd gathered at a local shopping centre to see a driving test and to watch the frantic work going on in the hour that was allotted to each car for repairs. The engine of the VW of Callon and Ferguson was changed in less than 10 minutes, while the Renaults had to replace spark plugs which had disintegrated during the sustained high-speed driving.

The weather again resulted in very few penalties being incurred during the final two days of the rally which took competitors over many back roads in the provinces of Ontario and Quebec. The route followed many roads and trails which have been used in the Canadian Winter rally, but the average speeds could be maintained by any of the competitors so long as they stayed on the proper road.

At the Toronto overnight stop a 2,000 crowd watched the acceleration and braking test and the work being done on the cars. As had occurred at all stops, the Chryslers were hoisted up on jacks so that air hoses could be used to blow the dust out of the brakes, which seemed to be the only trouble the big cars were having. The Chryslers weighed almost 5,000 lb., at least 200 lb. comprising thick steel underplating. They were equipped with

power-assisted brakes, powered-steering, and windows, seat adjustment and radio aerial were all power-operated. The big V8 engine develops 400 b.h.p.

Leaving Toronto Doyen and Gibbs' Chevy II still held the lead with the Falcons of Merson/Wilson second, and McLennan/Dempsey third. Two cars left late when Lou Lalonde and John Jones (last year's winners) slept in until 20 minutes after their Studebaker should have started the day's section. Maters/Morgan didn't wake up in time to get their privately entered Renault on the road. Very few changes in the placings were expected on the run into Montreal, which took the rally through Ottawa and Mont Laurier, Quebec, but the Renault of Bailey and Gallop dropped from 4th to 12th place when they lost 33 points replacing a dirt-clogged carburetor.

A crowd of about 3,000 jammed the finish area in Montreal to watch the arrival of the rally cars. A ramp was solid with photographers and radio men as the cars came in and were put on display on the plaza of Place Ville Marie. Doyen and Gibbs had picked up only one penalty point between Winnipeg and Montreal, thus holding firmly on to first place. The dozens of General Motors public relations men that had been closely following the rally results appeared delighted, as did the Ford men when the Falcons came in on time to give Ford the manufacturers' award and also second and third overall. Highest placed foreign car was the Volvo of Gendebien and Kerry. Gendebien said that he enjoyed the rally very much but would have liked it better if the weather had been worse, or the average speeds higher. Diane Carter and Gillian Field scored a clean sheet on the last day to

win the ladies' award and the highest placed married couple was the team of Mr. and Mrs. Dick Williams of Vancouver.

The popular entry of the 1951 Bentley of the McQuirk brothers of Thornhill, Ontario, finished the rally in 26th overall and was the highest placed British car in the event. The only other car from Britain was a very tired old Austin Mini which finished 39th overall. The McQuirk brothers were given a special Sportsmanship Trophy donated by a Canadian sports car magazine.

#### RESULTS

##### General Classification

1. Doyen Gibbs (Chevy II), 2 points; \* 2. Merson Wilson (Ford Falcon), 5; 3. MacLennan Dempsey (Ford Falcon), 7; 4. Gendebien Kerry (Volvo Canadian), 13; \* 5. Harvey Mollman (Chrysler 300), 15; 5. Sumner Bohl (Chrysler 300), 15; 7. Curran Carney (Peugeot), 17; 8. Felton Riddick (Volvo 122S), 18; 9. Howell/Silvera (Ford Falcon), 19; 10. Polivka Bick (Volvo Canadian), 20; 11. McLean Leatham (Renault), 21; \* 12. Bailey/Gallop (Renault) and Hochreuter Lachner (Volkswagen), 39; 14. Charters Worth (Renault), 57; 15. Henderson Browne (Chrysler 300), 53; 16. Chelminski/Bunch (Acadian Sport), 69; 17. Hacker/Quirk (Volvo), 70; 18. Luce/Garrison (Volkswagen), 75; 19. Brown Johnson (Valiant), 84; \* 20. Ross/Davies (DKW), 91; 21. Williams Williams (Mercedes-Benz), 93; 22. Carter Field (Studebaker Lark), 94; 23. Betori Waldes (Citroen), 113; 24. Carter/Hambly (Chevy II), 129; 25. Alexander Jellitt (Volvo), 160; 26. McQuirk, McQuirk (Bentley Mark VI), 169; 27. Legare Steagall (Studebaker Lark), 184; 28. Maters/Morgan (Renault), 185; 29. Trotter/Carlisle (Studebaker Lark), 186; 30. Jones Lalonde (Studebaker Lark), 187. 12 other finishers. \* Class winners.

Coupe des Dames: Diane Carter/Gillian Field (Studebaker Lark).  
Manufacturer's Team Award: Ford Falcon (Ecurie Escargot).



DIANE CARTER of Toronto who drove her Studebaker to victory in the Ladies' Category. She finished 22nd overall.

## CORRESPONDENCE

### S.C.C.A. and the Lotus 7 1500 Cosworth

It was with great interest, if not without a little amusement, that I read of the doings of the Sports Car Club of America as regards the Lotus Super Seven 1500 in the "production" car class. First let me make it embarrassingly clear that to expect sportsmanship from the S.C.C.A. is to expect honesty from the Russians.

Allow me, please, to back up this rather violent statement: in 1958 out of 13 starts I had 13 wins with a Ferrari Berlinetta. In retrospect I think that perhaps the worst thing I did was to drive my car to and from each and every race, and then after the event remove the taped on numbers, neglect to have the car washed and then park it in front of the best restaurant in town. The fury was unbelievable. In 1959 at an S.C.C.A. meeting it was reliably reported to me that one comment was, "How can that car be truly 'production' when somebody like George Arents can beat Walt Hansen?"

I later told Walt that he should know this, for although the knowledge of such did not affect my times at Le Mans at all (I was fourth overall) in a new Berlinetta, and I did every now and then think about this comment, the real damage was the imputation against Walt's sportsmanship. Whether or not anything ever came of this I wouldn't know, but this I do:

A correction for you, please. The few series Berlinettas such as my 1959 Le Mans car were not allowed by S.C.C.A. even though their weight could be proved to be heavier than that of the earlier Scaglietti model and their carburetors were not allowed for many months even though my business partner, Mr. Luigi Chinetti, and I could prove that only the numbers, not the venturi size, had been changed. Even now the six carburetor version is not allowed although approved by F.I.A., and the GTO is out altogether.

Oh yes, no 1959 Berlinetta was allowed in any production car class either. It's sort of like your nice little Lotus Seven. Let's face facts as they are, rather than as they should be: the S.C.C.A. doesn't like fast cars. It doesn't like facts either, least of all those of the proveable variety. As I inferred earlier moral courage, decency and sportsmanship are not to be expected from Westport.

MIAMI 33, FLORIDA.

GEORGE ARENTS, JR.

### 0-100-0 m.p.h. in a Shade over 12 seconds . . .

FOLLOWING the announcement of the Lotus Cortina, I was interested to see the other day that Rolls-Royce, in conjunction with Coopus, will shortly be introducing the Coopus Royce; a handout passed to me by a member of the C.N.D. at Easter contained an enticing specification full of interest for the chap with built-in superleggera. Evidently referred to affectionately as the "Corstreuth", the Coopus Royce will accelerate from 0-60 in 3½ secs. and do 0-100 and back again to 0 in a shade over 12. It seems that enthusiasts will delight in the narrow torque band between 7 and 8,000 revs, for which a special 8-speed gearbox has been designed. A prominent member of the 1963 Cambridge boatrace crew has, I understand, put his name down for one of these delightful cars.

Eight-stub exhausts protrude from the side of the lowered bonnet and the air cleaner has been removed. Also removed has been the entire trim, wood veneer, carpeting and cigar lighter. Left in, however—a nice touch this—has been the rear vanity light and mirror for map reading purposes. Wind resistance tests showed that the radiator grill was not entirely suitable and, therefore, the mascot has been

removed. Demonstrating how thoughtful are the boffins at Crewe, the electric window winder has been left in on the navigator's side for ease of receiving route instructions, etc.

Prices start at £11,000—for the enthusiast that has everything.

LONDON, S.W.3.

G. W. FREEMAN.

### Officials at Goodwood

As a sequel to Bob Burnard's letter of 3rd May, I would like to relate my own experiences at the Easter Monday Goodwood.

My two friends and I had spent Easter at Itchenor with a sailing dinghy, but since the weather was unsuitable we decided to go to Goodwood. Once there, I bought a member's car park sticker and three Chicane stand tickets. As we drove to the tunnel entrance everyone beamed at us and made cracks about racing the boat. Admittedly, one official asked for the corner of the sticker.

After a short walk round the paddock we went via the subway to the Chicane stand where I was informed for the first time that we each needed a blue badge. This was completely out of the question as we had £2 between us and they were 30s. each.

B.A.R.C. enquiries told me I would have to spend the 30s. for the pleasure of walking 300 yards to collect my car so that I could drive it out again. Not unnaturally, I said no! They then ignored me and for all they cared I could have stayed the night.

At last we found a sympathetic official at the paddock entrance and we spent the afternoon in the members' car park.

As Bob Burnard said, officialdom can be taken to extremes. Having themselves made the mistake they expected me to pay for it. (Name and address supplied).

A DISGRUNTLED SAILING B.A.R.C. MEMBER

WITH regard to Mr. Bob Burnard's letter concerning "officialdom" at Goodwood on Easter Monday, I feel that as an experienced official I should like to point out that it is not an uncommon practice to try to smuggle in unpaying spectators. It must be remembered that the officials at meetings have a difficult and harassing time.

In conclusion, I would like to remind Mr. Bob (Ace-Bristol) Burnard of a meeting last year at Silverstone and some young ladies from a local hospital.

BARNET, HERTS.

P. J. BRITTEN.

### If I was a Motor-Minded Millionaire!

I SUPPOSE all of us have at some time played the game—it is called: "If only I were . . ." Well, I played it recently, and the thing that prompted the wish was a recent edition of AUTOSPORT.

I read the article on Alan Mann's Rolls-Royce-engined sports car, and I was off. Hands up all those who think this is a good idea!

"If I was a motor-minded millionaire," I would start now, buy three Bentley engines, find someone, possibly Jack Brabham, to modify them to perfection, and ask Colin Chapman to make me three Grand Touring bodies for them, with possibly coupled hydro-elastic suspension.

Sparing no expense, I would test the cars until they were perfect, and since Stirling Moss has announced his retirement from driving, I would secure him as team manager.

The drivers? Jim Clark, Graham Hill and Mike Parkes seem the obvious choice.

The race? Le Mans, 1964.

The reason? Well, it's the fortieth anniversary next year of the last Bentley success there (1924), when I believe they came in 1, 2, 3, 4, and prompted Mr. Buggati to mention that Bentleys were the nicest high speed trucks he knew.

B.F.P.O. 69.

CORPORAL M. FOX.

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