



In a way, the 1963 edition of the Shell 4000 rally was pointless. The total point loss for the first five cars added together wouldn't come close to that of the winner in a good European rally. As the organizer prayed for rain, publicity men from the various manufacturers battled for press coverage at the overnight stops and teams of mechanics rebuilt cars for an hour each night. In spite of all this seemingly unrelated activity the rally provided most of those concerned with what they wanted. The car makers got their publicity, the organizer benefited, competitors had a pleasant sightseeing tour of Canada. The bewildered public wondered what it was all about.

SHELL 4000

The first twenty-four hours, through British Columbia, were tough enough. Only the eventual winners came through outstandingly well, with a single point loss. Oddly, the very first checkpoint could have been dangerous to most competitors, as all but 14 crews missed it. The organizers then decided to scrap it. Apparently the checkpoint, just outside Vancouver, was practically obscured. Eastern crews, who might have been frightened by daytime rallying through the mountains were spared the necessity of looking over the sides since the event began in the darkness and made it into B.C.'s interior by morning. Some tricky navigating near the U.S. border almost upset a few, while a brief snowstorm on the Hope-Princeton highway promised to slow the cars.

But it was the back country of B.C. that really



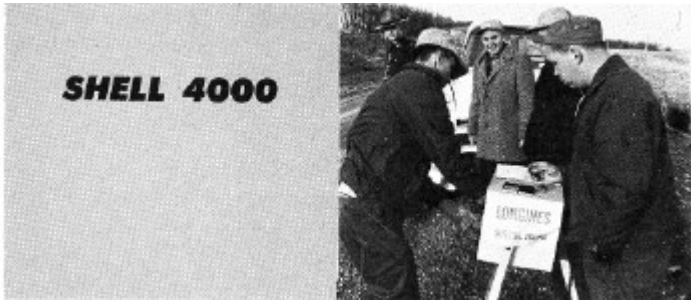
Top: Navigators relax north of Lake Superior. Bottom: Maria Van Nifrik leaves start in Stingray.



Top: Endless Bentley had over 350,000 on clock at start, won CT&T sportsmanship award

Right: Out where the tall trees, tall hills and tall stories grow

Below: Lalonde clocks in as Mountie, locals look on



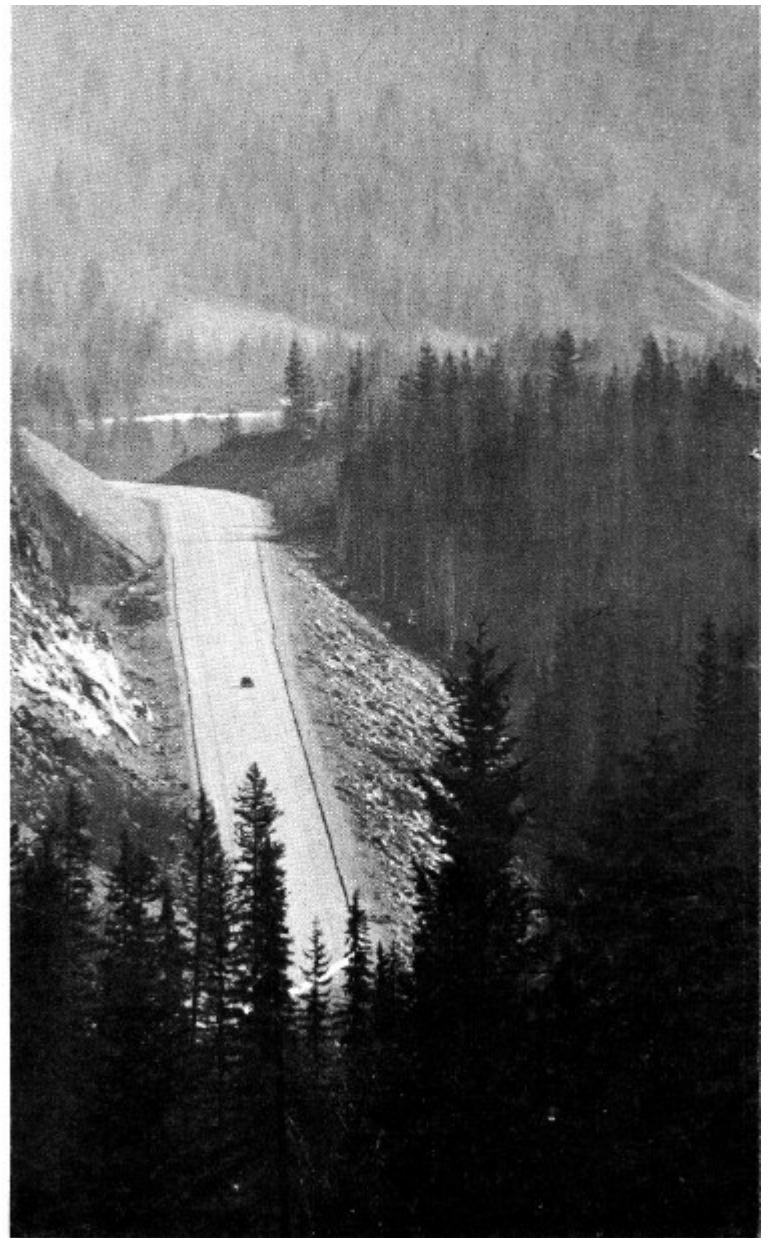
had the rallyists scrambling. The roads hardly deserve being called that, with potholes, rockslides, mud and logs pounding away at cars hustling to keep up the average. The stately Bentley, which began the event with 358,000 miles on the clock had a hole in its sump and brothers Donald and Colin McQuirk frantically forced temporary plugs into the leak. The oil flowed like wine as the car made it to Salmon Arm for more quick repairs. Vancouverites Jellett and Alexander came through with part of their removable tread hanging loose while Volvo drivers Polivka and Bick discovered troubles in the rear axle.

In second place after this section was the Ford Falcon of MacLennan and Dempsey with a mere three point loss. A private car, driven by Frank Curran and Ron Carney split up the factory entries by slipping into third place. Gunnar Engelin and Robin Edwardes saw their rally end early when they were mired for many hours in deep mud. This concluded the Volvo team's hopes. The Studebaker men's team also was out of the running after the first section when Haddow and Bird were past the 12 hour disqualification period.

The run to Regina was somewhat easier although three more cars failed to make it. A deep mudhole south of Keltern, Saskatchewan caused a great loss of time while navigating was more difficult than might have been anticipated in the prairies. For leaders Doyen and Gibbs it was all duck soup, though, and they carried on without difficulty. Apparently the Chevy 2 with six cylinders is a well balanced machine for this type of work. Winners of last year's rally, Jones and Lalonde, missed a turn near Moose Jaw which sent them 44 miles



Coupe Des Dames winners
Carter/Field out on a Lark

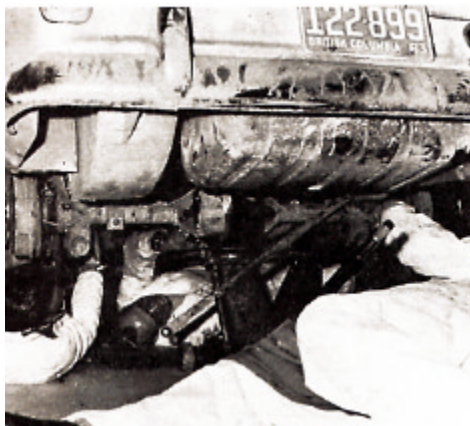


off course.

More mechanical troubles plagued the cars as the rally rolled on. Jellett and Alexander broke the rad in their Volvo. Terry Summer and Roger Bohl reported breaking a speedometer cable in the big Chrysler 300. Hochreuter and Lachner smashed a hole in the fuel tank of their Volkswagen. The Skoda of Joe Mazuch and Czech rally champ Vaclev Bobek had to retire.

As they plugged on through the prairies, the rallyists found little to slow them and probably monotony took as great a toll as the route itself. Dempsey and MacLennan dropped one point for a total of four, making second spot into a two-way tie with the Curran/Carney Peugeot. The Falcons were leading the manufacturers teams with a loss of 14, a considerable edge over the Chryslers which had piled up 80 points.

Mud showed up occasionally in the roads of the mid-west but not in sufficient quantity to have any severe effect. Some of the cow-paths near Spy Hill, Saskatchewan had the navigators mixed up for a time. From Winnipeg to North Bay was a pleasant tourist trip, with only one route available to the



Top: Winners Doyen and Globs swingdn' down the lane In Chevy II Left: Fast axle change for Polivka/Bick Volvo Middle: Crew's eye view of prairie road Right: Gendebien/Kerry try fast car wash In Volvo Canadian

organizers and no messy weather to restrain the entrants. Then things became interesting again as the thousands of dirt roads well-known to Winter Rallyists, though usually icecovered, had crews working to maintain averages. The inscrutables. D&G, lost a point and the Chevy ad writer shivered with fear. MacLennan and Dempsey dropped three and slipped to third. Merson and Wilson lost one but gained second, leaving the Falcon team in good shape. The Sumner/Bohl Chrysler 3003 slipped into fourth, while Gendebien and Kerry were fifth.

Surprisingly, the final 16 hours between Toronto and Montreal did little to change the standings. The Chevy 11 made it intact, the two Falcons held second and third. A later point revision gave Gendebien and Kerry a solid fourth, while the Chrysler team of Sumner/Bohl was docked two and slipped into a fifth place tie with teammates Harvey and Mormon. Diana Carter and Gillian Field grabbed the Coupe Des Dames, ending a grudge right with a victory over fellow Larkettle Juliette & Gare.

The reception in Montreal was fantastic. Thousands turned out to watch the arrivals, lining the roadway like the crowds at the Mille Miglia. Future plans call for closed roads

which, together with a circuit race at Westwood and, perhaps, Montreal would measure the drivers.

CHICK-CHAT . . .

Although this year's Shell 4000 had several faults caused mainly by constant excellent weather, and the resultant too slow average speeds -- all 42 finishers labelled it an enjoyable rally . . . We heard of no navigators being thrown out of cars, or used as the targets for empty pop bottles - only amiable relationships persisted . . . Enjoyed the sight of one of the McQuirk brothers entrants, dust cloth in hand, polishing and tidying up the vast interior of their '51 Bentley . . . These boys were the deserving recipients of the annual Sportsmanship Award presented

(Continued next page)





Top: Falcon Sprints through gravel back road. MacLennan/ Dempsey car finished third overall, Falcon won manufacturer's team award Left: Engine in the rear, for better traction in mud, sand, etc. Right: The end at Place Ville Marie

the route laid out under excellent conditions with time controls set out correspondingly . . . and no route controls disallowed . . . One sore point of this year's rally, was the one hour provided each night for car repairs . . . To our way of thinking, this was a provision ideally suited to poorly manufactured automobiles and cars with no mechanical difficulties were no further ahead than those having rear axles and doors replaced by trained mechanics and service crews . . . Hitting a deer - and going

off the road are two completely different things and the resultant body damage should have been treated likewise.

Public interest across the country was noticeably higher than previous years and the sight of that fantastic crowd of 5,000 people at the finish in Montreal was well worth travelling 9,000 miles for . . . and then so me

D.C.

SHELL 4000 (Continued)

by CT&T . . . The rules stated only 2 persons to a car, but organizers made an exception with the husband/wife team of Myrna and Bill Williams of Vancouver who brought their miniature poodle, Tinkerbell, (smartly attired in an original Shell coat) along for the ride . . . Fellow Larkette Alice Ferguson had the misfortune of taking a wrong road near Dryden, Ont., and ended up smack in the middle of the Eagle Lake Bible Camp! One Chrysler driver was heard to comment, "Boy Mother . . . I bet they heard words down there that they'd never heard before!" . . . The amazing handling of the automatic Chrysler 300J's was a sight to behold . . . Much credit should go to the car clubs who manned the controls and vied for a \$50.00 daily prize for best control . . . Controls such as Douglas Lake, B.C. (the middle of NOWHERE at 5:00 a.m.; the beautifully organized Hill Climb at Calgary; Wawa, Ont.-where model 'Wawa' birds and moose-burgers were the gift of a club with a total membership of 26; the ingenuity of the Lower Canada Sports Car Club's Colouring Book; and the out-and-out elbow grease provided by the Montreal MG Car Club's 60 sec, car wash.

Next year . . . and we hope there's a next year . . . we'd like to see a variable set of average speeds . .

RESULTS

1. DOYEN/GIBBS. CHEV II
 2. MERSON/WILSON. FORD FALCON SPRINT
 3. MacLENNAN/DEMPSEY. FORD FALCON SPRINT
 4. GENDEBIEN/KERRY, VOLVO CANADIAN
- CLASS r
1. McLEAN/LEATHEM. RENAULT
- CLASS 2
1. GENDERIEN/KERRY. VOLVO CANADIAN
- CLASS 3
1. BROWN/JOHNSON, VALIANT
- CLASS a
1. DOTEN/GIBBS. CHEV II
- MANUFACTURER'S TEAM
1. FORD FALCON SPRINTS
- SPONSORED TEAM
1. ECURIE ESCARGOT
- PRIVATE TEAM
1. PEUVAIERTE5
- PRIVATE ENTRY
1. CURRAN/CARNEY. PEUGEOT
- COUPE DES DAMES
1. CARTER/FIELD. STUDEBAKER LARK
- PHOTOS BY JOHN PLOW