

WINNING VOLVO, DRIVEN BY KLAUS ROSS AND NAVIGATED BY JOHN BIRD, HEADS DOWN FINAL LEG OF THE GRUELING 4044-MILE TREK.

SHELL 4000 RALLY

by Brian Cummins

MOST OF THE 100+ competitors in the Shell 4000 Trans-Canada Rally this year agreed that the event had become increasingly like the major European rallies. This year, for the first time, special sections *a la* Monte Carlo Rallye were included in the 4044-mile jaunt from Vancouver to Montreal. In the past, North American rallies have developed along lines different from the Monte Carlo Rallye—with most entries and organization coming from enthusiastic amateurs. Rallies in the U.S. and Canada have emphasized strict timing rather than an endurance run of both car and driver.

Though the closed-off speed sections constituted only a little over 200 miles of the route, they were among the most talked-about features of this year's Shell 4000 event.

To complete the European flavor of the 1964 Shell 4000, the Swedish Volvo 122-S put on what's been described as an unprecedented performance in international rallying. Volvo scored first overall in a car driven by Klaus Ross and navigated by John Bird. Three Volvos won the Manufacturers Team Prize. And the Coupe de Dames was taken by Diana Carter of Toronto and Gillian Field of New York.

The winning manager, John Kay of Volvo (Canada) Ltd., had cautiously estimated before the event that they might win the Manufacturers Team Prize "...because of the all-around strength of the team members." Kay was, however, doubtful of even this honor in the light of the strong teams entered by Ford and Chrysler and by a newcomer this year, Standard-Triumph. There was a strong General Motors dealers' team of Chevy IIs as well. This included last year's winners, champs Dick Doyen and Clay Gibbs of Wisconsin.

The first car roared out of Vancouver at 7 PM (Pacific Standard Time) on a Saturday night. Ahead for the 60 crews was an all-night drive through the winding roads of the Canadian Rockies, including the treacherous Cascade region, where there may be (and usually is) ice, snow, and mud in varying quantity. These are normal rally conditions.

There were some rumblings from contestants when, at the start, a regulation was explained that meant this year drivers would see a sign warning them of a control point 500 yards away. The drivers could and did stop at these indicators so they'd be able to check in at the correct and specified times.

Some of the North American rallyists complained that this took some of the navigational skill out of the event and changed it into a race. Europeans and such top contestants as U.S. rally champion Scott Harvey of Dearborn, the Chrysler team captain, were delighted. Said Harvey, "This year's rally was a transition between the typical North American go and the top European events. Next year's, if the organizers continue along their present lines of thinking, will be a great event." All indications show that this will be the case.

The main complaint about the control-point warning signs was that the cars with the heaviest engines could go as fast as possible between points and stop at the 500-yard signs. But as it turned out, Volvo made smorgasbord out of that beef.

Shortly after leaving Vancouver, the cars hit their first really tough conditions — six inches of snow covering a mud base. Six cars were forced out early in this section. Among these were Bo Ljungfeldt and Fergus Sager of Sweden, second-place-getters in the last Monte Carlo Rallye. Their Ford Falcon hit some ice during one of the speed stages — this one was a 30-mile stretch in the Cascade Mountain region of southeastern British Columbia.

By the time the cars reached Saskatoon, Saskatchewan, following a hill-climb test before they went to bed in Calgary, a full day's drive over roads through muddy prairie wheat fields put another five cars out of contention. Leaders at this stage were Maurice Carter and Ian Worth in a sponsored Chevy II, Klaus Ross and John Bird in a factory Volvo, and John Merriman and Paul Manson in a Chevelle.

Harvey and Mollman's factory Valiant had been tied for first place at Calgary, but they rolled it at Wainwright, Alberta, on a gravel speed section and dropped to sixth place. Veteran rallyist Anne Hall of England was the leading European at this point, keeping her Falcon Sprint up in 10th place.

The third stage — from Saskatoon to Winnipeg, Manitoba — was 623 miles, to be covered in 13 hours. There were changes in overall leadership and the women's leadership. Carter and Worth, with two days of no penalty points,

arrived with five penalty points after pulling in at the day's final check point four minutes too early. Said navigator Worth, "We'd been waiting 13 minutes outside the check point, but I misread my clock."

Anne Hall went off the road during the day's speed test and was stuck in mud and water up to the doors of her Falcon. Defending women's champion Diana Carter of Toronto and Gillian Field also had problems — being stuck in a snowbank — but stayed within striking distance of the title. Swedish national women's champion Anneli Lindquist of Stockholm missed a check point in her Valiant and went down in the standings.

The snowbank where Carter and Field were stuck near Yorktown, Saskatchewan, was small but troublesome. Gendebien lost time there, and three Mini-Coopers were also stuck. Previous Shell 4000 winners John Jones and Lou Lalonde of Toronto, in a dealer-sponsored Chevy II, were eliminated in this section when they collided with a farm vehicle. Neither was hurt.

This day's speed section was different from the Cascade Mountain and the Wainwright sections. Where roads in those areas dipped and climbed, the third day's 20-mile stretch through Riding Mountain National Park on the Saskatchewan-Manitoba border was flat and curvy.

Leaders at Winnipeg were Ross and Bird in their Volvo and Merriman and Manson in their Chevelle. Each crew had lost one point. In next place were Fred Hayes and John Wilson in their factory-entered Falcon Sprint V-8, and just behind came Gendebien and Kerry in their Volvo.

From Winnipeg, the cars faced a 920-mile leg around



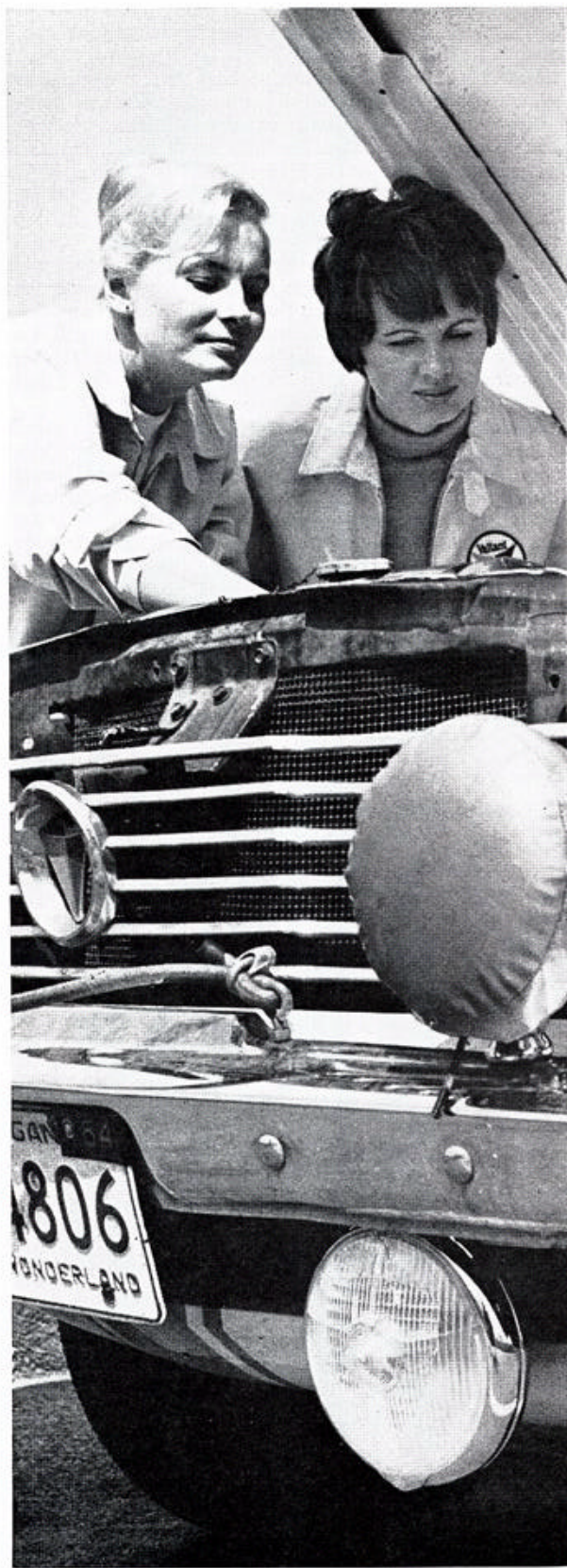
Studebaker rallyists Paula Murphy and Gean Calum get signal to leave the main starting ramp at Vancouver, British Columbia.



Scott Harvey and Bob Mollman of the Valiant team negotiate a turn on the Alberta section. They placed fourteenth overall.



Chevy II came in second, behind winning Volvo. Driver Maurice Carter, navigator Ian Worth tallied only 11 penalty points.



Valiant ladies Anneli Lindquist of Sweden (left) and Sally Anne Koemel of California rummage around the engine room.



Special night lights helped rallyists hold speeds in dark. A third-place finish went to this Falcon team of Merson-Davies.



Battered Volkswagen poses the question: Should officials let it continue? Decision was yes—car and drivers finished rally.



Many cars bogged in mud, among them the Bentley Mk VI (top left), Falcon Sprint, and Valiant. Tractor had busy morning.

Lake Superior to Sault Ste. Marie, Ontario — the longest section in the event. Nearing Ignace, Ontario, the leading women's entry, Anne Hall and Jean Steagall, was eliminated when their Falcon overturned. Mrs. Steagall was driving when the car skidded on a patch of ice about 150 miles northwest of Port Arthur, Ontario. The team had lost only 61 points since leaving Vancouver.

Merriman and Manson released the horses in their Chevelle during this day's special speed section, covering 27 miles of gravel roads in the Sandilands Forest region in 21 minutes, 15 seconds. These special speed sections were run over roads not open to the public. The cars, which were divided into four classes based on engine size, were penalized one point for every minute slower than the fastest car in their class.

Ross and Bird, whose Volvo was tied with the Chevelle as the cars left Winnipeg, gathered an extra penalty point when they completed the special stage one minute slower than the fastest car in their class — a works-entered Triumph TR-4 driven by Jean-Jacques Thuner of Switzerland and Roy Fidler of England.

When they hit Toronto from "The Soo," Ross and Bird had moved their Volvo into sole ownership of first place, with only two points lost. Close behind them were Maurice Carter and Ian Worth in a Chevy II, with seven points lost. Harvey and Mollman's Valiant was sharing third place on 10 points, with two team Falcons — McLean-Gallop and MacLennan-Dempsey. In sixth place was a third Falcon — George Merson and Brent Davies. In seventh, the Volvo of Gendebien and Kerry.

Rather than a pleasant tour through the vacation areas of Ontario, the run into Toronto turned into a nightmare. Leaders Merriman and Manson dropped to 12th place when they ditched their Chevelle, and most other cars lost points on the muddy backroads.

The final day's run to Montreal was still left, and in the past, this has been regarded as little likely to have much effect on the standings as they leave Toronto. But — and this is what hooks rallyists — it wasn't to be so. Coming out of the usually fearful Calabogie district, the leading Falcons both ran into trouble — one with a broken half-shaft, the other running into a mud bank. Harvey and Mollman's Valiant collided with a farm tractor while coming over a blind rise. This dropped them in the standings and extinguished all of Detroit's hopes.

An innovation this year was the sealing of engine head and sump, transmission, and the drive-axle assembly. To further emphasize reliability, repair time allowed at the end of each section was reduced from one hour to 15 minutes, and only the crew was allowed to work on the car. Team managers were allowed to call advice from over the fence during these stops, and at the end of this rough, tough test of cars, there were quite a few hoarse team managers.

Final results follow:

POS.	DRIVER	NAVIGATOR	CAR
1	Ross	Bird	Volvo
2	Carter	Worth	Chevy II
3	Merson	Davies	Falcon
4	Gendebien	Kerry	Volvo
5	Curran	Carney	Peugeot
6	Bunch	Edwards	Skoda
7	Merriman	Manson	Chevelle
8	MacLennan	Dempsey	Falcon
9	Wenzel	Proctor	Volkswagen
10	Houser	Remington	Valiant /MT



Stuart Ramsay pilots Renault R-8 over the top on Calgary hill-climb section. Rear engine placement helped traction on gravel.



En-route wash job came when McLean-Gallop Falcon Sprint struck loose slush over mud base. This was on easier leg of route.



Winners Klaus Ross (left) and John Bird led Volvo team to victory. Volvos had only 148 points against them, a very good show.