

"SHELL 4000"

Triumph TR-4s. With an international cast of drivers — Jean-Jacques Thuner of Switzerland and Roy Fidler of England, Canadians Bert Rasmussen and Paul Coombe, and Americans Gordon Jennings and Ed Homsey — the TR-4s lost 314 points to 505 for the Falcons.

Although the big cars basked in most of the limelight, three 1,200 cc Skodas proved they could take an awful thrashing and still come out on top. With no parts available outside Quebec, and no service car along to help them, the Czech cars took first, second and fourth in their

class and had the second-best team score (277 points) after Volvo. Blair Bunch and Robin Edwardes were the highest-placed members of this sponsored team, occupying Sixth overall with 25 points.

Just ahead of them, Frank Curran and Ron Carney dropped 20 points in their Peugeot to win the private entry award for the second year in a row. They also picked up \$1,000, the same as the overall winner's purse. It is interesting to speculate on what a factory-supported Peugeot entry could achieve because Curran's car was bought second-hand, has been used for two Canadian Winter Rallies, two Shell 4000s and now has more than 85,000 miles on the odo.

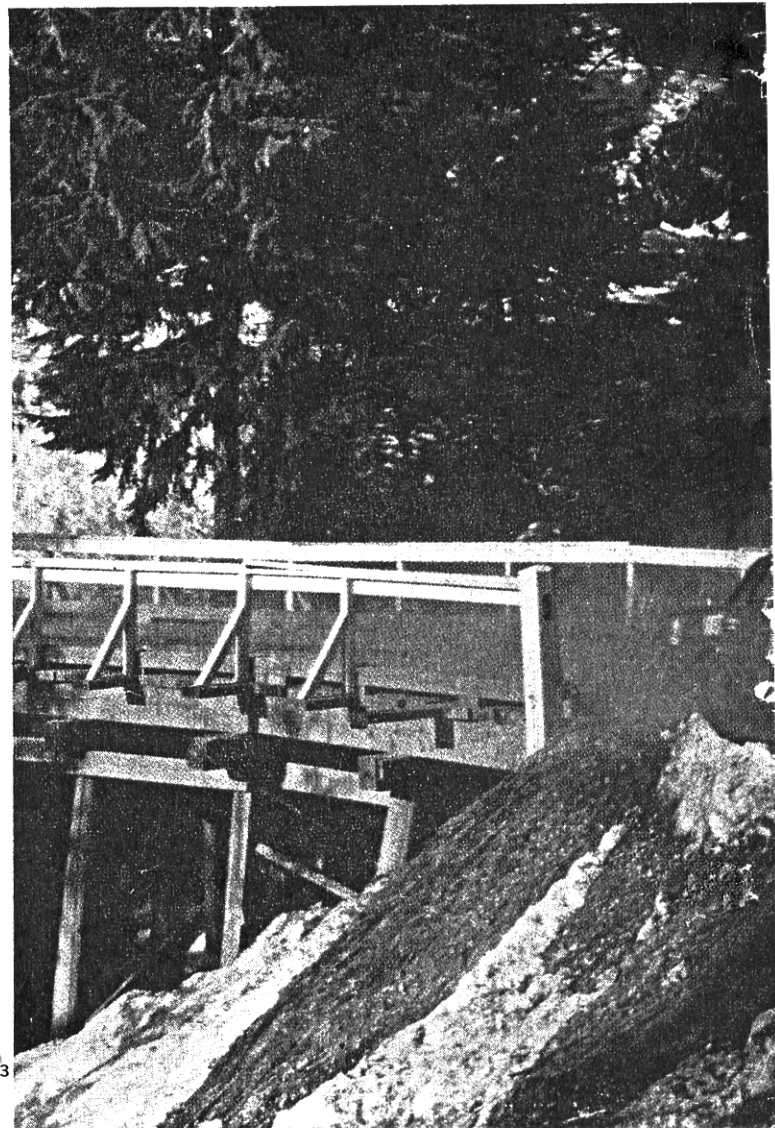
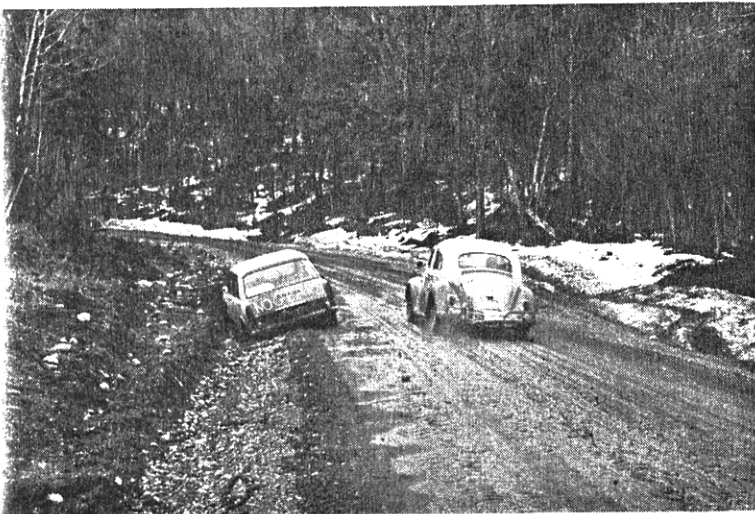
This year's Shell 4000 proved to be far more difficult than any of the three previous events and was described by veteran rallyists as the toughest ever staged in North America. The roads and the weather ranged from good to atrocious, the speeds throughout the event were about as close to the legal limit as the Canadian Automobile Sport Club will allow, and if you think naviga-

tion should play a major part in a rally than stick to night navexes. For probably the first time in North America, here was a rally that called for strong cars, fast drivers and paid-up life insurance policies (which organizers, incidentally, provided).

One quarter of the entry failed to finish and of those that did at least five had rolled over and many others bore the scars of battle.

The Shell 4000 is one of five rallies included in the RAC's world rally championship and several important changes were made in the format of this year's event to raise it to the caliber of the other rallies in the championship. The primary object, of course, was to attract increasing factory support in the future, and the comments of the Europeans who took part suggest there will be little trouble in doing just that.

The most significant innovation for a Canadian rally was the introduction for the first time of high-speed special stages over roads closed to the public. The cars were divided into four classes: Class One up to 1,300 cc; Class Two 1,301 to 2,000 cc; Class



Three 2,001 to 4,000 cc; and Class Four over 4,000 cc. On the special stages only, the fastest car in each class received zero points and the remaining cars in the class one point for each 60 seconds they were slower.

The special stages varied in length from 13 miles (five laps of the Mosport circuit near Toronto) to 34 miles and totaled 108 miles. This may not seem like much in a 4,000-mile rally, but the special stages on the Monte Carlo Rallye total only 50 miles.

Several other changes were made to emphasize the fact that the Canadian rally was to be a test of the cars and drivers and not just the navigators. At the pre-rally scrutineering the engine, including head and sump, the transmission and the rear axle were all sealed. Breaking a seal for repairs or parts replacement brought automatic penalties. Along the same lines, the free time allowed for repairs at each overnight stop was slashed to 15 minutes from one hour. This prevented the wholesale replacement parts that occurred last year and put the private competitors on a more even footing with the well-

endowed works entries.

The organizers delivered their coup de grace to the traditional North American concept of a rally when they told the competitors at the briefing that they could stop within sight of a control. A clause to this effect was in the regulations all along, but it was apparently overlooked by most crews. In most other Canadian rallies a car within sight of a control must clock in immediately, even if this means incurring penalties for being early. By abolishing this rule the organizers effectively eliminated the 'Mickey Mouse' timing that requires navigators to keep the drivers within a few seconds of the specified averages for miles on end. The policy was to barrel from one control to the next and if you were not late, sit there and calculate the exact time you should clock in. But that is a race, you say? Damn close to it!

The rally began in Vancouver and was divided into six sections, with brief overnight stops at Calgary, Saskatoon, Winnipeg, Sault Ste. Marie and Toronto before reaching the

finish at Montreal.

The final entry of 60 cars was not high by European standards but it was 50 percent higher than in the past two Shell 4000s and came close to what the organizers consider a manageable maximum for an event of this length (75 cars). In addition to the class division, the cars were split into three categories — manufacturers, sponsored and private — with separate awards for each. The sponsored category embraced those non-works cars receiving more than \$100 in financial or material assistance. Prize money totaled \$10,000, including \$1,000 to the overall winners and another \$1,000 for the first private entry, whatever its overall position.

The usual pandemonium reigned in Vancouver before the start. The Ford camp was in the biggest flap despite the fact they probably knew before anyone else that they were going to enter the rally. The Falcons were prepared in Detroit but were still being worked on a few hours before the start. The drivers and

(Continued on page 86)



1—Andreassen gets his VW 1500 a tad out of shape on the Riding Mtn. National Park 3rd day special stage.
 2—The Jacks' Morris 1100 bears the sad sign on its rear, "No Gears" on the 4th day, after breaking gearbox.
 3—Trant Jarman Pontiac GTO sweeps across a bridge in the Cascades the 1st day, lost many points in a ditch.
 4—Thuner's TR-4 blew a rear tire on the 3rd day's special stage, finished on mag rim with little loss of time.
 5—Harvey/Mollman Valiant was unbent at every stop after 2nd day roll-over, then was totalled on last day.
 6—SCG's Jean Calvin sprints for the time clock at end of 3rd day's stage; Paula Murphy drove Factory Stude.



4



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6

SHELL 4000

continued from page 47

team manager wouldn't admit it, but they would have been much happier if they had been allowed to prepare the cars themselves in Canada.

The Chrysler head office only gave the go-ahead for entry two days before the deadline but team captain Scott Harvey had been quietly preparing the cars since the Monte Carlo Rallye and they were more or less ready to go. Former Canadian champion Bill Silvera, who was to navigate one of the Valiants for the Flying Finn, Esko Keinanen, was busy learning the Finnish for "slow down, take it easy and help!"

The Volvo group seemed to have everything under control and their cars were notable only because they were about as close to the normal production car as you can get. No undershields, for example, and no heavy duty suspension (there isn't one). Standard-Triumph's competition manager Graham Robson and his U.S. opposite number Kas Kastner turned up with three immaculately-prepared TR-4s that immediately generated a great deal of comment because of their cast magnesium wheels. Few people, including, it must be admitted, this writer, thought a cast wheel would stand up to continuous pounding over the ruts and pot holes of dirt roads and farm tracks.

Our own preparations were elegantly simple. Through the good offices of Dick Williford, Chrysler's performance publicity chief, Chrysler Canada supplied SCG with a V-8 Valiant. We picked it up, complete with automatic transmission, manual steering and standard suspension, and drove it 3,700 miles with no more attention than one oil change. The car never put a wheel wrong and gave us the most comfortable trip we had in four years of covering the Shell 4000.

The first car rolled down the starting ramp at 7 p.m. to lead a 21-hour overnight haul to Calgary. The route began easily and became increasingly rougher as it approached the first special stage, 34 miles through the Cascade Mountains in southern British Columbia. Carved out by gold miners and their donkeys decades ago, the rough dirt road is little more than one lane wide and unfenced drops of more than 1,000 feet border some of the hairpin turns. Although the road was closed, the authorities refused to abolish the legal speed limit entirely so the organizers decided on a fixed time of 45 minutes for the 34 miles. As it turned out, only one car in the entire rally — the class two TR-4 of Thuner/Fidler — was able to get under this time. Thuner completed the stage in 44:38. The Ross/Bird Volvo was second fastest in class two, turning 45:38, but it lost one point. The Gendebien/Kerry Volvo took 47:37 and lost three points. The Namerow/Bick Volvo rolled in the middle of the

road but still lost only 12 minutes (and points).

In class three, the Harvey/Mollman Valiant was fastest with 45:33, which gave it a two-point margin over the next fastest in its class. In class four the Merriman-Manson privately-entered Chevelle was quickest with 45:55, but Jones/Lalonde and Carter/Worth in the sponsored Chevy II team were both within 60 seconds and lost no points. (The third Chevy II driven by 1963 winners Doyen/Gibbs had two punctures in a row and dropped eight points.)

Both Ford and Chrysler came to grief. The Falcon driven by Bo Ljungfeldt and Fergus Sager (second overall in this year's Monte Carlo Rallye) went off the road, a rear half shaft parted from its bearings and they lost more than three hours. Keinanen was living up to his Monte Carlo reputation by doing the impossible. Just one mile from the end of the stage, his clutch burnt out when he was six minutes in hand. A brilliant performance, true, but it can also be said that when it is only necessary to do 45 minutes to get zero penalty there is little point in trying to do 39 minutes. Gendebien, who doesn't have to take a back seat to anyone in race or rally, was quite willing to give up one or two points on every special stage if this was necessary to preserve his car.

Because three of the cars that scored zero on the special stage picked up additional penalties on the road, the leaders at Calgary were Harvey/Mollman (works Valiant) and Carter/Worth (sponsored Chevy II), both with clean sheets.

CALGARY TO SASKATOON

The Canadian Army co-operated to provide the second special stage at Camp Wainwright, Alberta, which was much more deceptive than it looked. Several of the corners on the 15-mile run tightened up very quickly as you went through and deep gravel made the driving more like roller skating.

Thuner was again fastest in class two, turning 14:41, but this time both Ross and Gendebien finished within 60 seconds of him and lost no points. Fastest time of all was set up by the privately-entered class four Falcon of Henderson/Bickman, which did 14:01. However, five other cars in their class, including the Carter/Worth Chevy II and the Merriman/Manson Chevelle, finished within a minute of them and lost no points.

The Harvey/Mollman Valiant was eliminated from first place when it went off the road, did one complete flip back on to its wheels and then went a quarter-mile along a river bed before re-joining the route. Despite these antics, Harvey did 16:45 and was only two points down on the fastest man in his class. Ljungfeldt was allowed to start the day's run despite missing innumerable controls the day before, but he was eliminated for good when he went off the road and did a thorough job rolling the Falcon. (Everyone was sorry to see

both Keinanen and Ljungfeldt eliminated so early, but it was apparent the Canadian practice of not disclosing the route beforehand puts a heavier demand on drivers' skills. You have to be fast to win, but you also have to finish to in.) Shortly after Ljungfeldt went off, the Doyen/Gibbs Chevy II plunged off the road at the same spot and joined the Falcon on the DNF list.

This made the leaders at Saskatoon the Carter/Worth Chevy II with zero points, followed by the Ross/Bird Volvo and the Merriman/Manson Chevelle, both with one point.

SASKATOON TO WINNIPEG

The national parks authority closed down 19 miles of Riding Mountain National Park in Manitoba to provide the third day's special section. For the first and only time in the rally, the Thuner/Fidler TR-4 was not fastest in its class. Their right rear tire blew four miles from the start of the section, but Thuner still averaged 49 mph on the wheel rim for the remaining 15 miles to finish within four minutes of Ross' Volvo, the fastest car in his class. This, of course, effectively silenced the doubts about the magnesium wheels.

The Henderson/Bickman Falcon was fastest car in class four (and the rally) with a time of 19:37, but once again both the Carter/Worth Chevy II and the Merriman/Manson Chevelle managed to stay within a minute of him and escaped penalty. Despite his flip the previous day, Harvey's Valiant was the fastest in class three with a time of 20:14.

The women's category was thrown open when Anne Hall mired her Falcon axle-deep in a long water hole and lost 50 points. Up to then, she and her American navigator Jean Steagall had lost only six points and were 75 points ahead of the Carter/Field Volvo. Paula Murphy and SCG's Jean Calvin, in a factory (Canadian) sponsored Studebaker, had begun to settle down at this point after early problems with the car and Canadian navigation systems had cost them a heavy penalty load.

After losing Doyen/Gibbs the previous day, the Chevy II team had a double misfortune on the way into Winnipeg. The Jones/Lalonde Chevy II, which had been tied for third place, was eliminated from the rally when a farmer pulled out of a side road and smashed into them. There were no injuries, but it was the end of the rally for the 1962 winners. A human error of a different nature struck the Carter/Worth car, which was in the lead with a clean sheet. They were sitting outside the final control in Winnipeg with several minutes in hand when Worth mis-read his watch and brought them in five minutes early. The error dropped them

Fourth place and left the Ross/Bird Volvo and Merriman/Manson Chevelle tied for first place with one point each. The privately-entered Valiant of Houser/Remington had climbed up to third with four points.

WINNIPEG TO SAULT STE. MARIE

Although the Vancouver-Calgary leg was the longest in terms of hours, the arduous 900-mile haul around the top of Lake Superior was by far the longest in terms of miles. Although the rugged scenery provided a lot of compensation, there is only one road around the Lakehead, and mighty little rallying to be done. (Only 40 percent of the route was on paved road, and competitors covered most of it on this leg.)

Fortunately, there are several forest reserves near Winnipeg and one of these, the Sandilands Forest Reserve, provided 27 miles of rough dirt road to the day's special stage. Thuner once again set the pace in class two, turning 23:04 with his TR-4. Ross/Bird and Gendebien/Kerry did 23:29 and 23:45 respectively and both lost a point. In class four, however, Merriman really cut loose with the Chevelle, returning a time of 21:15. He lost no points of course, and so held an undisputed lead in the rally.

By this time, rather naturally, the Volvo people were becoming upset because the only points their cars were losing came because they were beaten in the special stages by a GT car that had lost too many points on the road to be in contention. Their suggestion that a separate class be established for GT cars next year may have some merit.

The Carter/Worth Chevy II climbed up to third when the Remington/Houser Valiant blew a tire eight miles from the end of the stage and finished on the wheel rim.

After the cars left the special stage, Ford suffered another misfortune when the Hall/Steagall car rolled on slippery bend when Ann Hall was sleeping Jean Steagall driving. Anne had to have stitches in her head and the car was out.

SAULT STE. MARIE TO TORONTO

Just three weeks before the rally started the Ontario Lands and Forests Department withdrew permission it had previously granted to use a forest road for the day's special section. As things turned out, it wasn't needed. The route led competitors through territory used regularly in the Canadian Winter Rally, but the ice and snow of winter had given way to the most atrocious roads the drivers were to encounter in the entire rally. For more than 100 miles the route was a winding muddy quagmire, and at one point there were more cars in the ditch than on the road.

As the cars struggled into Toronto, the Ross/Bird Volvo had undisputed possession of first place for the first time, with only two points. Altogether only four cars managed to slide through the mud free of penalty. Carter and Worth moved up to second, with seven points and three cars were tied for third with 10 points. They were the works Valiant of Harvey/Mollman and the Falcon Sprints of McLean/Gallop and MacLennon/Dempsey. The Merson/Davies Falcon was fourth with 11 points

and the Gendebien/Kerry Volvo fifth with 13.

TORONTO TO MONTREAL

On the day's special stage - five laps of the Mosport circuit - Thuner was the fastest class two car as usual, but for once Ross was not right behind him. Thuner turned 10:30; Gendebien did 11:05 and lost no points, but Ross came in at 11:50 to lose one point. He retained his five-point lead when Merriman did 10 minutes even in class four and gave a point to the Carter/Worth Chevy II.

From Mosport to the finish the cars were once again turned loose on Winter Rally roads to write the final chapter of the rally. The narrow, winding roads were gravel-covered, but the averages were so high as to be almost hair-raising. McLean/Gallop plunged off the road in their Falcon, losing nearly three hours; a half shaft parted on the MacLennon/Dempsey Falcon dropping them more than half an hour; and then the Harvey/Molman Valiant collided head-on with a non-competitor. There were no injuries, but the three cars that had been tied for third as the day started were now well back. By being a bit more careful, George Merson and Brent Davies inherited third place, one spot behind Maurice Carter and Ian Worth in their Chevy II. Gendebien and Kerry nearly lost fourth when their Volvo lost its sump plug, but a tree branch and a few quarts of Shell oil got them to Montreal.

But victory went to the one crew that made no mistakes on the entire rally - Klaus Ross and John Bird in their works Volvo. They lost one point for body damage at final scrutineering and finished with a total of four points.

And to Shell, of course, must go the credit for organizing the first international rally in North America that can hold its own with virtually all the major events in Europe. If you want a tough workout for your car next year, come for a drive across Canada. 🐾