

SHELL 4000 RALLY, REPORT and PICTURES

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**ROAD TEST:
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**WAYNE KELLY -
ALMOST THERE**

SHELL 4000 RALLY

BY PHIL MURRAY

□ "Sighted Volvo. Sank same." So said England's Henry Taylor whose second place finish in the 1965 Shell 4000 was even more dramatic than that of winners Paul MacLennan and John Wilson. It was Taylor's sensational driving on the special stages that hauled the Volvo of Klaus Ross and John Bird down from a seemingly unassailable lead to third place. And it marked the beginning of a new era in Canadian rallying.

For the first time, closed road sections played a major part in the rally and also resulted in an exciting finish that even the blasé Canadian public could appreciate. (Only the RCMP failed to understand what was happening. Sucker traps were set up in several places where most drivers, rallyists or not, are inclined to be over the speed limit.)

It was the second major victory for Ford of Canada, too, following a sensational one-two win in the Winter Rally. But this time the versatile Mustang proved its potency while the well-tried Cortina GT settled for second. And the general
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Magnificent performance by England's Henry Taylor in Cortina on special stages put them into second spot, seen here in Clearwater Forest Stage.



SHELL 4000 RALLY

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team award for manufacturers and dealers went to a team of Chevilles from Gorries Golden Mile, City Chev., without placing any cars in the top ten. The only other manufacturer's team to finish was the Toyotas from CMI.

The first day is the longest day in this rally — appropriately it wound through the Gatineau Hills and over the potholed backroads of so-called civilized Ontario. Canada's

Too bad, because Pearson would likely have been one of the fastest drivers in the special stages. His retirement left us with a colorful quote: "Ah'm not gonna bust mah keaster on this thing no more!"

What you can glean from those priceless words is that Pearson enjoyed the gig while it lasted, but car problems were taking the fun from his effort. He had brake problems (none), heating problems (none) and assorted unfunny breakdowns. The car, a big hemi-head Dodge, was just not suited to the rough stuff, in contrast to the Valiants and Barracudas which went exceedingly well.

Ross and Bird went down the drain for a ten-pointer before reaching Sudbury. MacLennan and Wilson picked up twenty and at that time the new Peugeot 404 Fuel Injection, driven by Ed Danziger and Bob Burlington, was in third spot with a fifty point loss. Robin Edwardes made his only errors during the night, making Taylor, with ninety points stacked up, look less of a threat.

Sixteen cars were out before Sudbury, including the first car to leave, a Volvo driven by Don Angerhoffer and Clarence Ellis. Al Pease and Craig Fisher had little chance to demonstrate their prowess in an Austin 1800. The generator fell off, leaving two more race drivers to wonder what this strange sport is all about. The only VW 1200 (remember them?) left the road before Sudbury while Les Rice and Lloyd Brown, who could have been contenders, had mechanical troubles in the Gatineau's. Generally, the major excuse for not finishing was suspension breakdown.

The cars left Sudbury early in the morning for a long drive to Port Arthur. It was a drag initially, with few roads to provide relief from the monotony of the Trans Canada Highway. Pretty it is, but tired rallyists are seldom in the mood for sightseeing. Out of Sudbury a light rain fell, and little fog patches made it hard to see through the blackness of night. But before the Sault was reached, the devious scheming of route-planner Peter Bone sent crews into some particularly bad roads, deep in mud, narrow and winding, with high averages.

It was this area that proved the undoing of Howell and Davies (Mustang) who dropped ninety points and went from seventh to ninth overall. It was even worse for the Danziger and Burlington

Peugeot. It broke a suspension member, dropping out of the rally. Luigi Chinetti got through in his Ferrari, but apparently offended the police to the extent that he was disqualified by the organizers for unsportsmanlike conduct.

From the Sault to Port Arthur, the only highlight was a lunch stop at Wawa where the local enthusiasts turned out with Mooseburgers, donuts and coffee. The rest of the day's run was used by the crews primarily to catch up on lost sleep. Drivers changed seats with navigators, gazed at the spectacular Lake Superior scenery, read Playboy, and generally relaxed until Port Arthur.

The longest day of the rally came up next, again an early morning start for a run to Regina via Winnipeg. Initially it was mostly Trans-Canada highway, this time with snow, the kind which, at night, is hypnotically dangerous. Then, as the sun came up, the roads dried and the route led to the first special section at Sandilands Forest inside the Manitoba border. A 17 mile run over a dirt, mud and water-covered road was rough on some of the cars but gave the first hint of what was to come. Henry Taylor pushed his Cortina GT over a minute faster than Ross, thereby adding eleven points to the Volvo's total. Paul MacLennan was fastest overall in this stage, and navigator John Wilson noticed between gasps that the car was exceeding 115 at times, leaping into the air from hump to hump. The only team to drop out was the husband and wife duo of Barbara and Jim Bickham in a Corvair. It was their second DNF, and they've yet to see Vancouver.

There was much speculation about the roads between Winnipeg and Regina. A long winter and the threat of floods led to expectations of mud plugs, but these failed to materialize and the highlight was a special section through Riding Mountain in Manitoba. This time Taylor picked up nearly one and a half minutes on Ross but it was Merriman in the Chevelle who came in with fastest time. The road sections were no real problem, so the day's final excitement was a short, fun hillclimb at Fort Qu'Appelle, Saskatchewan. Paul MacLennan put the Mustang through in the shortest time while Taylor gained only five seconds, not enough for a point change.

So they came bleary-eyed into Regina, almost eighteen hours after leaving Port Arthur. The largest crowd of the many stopovers was



Top: Chenhall/ Johnson Chevelle gets helping hand from team car on way to team prize.

Bottom: Dogged by bad luck — racing driver Pedro Rodriguez watches Bill Leatham tinker with Studebaker.

most heavily populated area seems also to have the worst roads. Consequently, as in last year's game, the toll of cars was particularly high. However, some of that can be put down to inexperience since those who do survive the first day are generally the better rallyists.

It was during the first night that stock car driver Dave Pearson, whose mother didn't tell him about such things when she weaned him on oval tracks, dug ditches twice.

Team Toyota of Shill/Clark raking gravel on one of the early sections.

Below, left: Private award and \$1,000 went to fourth place Volvo of Graham/Acteson seen here in Clearwater Forest stage, Alta.

Below, right: Carter/Steagall Volvo, winner of Coupe des Dames on special stage at Riding Mountain, Man.



on hand, including the mayor, who greeted the arriving crews. Ross and Bird were still first, taking only 36 points to second place MacLennan/Wilson's 98 and Taylor/Edwardes 100. Eppie Weitzes and Eric MacDuff brought the six-cylinder Mustang into fourth spot, well ahead of the Harvey/Mollman Barracuda, but the two were close on the special sections, Harvey taking three of the first four and Weitzes the other.

On to Edmonton, and where's the guy who said the Prairies are monotonous? Not for rallyists! High winds combined with dust to cause badly-pitted windshields. Several were changed in the Parc Ferme, at speeds which would put the auto-glass firms out of business if the public were to see how fast a windshield can really be installed! But the worst misfortune

came to Weitzes and MacDuff. Fourth place and the manufacturer's award went down the dusty drain with a broken transmission. Klaus Bartels also came in on the end of a tow rope when the engine in his overworked VW 1500 finally gave its last air-cooled gasp. His car had over sixty-thousand miles on the clock, almost half of it in rallying. Bartels was fed up with the mud, which was pouring in the hole where his radio antenna was previously mounted, splashing on both crew and rally instructions.

The Edmonton stop was distinguished by a sheriff's posse of 6 riders on horses which pranced about the Parc Ferme. Very colorful. Also very messy for some crews who stepped out of their cars into the evidence of a passing horse!

Although the road sections were

not too demanding, the special section at Wainwright Army Camp saw Henry Taylor once again cutting down the Ross/Bird lead. Seven points were added to the Volvo total. MacLennan was again fastest, with Harvey and Paivarinta (Mini) winning their classes. The Volvo's were sitting pretty at this point and P.R. man John Kay was already planning the victory party in Vancouver. They led first overall, manufacturer's team, had Ewen Graham and Henry Acteson running first private entry, and Carter/Steagall leading the ladies. What fate was to befall that happy gang!

The attractive and growing city of Edmonton was left behind at, for a change, a slightly later hour, though the sun was still not fully up. A fast section at Bow River was

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Chenhall/Johnson Chevelle encountering typical Alberta hazard.

SHELL 4000 RALLY

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the most significant area. Taylor was exactly two minutes and thirty seconds faster than Ross, Merriman fastest overall. This brought the first three cars to Canmore in the Rockies with the following point standing: Ross/Bird — 58; McLennan/Wilson, — 99; Taylor/Edwardes — 100. And the Cascades coming up. Could Taylor do it?

The Cascades is a mountain area where the road is a narrow trail thirty-eight miles long. It goes up and down faster than a yo-yo. The surface is loose dust. There are no guard rails. And a miss could send you a thousand feet into a canyon. Taylor and Edwardes threw out spares, luggage, extra fuel to lighten the car. (Howell and Davies, whose Mustang was running poorly, acted as moving van to the next stop.) There was some great driving by McLennan and Harvey. But it was Henry Taylor, Henry the Great, Henry the experienced alpine rallyist, who seperated the men from the boys. His time of 50.54 minutes was almost four faster than Klaus Ross and nearly two minutes quicker than Paul MacLennan, in spite of having less than half the power of the Mustang. As Robin Edwardes said, "Paul and Scott Harvey were fast uphill, but it was in those frightening downhill runs that Henry won."

Still, the worst disaster to befall the Volvo group came when Bunch and Kerry's engine rocked on its moutings sufficiently to put the fan through the rad. Disaster! Suddenly the Volvo's were out of the manufacturer's battle and down to third overall: Mustang, 99; Cortina, 100; Volvo, 106. Only the private entry and the ladies award seemed secure.

So what happened to Pedro Rodriguez? We haven't mentioned him? Right. He was way down the

list. Went off the road once to avoid an oncoming native. Had navigation problems with no front-wheel odometer and an oil line broke. Still he finished.

The RCMP continued to play its part in the rally. Houser and Dwyer collided with a police car parked in an unexpected place and made invisible by dust. Damage \$300 and no charges laid. Another ambitious officer decided to change the route by re-directing traffic and when Graham and Acteson appeared to go the original way he pounded a dent in their trunk with his fist. Still another hauled in Diana Carter and Bruce McHenry for speeding.

The final day's run from Kelowna to Vancouver was too easy (by Peter Bone's admission) and there is no doubt that more B.C. roads could have been used. Or Westwood as a special section. Consequently there was little change between the warm Okanagan Valley and beautiful Vancouver where an enthusiastic crowd awaited the victorious Mustang with its all-Canadian crew.

The general team award went to Chevells from Gorries Golden Mile City Chev of Toronto who combined to do what GM should. And the Toyotas realized their ambition by finishing, along with the Anne Coombe/June Taylor Isuzu. This led to a comment by CMI service manager Bob Hanna that the manufacturer's class was a Nippon-Truck battle. The private team award had no second or third. Only one finished. Full results follow the conclusion of this story, but first a few rally reminiscences:

Both Pedro Rodriguez and Henry Taylor enjoyed themselves immensely. Taylor compared the Cascades to the European events. Said he, "I enjoyed it more than any rally I've driven for some time." Taylor spoke on behalf of the competitors at the victory banquet, expressing a desire to return . . . Pedro said it was far tougher

than he expected, more dangerous that racing, adding that if he ever drives another rally it will be this one . . . Francis Bradley had to drop out with illness at Edmonton. Toyota team manager Neal Johnston took over . . . The special sections mark a new era for the Shell 4000. Taylor lost no points in them, while Ross, though fast, saw his lead disappear. The Mosport section was scrapped because the track was washed-out . . . Rally drivers were invited to participate in the sedan event at Westwood's Castrol Trophy race meet Sunday . . . Vancouverite Joe Robinson won in a Comet, followed by Bob McLean's Mustang. Paul Cooke was second at one point, then had a fan belt break . . . John Merriman led for a time, spun twice and cost Henry Taylor two places by ignoring a marshall and pulling out of the dirt in front of the Cortina. Scott Harvey finished fourth in the Barracuda 6 . . . A citizen who didn't like rally cars passing his farm put up a road-closed sign, causing consternation among navigators . . . another forced a crew into the ditch rather than let them by, then wouldn't let them out . . . Ross and Bird protested a ten point loss owing to an incorrect clock, but no change was made . . . Curran and Carney finished their fourth Shell 4000 in the same Peugeot . . . two Porsches finished, both over six years old . . . Gendebien's wife lost her life in a road accident near Paris prior to the 4000, so the popular Belgian gave up his entry . . . Longines, as before, provided equipment and men for timing . . . The RCMP in Saskatchewan operated a radar set attached to the back of a "Don't be a Litterbug" sign. No trouble with the QPP or OPP but the RCMP deal in bad P.R. In spite of this more people are learning what the rally is all about. (What other sport involves so many people for 4000 miles?) . . . The Shell '65 was a great event!