

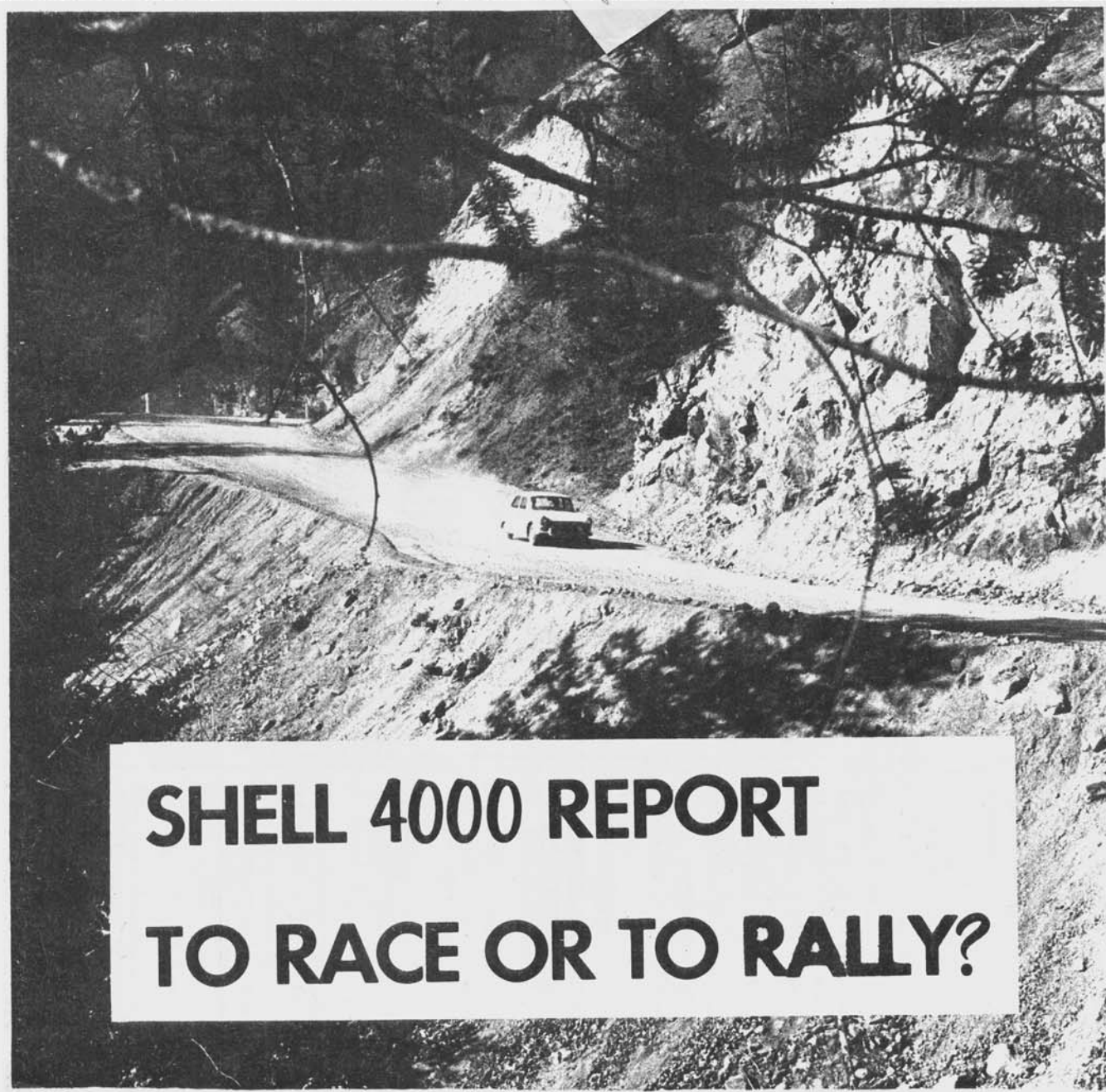
CANADA'S MOTORING NEWSPAPER

Motorsport News

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**SHELL 4000 REPORT
TO RACE OR TO RALLY?**

MOTORSPORT NEWS

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Shell 4000 1965

HENRY TAYLOR WINS MOPAL VICTORY IN THE BEST-EVER RUNNING OF CANADA'S PREMIER RALLY.



John Wilson (left) shakes hands with Robin Edwardes (right) at the end of this year's Shell 4000, as drivers Henry Taylor and Paul McLennan look on.

Paul McLennan and John Wilson of Toronto won the 1965 Shell 4000 from ex-Grand Prix driver Henry Taylor of London, England, by one solitary point. Their victory, as they would be the first to admit, was due in very large part to Taylor's vigorous, Volvo-eating drive. Taylor was ably assisted in this venture by navigator Robin Edwardes of Montreal. The Taylor/Edwardes team drove a Comstock prepared 1500 Ford Cortina G.T., but the ace in the hole was the engine-transmission unit, which was prepared in England and brought over to be installed in the Cortina by Taylor himself. The Cosworth engine sported twin side-draft Weber Carburetors, and was reputed to be developing in excess of 100 h.p., giving the car a power-to-weight ratio second only to that of the class 4 Mustangs.

A crowd of 5000 people watched the cars leave the starting ramp at the Place Ville Marie in Montreal, from whence the cars proceeded north to St. Eustache and followed a route, well known to Eastern Canadian rallyists, along the north shore of the Ottawa river. A run through the Gatineau park which was to have been a closed stage was turned into a straight, seven mile section when the authorities changed their minds at the last minute and refused to close the road. Nevertheless this run and the extension of it through the Muskoka lakes area around Actinolite, was described by many competitors as 'one long special stage', since the averages demanded consistent nine-tenths driving at all times.

Early victims to the pace were the Rice/Brown Barracuda which hit a rock and broke the steering, and the Guilbeault/Catto works

P.G. Bailey

prepared Volvo which seized its gearbox in first gear. It was during this run that Henry Taylor lost 70 of his 100 points. A Longines clock unpredictably began printing times that were three minutes earlier than the correct time. Following European procedure, Henry returned to the check and tried to obtain a new time out. A somewhat overbearingly unreasonable marshal refused to even check his clock and Taylor was seven minutes late leaving the check after a futile argument. So well selected were the averages that Taylor was unable to make up any time and lost the full complement of points.

The rally reached Mosport in the early morning, but the circuit was unusable, having a wash-out on the first corner which completely blocked the road. Consequently, the second time stage was cancelled, much to the chagrin of Peter Bone the route organizer and guiding genius. Now the going eased up for a while as the route led up the east side of Lake Simcoe to the breakfast stop at Lindsay. From Lindsay to Sudbury was a really tough episode in the event. Among the auspicious group who 'boonied' -- rally talk for going off the road --, and lost large bundles of points was team captain Scott Harvey's Mollman navigated, Barracuda which went up to its axles in mud after missing a downhill left hander; and the 550 horsepower Dodge Coronet of Pearson and Browne, whose two monumental prangs came as no surprise to veteran rallyists, since he had been complaining of brake fade before the rally began.

Probably, the most predictable retirement, however, was the Pease/Fischer Austin 1800, which ran out of time due to navigational errors and a recalcitrant generator. Whoever the bright soul was that decided to put two racing drivers in one car, and so waste money, should be, but probably won't be reprimanded. A simple waste of two good men. The Rainville/Elliott Renault R8 Gordini flipped when the driver put a wheel in the ditch and could not recover. The Henderson/Gallop Barracuda lost a muffler and twenty minutes in trying to find it, while Pedro Rodriguez was having mechanical difficulties with his Studebaker and in trying to make up time he ditched. However navigator Leatham proved adept at tow truck driving. Francis Bradley ditched his Toyota, as did Murray Shill, but both managed to extricate themselves within the prescribed maximum time limit. All-in-all 16 entries failed to reach Sudbury. Most of the novices were in this group as one would expect.

The results at Sudbury showed Ross and Bird to be in first place, followed by McLennan and Wilson (Mustang) and the privately entered Hochreuter/Anderka Volkswagen 1500. Introduced into the rally this year were speed controls which were placed on highways to ladle out 600 point penalties to competitors who exceeded the posted average by more than 20%. Diana Carter was caught fairly and squarely by the one outside Sudbury much to her dismay.

The aggressive driving of Ross, Taylor, McLennan, set the tone of the event, and on Monday morning the route led over grassy, treacherous roads which crossed

Shell Tid-bits

by ED DEAK

SATURDAY, APR. 24: Dave Pearson, driving a Dodge is heard to say when he is forced to retire, "I ain't busting my neck in this no more. I'm going home!"

Pedro Rodriguez' Studebaker leaves the road and is mired in mud. Navigator Bill Leatham goes looking for help, but can't raise anyone from their sleep. However, he spots a pick-up truck with the keys in it, drives back to the Studebaker, pulls it out of the mud and returns the truck. Before leaving, Bill pins five dollars to the wheel and now there must be a farmer somewhere in Ontario who will believe in 'The Little People' from now on.

Auntie Sweigh-Barr is spotted in Lindsay, Ont., wearing ankle frilly panties.

Some of the Chevelle boys put out a small brush fire while waiting for a tow.

The Isuzu is also mired, but refuse help saying it is on the way. However, none is seen and they arrive in Sudbury with a massive loss of points.

MONDAY, APR. 26: Ah, Mooseburgers at Wawa, Ont. All this and heaven too!

TUESDAY, APR. 27: Snow begins to fall, but doesn't prove to be too bad.

We hit a skunk near Dryden and the car begins to fill with a rich aroma. The use of air-spray brings forth the comment that the cars smells like the lead car driven by Phil Bailey. This will never do, so the left front wheel gets a good coating of air-spray. It looks like a TV commercial come to life, but the trick works and we press on.

The route leads through a cattle gate in Riding Mountain National Park. Gilles Vincent in the Mustang almost hits it and stalls. He pushed the button five times before it restarts and then the Mustang slithers through the gate.

At the next check John Bird jumps out to punch the clock, looking like a Martian Superman in his crash-hat.

A mudhole claims Batori's Cooper S. He swore last year

"Never again" when the small wheels of his MG 1100 made him DNF. So he came back with smaller ones this year. We Hungarians sure enjoy fighting the greatest odds fate can deal us.

WEDNESDAY, APR. 28: Had 3 hours in bed and feel like a washrag under the cold tap.

Rodriguez is in real trouble. The engine is pouring oil and has used three quarts in the last 20 miles. We follow to pick up Pedro if the car falls. Leatham can be left for the buzzards, but Pedro is hot property. Pedro makes it to Wainright, Alberta, so Bill is spared the task of crawling in the desert looking for snails to chew.

THURSDAY, APR. 29: A policeman plants himself at the control in Cranbrook and refuses to let the cars follow the route through town.

Len Houser collides with a police car and is forced to stay in the local Cranbrook Hotel. The next day is asked to address the local highschool to explain rallying, so the accident has its good sides.

Rodriguez' lights fall in the Cascades. Bill Leatham has to pick out the corners with a flashlight, but Pedro still made excellent time.

During the night the DKW of Jerry Schmidt passes us sounding like a lovesick bumblebee the night before the nuptials.

FRIDAY, APR. 30: The last day. Muddy, single lane roads lead to Vancouver with unguarded 5 - 700 foot drops. The average speed is 39.5 mph.

The crowd is small at the finish. Just a week before people were flocking to see the home of the crazed killer who murdered his family. But there is no blood in a rally finish, so why come. Perhaps next year Shell could arrange some gory event to attract the Vancouver crowds.

So this is it. Mustang won, aided by Taylor's great drive. All we can say is what the big chief of the Germans said to Wellington after the Battle of Waterloo: Quelle Affair!!

Economy Run

Canada, unlike Britain and the United States, does not have an Economy Run. Earlier this year, it occurred to the editorial staff of Motorsport News that a Canadian Economy Run was an excellent way of introducing novices, or proud owners of expensive automobiles to the gentle art of competition. What exactly is an economy run?

Well, it is a competition where drivers attempt to squeeze as many miles per gallon as possible from their cars. As in a rally, they follow a prescribed route, but here the similarity definitely ends, for an economy run is NOT a test of navigation and the organizers do all that is possible to ensure that crews remain ON route throughout the event. No precise timing equipment is required either, since elapsed time allowances are used at all times. Secret checkpoints are route controls.

And equal degree of city driving, highway driving and GOOD SURFACE secondary road driving, all covered at brisk, but not hairy, speeds, are the aims of the or-

ganizers. It is an event to which one could introduce one's wife or girl friend without fear or trepidation.

The bonhomie and camaraderie of competition events is still, however, in evidence, and it is very possible that wives and other non-interested parties will rapidly begin to appreciate your reasons for being a motor sport enthusiast. Competition is contagious, especially if you win a trophy! A real criticism of motorsport today is the way in which big business has muscled in to the detriment of the private owners chances. Manufacturers support, however, very often makes motor sport possible, and the beauty of an Economy Run lies in the fact that this type of event gives an EQUAL CHANCE to all competitors.

This is brought about by strict regulations which, in effect, say that ALL cars entered must conform to catalogue specifications. Strict scrutineering at the start of the event, and, more

continued on Page 10



Angerhoffer and Ellis are the first car away.



Square dancing in Muskoka with Denis Johnson and the boys.



The Isuzu of Taylor and Coombe got mired near Parry Sound.



The Lalonde/Jones Chevelle tries to help Chenell and Johnson but a tractor was needed.



The Vincent/Rainville Mustang is seen flying low near Sault Ste. Marie.

continued from Page 1
and recrossed route 17 on the way to the Sault. Only a handful of cars were 'clean' over this section, some indication of the severity of the conditions. The run up the highway to Port Arthur was uneventful and unavoidably boring, being highlighted only by the inevitable mooseburgers at Wawa. At the Lakehead the positions of the leading cars had altered only slightly, and it began to be obvious that a real dogfight amongst the hardened centre-core of veterans was going to develop. At this stage the Ferrari of Luigi Chinetti was excluded from the event after the driver had shown a shocking disregard for law and order and had collected innumerable traffic tickets in a wild drive, that the organizers are unlikely to allow him to repeat. Also excluded at Port Arthur were the Nanton Rover 2000, which broke three shock absorber mountings several times, and the BMW 1800

of Woodward and Wildgoose from Alaska. After three hours' sleep, Tuesday found the competitors barreling up the highway to Winnipeg via the Sandlands forest reserve where another special stage awaited them. A speed control caught the Carter Worth Chevelle and dropped them way out of contention. At Sandlands Taylor began to do his job of forcing Ross to lose points, beating him by a good minute and one quarter. Taylor's time was bettered only by the large class 4 cars of McLennan, Merriman and Henderson. From breakfast in Winnipeg, the rally pushed on to a perennial closed stage, full of water splashes on the corners, in the Riding Mountain National Park. Here again Taylor beat Ross, by 1 minute 27 seconds forcing him to lose points, and Taylor was beaten only by the Chevelle of Merriman, who did fastest time of 18:34, and Henderson in the Barracuda with a time of 18:45.

From the park the rally headed for the notorious Qu'Appelle Valley which unfortunately had dried out and was no great challenge for the experts. At Fort Qu'Appelle, a short hill climb had been arranged and McLennan was fastest man with a time of 1:43. In Regina it was Ross who still led, but with an increase of 33 penalties, while Taylor was 'clean' and McLennan had picked up only 8 extra penalties in the special stages. At this juncture the Mustang of Weltzes and Mac Duff, which had been a consistent performer in fourth place, retired with a locked gearbox. Everyone was sorry to see this driver, the only racing driver with enough talent to also be a rally driver, forced out of the event in this way. This retirement also dispersed Ford's hopes for a team win and put Volvo into first place in every category including the private entry prize. At this stage it seems that this was Volvo's rally. From

Regina on Wednesday a dull and dusty run to Edmonton was scheduled. Only on the special stage in camp Wainwright was there any possibility of points being lost. In Wainwright McLennan lost no points, being fastest overall, followed closely by Merriman and Goering, the latter driving very fast and consistently in a Mercury Comet. In Class 2 Taylor again beat Ross who also was beaten by the private entrant Ewen Graham in another works prepared Volvo. A dust storm, sufficiently severe to chip the lettering off the leading Mustang, and permanently sandblast some competitors' windshields, was followed by a heavy thunderstorm, during the running of this special stage. A speed trap on the highway failed to catch the now canny competitors. At Edmonton, therefore, Ross was down a further 15 points, but was still in first place, while McLennan had lost one extra point, Taylor was 'clean' again, Henderson had

lost four points, and private entry Ewen Graham of Calgary in fifth place had lost twelve points to Taylor. At this stage Pedro Rodriguez had his Studebaker engine replaced. By this time, some complaints of flagrant rebuilding en route by service cars were being voiced by many entries, both private and sponsored. It is obvious that writing rules into the regulations is one thing, and trying to enforce them is yet another. Probably the most practical suggestion to come forth concerns the use of radio-active paint, which, when sprayed on certain components would later indicate whether or not they had been changed during the course of the event. The run from Edmonton to Kelowna, B.C., in the heart of the Rockies involved a fast section, half of it closed for flat out driving in the Rocky Mountain National Park. This section through the Bow River Forest was the same story all over again. Merriman



Some made it through the mud.....



..... But some didn't.



The action gets hot and Pip Graham strips for the Bow River special stage.



Not a riot, just waiting for Mooseburgers at Wawa.



Les Wildgoose is seen doing the Alaskan Stomp at Lindsay, Ont.



You can lead a DKW to water, but you can't make it drink.

fastest, followed by McLennan, then Henderson, then classleader Taylor, who again was over one and a half minutes faster than Ross, though the latter beat Graham by a full five minutes which shows that he was really trying hard to win. In Class 3 Scott Harvey was fastest by a full minute. From the Forest, the rally went to the lunch stop at Canmore, where Merriman got a change of shock absorbers, but could do nothing about a defective clutch which was later to exclude him from the rally. Over challenging back roads, the rally left Canmore, for the Cascades, which is the last, longest, and most hairy of all the special stages. The surface was deeply soaked with water and the going was very soft. Nevertheless Taylor did BEST TIME OVERALL, beating everyone, and 'dinging' Ross for a full forty-five points. Second fastest was McLennan, who therefore lost no points being fastest in his class, but was a good one

and a half minutes slower than Taylor. In addition to the menace of Taylor, however, Ross and Bird lost another twenty points when a clock misprinted. Although they ran on the time shown on their card, they could not make up this unintended penalty. Although Taylor did manage to make it up, it was the fact that the marshal altered McLennan's card to give a new 'time out', which later led to a protest. After McLennan, who was first through the check, the marshal realized he was breaking rally rules, and refused to alter any more cards. A very poor piece of marshalling. One of the biggest problems on this event is variance in standards of marshalling; as is well known, barrel-scraping can dredge up the most unlikely objects, and we still contend that a quarter of a million dollar rally is not well served by volunteer labour. For the Cascades Taylor unloaded all surplus equipment into

the service car, which no one else thought of, or had the opportunity to do, and this contributed at least in part to his fabulous performance. During this day the Bunch Kerry Volvo team car retired when the fan went through the radiator. Len Houser (Vallant) hit a police car which was U-turning in the middle of a dust cloud, and the Carter/Worth Chevelle hit a farm truck with one corner which creased their car all down one side, tearing away the speedometer drive on the front wheel. At Kelowna, with the special stages all completed, the results, were McLennan/Wilson with ninety-nine points, Taylor/Edwards with one hundred points, and Ross/Bird with one hundred and six points. In one fell swoop therefore, Volvo had lost first place to Ford, and the team prize to the Chevrolet Chevelles. On the last day, roads of the 'unguarded, 1000 foot drop variety' were used, but they had dried up, with the effect that the

averages were not quite high enough and no one lost points. No one that is except Henderson and Gallop who lost 22 minutes when their rear brakes failed, which dropped them from fourth to sixth place overall. So it was that this fine rally came to a close, with Henry Taylor helping Paul McLennan's fine drive by holding off the ever-present Klaus Ross in the clinches. If all this suggests that Ross is a slow driver, don't be fooled. No driver in the first six places on this event could be considered as anything but fast and skillful. It's just that Henry Taylor happens to be the best of a good bunch and no one would argue about that. Next year we may see more Europeans and we now need to sharpen our driving for the challenge. A first-class event, won in all categories by the very best of Canada's rally crews. More power to the pen that writes the expense cheques for this, North

America's fastest, toughest, most gruelling race -- er rally that is!
 RESULTS: Subject to Official Confirmation.
 1st - McLennan/Wilson, Mustang 99 points.
 2nd - Taylor/Edwards, Cortina, 100 points.
 3rd - Ross/Bird, Volvo, 106 points.
 4th - Graham/Aceton, Volvo, 331 points.
 1st private entry - Graham/Aceton, Volvo
 1st team - Carter / Worth, Johnson/Chenhall, Lalonde/Jones, Chevelles.
 1st in Class One - Hacker/Quirk, Renault R8.
 1st in Class Two - Taylor/Edwards, Cortina.
 1st in Class Three - Harvey/Mollman, Barracuda.
 1st in Class Four - McLennan/Wilson, Mustang.