



1965 SHELL 4000 RALLY

BACKGROUND TO CANADA'S PREMIER RALLY — 4,000 RUGGED
MILES FROM MONTREAL TO VANCOUVER, APRIL 24th TO 30th

□ For the fifth successive year, the Shell 4000 will take rally drivers and their cars across Canada. Veterans of such famed events as the Monte Carlo Rally, the East African Safari, the Canadian Winter Rally, and crews which have competed in all or some of the previous Shell 4000's, along with many newcomers to the wearing cross-country event, will start out from Montreal on April 24. Their goal is Vancouver — six days and 4,200 miles distant.

Most Canadian rallies in the past emphasized strict timing rather than endurance, and it was not until 1961 that the first cross-country rally was staged. It was made possible by the combined efforts of the British Columbia International Trade Fair and Shell. The course ran a comparatively easy route from Montreal to Vancouver in May of that year. Of the 106 crews which started, 91 finished. A Studebaker, driven by R. Hillary and J. D. Young of Toronto, was the winner. Shell then hired Jim Gunn as organizer and renamed the event "Shell 4000" for the 1962 season. Held in April, conditions were such that only 24 of the 42 starting crews finished the run from Montreal to Vancouver. It was another Studebaker victory, this time crewed by Lou Lalonde and John Jones of Toronto.

For the 1963 event, the running time was cut from seven to six days, and the start was changed to Vancouver with Montreal as the finishing point. The rally took on world-wide stature as the Shell 4000 became one of five international events in the RAC of Great Britain's World Rally Championship. Under ideal weather conditions, only five of the 47 cars starting from Vancouver failed to make Montreal. Dick Doyen and Clay Gibbs of Wisconsin won in a Chevy II.

For 1964, many changes were instituted by the organizers and Jim Gunn, along with Peter Bone — the newly-installed rally manager — obtained permission from national and provincial park Authorities and military chiefs to use roads in parks and camps for special sections of the rally. These areas were then closed to the public when the rally came through and drivers had to negotiate the closed sections at the highest possible speed. The fastest car in a class set the target for the remaining cars in each of the four classes. Penalties were handed out at the rate of a point for each minute slower than the fastest car. On the "4000" route, there was about 130 miles of high speed driving. Seventy controls along the road and highway sections kept competitors alert. Klaus

Ross and John Bird of Toronto led Volvo to an unprecedented team sweep of the 1964 Shell 4000. Volvo captured the Manufacturers' Category, the Coupe des Dames with Gillian Field and Diana Carter, and the Manufacturers' team title as well as the overall victory.

The route will be reversed once more for the 1965 event. Competitors will start from Montreal's Place Ville Marie at 8:00 p.m. on April 24. The scheduled time of arrival is 7:00 p.m. on April 30 at the Bayshore Inn in Vancouver. Closed sections have been increased in number, but in keeping with the Shell Rally format, competitors will not know how many or where they are located until they receive instructions at the start of each day's run. Nearly 80 time controls have been incorporated into this year's route. The controls again will be handled by motorsport clubs. As the rally progresses across the country, an elaborate communications network — arranged especially for the "4000" — will carry daily results to newspapers, radio and television stations throughout Canada and North America, and many parts of Europe and Asia.

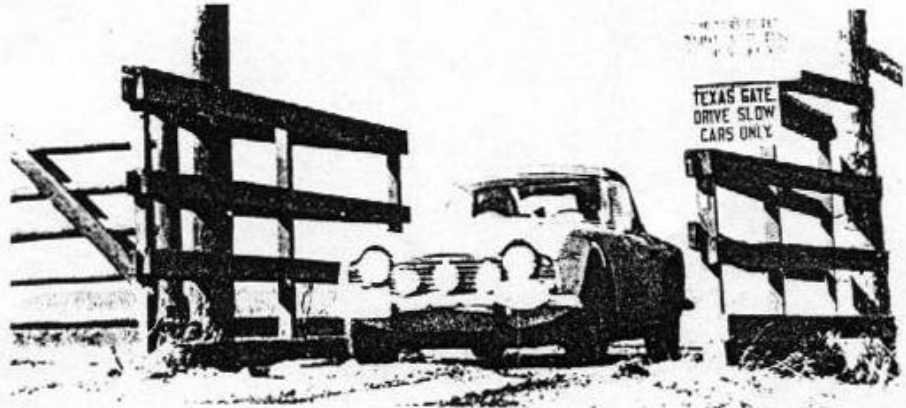
Entries have shown a remarkable increase over previous years' registrations. They are also turning out to be the most varied, too. This will be the first time in the history of North American rallies that Japanese-built cars will attempt to test the superiority of North American and European cars. Studebaker, aiming for its third triumph, will pin its hopes on one car and the brilliant abilities of Mexico's Pedro Rodriguez and navigator Bill Leatham, a Canadian. Volvo will pitch four cars into the event. Last year's winners, John Bird and Klaus Ross, will crew one car while Olivier Gendebien will quickly dash from the East African Safari to drive another one. Diana Carter and Jean Steagall will drive a Volvo in the Coupe des Dames division.

Rodriguez is not the only racing driver who is taking to rallying. Al Pease, a top-notch Canadian sports car driver, will crew with Craig Fisher in a BMC-entered Austin 1800. Francis Bradley, 1962 Canadian sports car champion, will handle one of the three Japanese Toyotas. Ford's Cortinas, a dominant car in European rallies, will have one of the Continent's outstanding rallyists in Henry Taylor of England. Ford of Canada has entered a team of Mustangs while Chrysler's team will be headed by Dave Pearson, who placed third overall in NASCAR's point standings last year.



1965 Private Entry winners — Pip Graham and Henry Acteson — in Volvo Canadian, ford Fisher Creek during Clearwater Forest Special Stage.

OUR TRY ON
A SPEED SECTION
1965



English rally driver Henry Taylor, with navigator Robin Edwardes of Montreal, P.Q., put on superb performance in the mountains of B.C. and took third overall in final standings.

Harry Hartley and Ron Hughes from Calgary in a Mustang get a cooling off from one of the many washouts in the Riding Mountain Special Stage.



Ontario Drivers Dominate Opening Day of Cross-Canada Car Rally

Only One Error for Defending Champs After 768 Miles of Driving to Sudbury

Defending champions in the cross-Canada 4,000-mile rally Sunday breezed through the auto-smashing first leg of the event with the tiny total of 10 penalty points.

The 10 points to Klaus Ross and John Bird, both of Toronto, represent an error of timing of one minute over the 768-mile section of suspension - beating roads which drove some 17 cars out of the Montreal-Vancouver rally on the first day of the six-day event.

The Sunday section, run in two stages, from downtown Montreal to the 460-mile-distant mid-day point at Lindsay, Ont., and from there to Sudbury, knocked out one of the manufacturers' teams and five of the seven private teams.

Close on the heels of the Volvo-driving leaders were Paul McLennan of Toronto and John Wilson of New Dundee, Ont., with 20 points. This team, which won last year's Eastern Canada winter rally, is driving a factory-sponsored Ford Mustang.

Just behind them, in a Chevrolet, were Maurice Carter of Hamilton and Ian Worth of Lachine, Que., with 10 more points than the second-place team.

TIE FOR FOURTH

Tied for fourth place were two Toronto entries—the private team of Bob Burlington and Ed Danziger in a Peugeot, and Fritz Hochreuter and Fred Anderka in a Volkswagen, with 50 points each.

In sixth place was another factory Mustang piloted by Bopie Weitzes of Toronto and Eric MacDudd of Oakville, Ont. The team has piled up 80 penalty points.

The Mustang team was leading in the manufacturers' category with 190 points at the end of Sunday's run. Following them was the Volvo team with 330 points, the Chevrolet team with 580, followed by the Japanese Toyota entries with 1,390 points.

The leading private team was the Toronto team with 440 points.

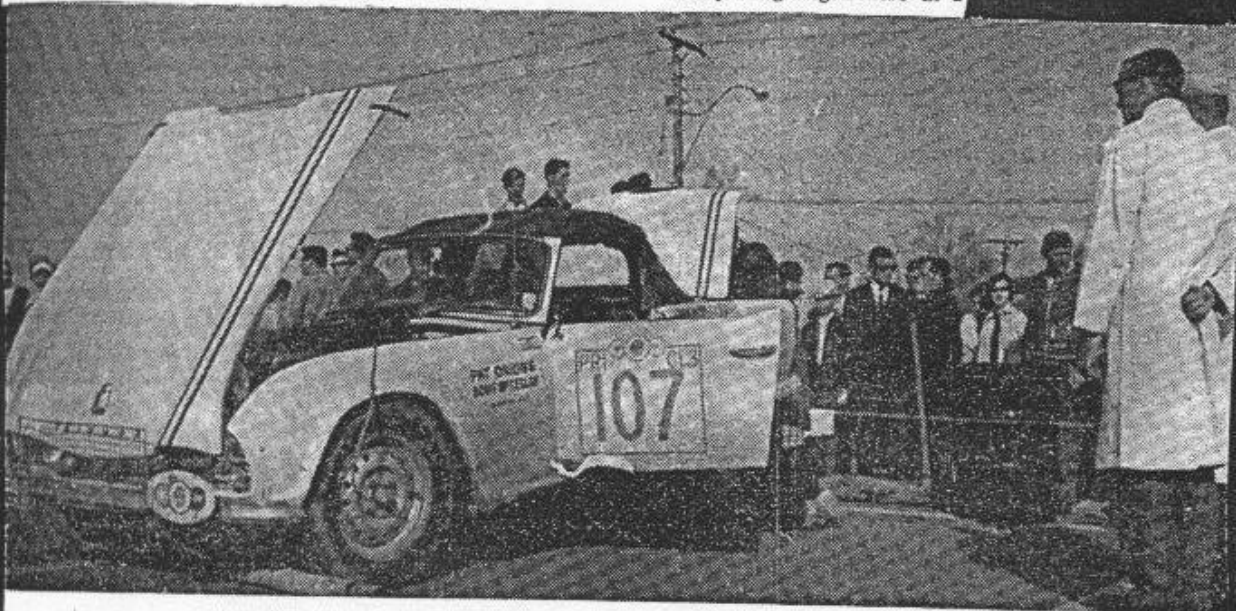
A team must be comprised of at least three cars. The other teams were eliminated because one or more cars did not finish.

Today's leg began here at 2

a.m. and was to end its first stage at 6:10 a.m. at Sault Ste. Marie, Ont.

After a short break, the rallyists were to continue to Port Arthur, arriving there around 3:30 p.m. The total distance which will be covered by the remaining 47 competitors today is some 700 miles.

David Pearson, of the United States, No. 3 man in the North American Stock Car Racing Association standings last year, was retired from competition at Lindsay. He went off the road twice during the day.



NORTH BAY TEAM QUICKLY REPLACES EXHAUST SYSTEM ON TRIUMPH
Rally official keeps clock on Pat Onions and Doug McLellan, who have 15 minutes to make repairs



HASTE MAKES WASTE: Bob Mollman of Cleveland, O. jumped from his still-moving Valiant at a check-point in Wainwright, Alta., but fell and lost precious seconds. Mollman and Scott Harvey of

Dearborn, Mich. were well up among the leaders until their car before reaching this check-point.

Two Toronto Teams Claim Lead In Rugged

By CHRIS ALLAN

WINNIPEG — If a person has come to this flattest, coldest and windiest of cities, one way or another, he will find himself 35,000 comfortable feet above the ground sipping a beer.

Another is the way of Montreal's Barry Martin, one of less than 50 drivers left in the Shell 1000 cross-Canada Rally, which began in Vancouver Saturday. Martin arrived here last night without having eaten for three days and with a total of 36 hours sleep in that time. Martin, a radio sportscaster, is only one of the majority who

have found the going tough in this roughest of Shell rallies to date.

"I imagine our penalty points total is up around 1,000 now but we intend to keep on going," stated the dirt-encrusted rallyist last night. "But if we have to keep working on the car every lunch stop, we are both going to fade from starvation."

Standings Vague

Failure of the complex mechanical scoring system at the stopover here last night made provisional standings a haphazard matter of choice based on reports of the competitors

themselves as to the points lost in yesterday's grind. Yesterday's leaders Ian Worth of Lachine and Toronto's Maurice Carter admit to a five-point loss, dropping them to a provisional sixth overall.

"The mistake was just too ridiculous," said Worth disgustedly. "I misread my watch and we came into the final check-point four minutes early. We also lost a single point detouring a snowed-up stretch of road late this afternoon."

Two Claim Lead

Toronto pair of Klaus Ross and national navigating champion John Bird in a team Volvo claimed a clean run through Saskatchewan and Manitoba from Saskatoon this morning as did John Merriman of Scarborough and Toronto's Paul Manson in a Chevelle. Both are tied provisionally for the lead with only one point lost.

Lou Lalonde of Scarborough and John Jones, Toronto, who started the day tied for third with two points lost, were victims of an accident with a farm vehicle which damaged their car irrevocably. No one was injured.

Fred Hayes and John Wilson, both of Toronto, take over third

overall in the early standings, claiming a clean run yesterday. The two are driving a team Falcon Sprint.

Belgian ace Olivier Gendebien and Mike Kerry, Toronto, in a team Volvo, appeared last night to be tied with Scott Harvey and Bob Mollman of Dearborn Heights, Mich., and Cleveland, Ohio, for fourth spot with three points lost. Both teams claimed a penalty-free run yesterday. Harvey and Mollman are driving a works-entered Valiant in the Chrysler team.

Montrealer Norm Namerow, noted sports car racing driver running in his first major rally, was another to bely reports of having dropped out of the gruelling event. Namerow rolled his team entered Volvo on the first day in the Cascades mountains of British Columbia but claims a better-than-17th position now with a clean run yesterday.

Mud Takes Toll

Bob McGregor of Montreal, driving a private Morris 1100 with navigator Phil Bailey, also of Montreal, was one of three identical cars to wind up in a mudhole this afternoon in the Saskatchewan backwoods. McGregor's position is uncertain.

Changes appeared in the leadership for the Coupe des Dames, top award for female competitors with the arrival of front-runner Anne Hall of England several hours overdue here

Swedish ace claiming a clean run yesterday, and Toronto driving a Va

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Car Rally Standings

TORONTO — (C) — Here is the standing in Trans-Canada 4,000-mile Vancouver-Montreal auto rally after the second Calgary-Saskatoon leg. (The standing shows in order: The Drivers, metowns, make of car and penalty ints):

1. Maurice Carter, Toronto, Ian Worth, Montreal, Chevy II, 0.
2. Klaus Ross, John Bird, both Toronto, Volvo, 1.
3. John Merriman, Paul Manson, both Toronto, Chevelle, 1.
4. Lou Lalonde, John Jones, both Toronto, Chevy II, 2.
5. Fredric Hayes, John Wilson, both Toronto, Falcon, 2.
6. Olivier Gendebien, Brussels, Belgium, Mike Kerry, Toronto, Volvo, 3.
7. Scott Harvey, Dearborn Heights,

8. Bob Mollman, Cleveland, Ohio, Valiant, 3.
9. Grant McLean, Doug Gallop, both Montreal, Falcon, 4.
10. Wally Remington, Len Houser, both Vancouver, Valiant, 4.
11. Paul McLennan, Art Dempsey, both Toronto, Falcon, 6.
12. Anne Hall, Huddersfield, England, Jean Steagall, Merchantville, N.J., Falcon, 6.

TORONTO — (C) — Here are the top three manufacturers' teams in the Trans-Canada 4,000-mile Vancouver-Montreal auto rally after the second Calgary-Saskatoon leg. (Showing total penalty points):

1. Ford team No. 1, 12
2. Volvo team 20
3. Triumph team 154