

BITS AND PIECES

by Ed Deak

The S. C. C. of B. C.'s "Cariboo Rally", a national and regional championship event, came alive again this year under the organization of Jim Jellett.

There used to be a time when the "Cariboo" saw 120-130 cars lined up at the start of this long established rally. Over the past few years however the club has drifted away from rallying, both as organizers and competitors. Does the rejuvenation of the "Cariboo" mean, that active interest is awakening again? Rallyists certainly hope so. Even with a postponement to a more favorable date, only 19 cars started from Black and Jewett Motors of New Westminster, and 2 from Spokane, on the 13th Nov.

The two starting sections converged at Hope, where real rallying began. A number of previously unexplored private roads were used. Competitors praised Jim Jellett's route finding ability very generously. Problems were encountered however with road blockages, snow conditions, and other circumstances. The second day's run, starting from Kamloops, was badly delayed when the rally had to be rerouted. The result was, that several checkpoints, not knowing what happened, have left their positions and so more than half of the days 450 mile run was wasted. The steward, Volvo Club's Dave Fairhall, managed to save part of the day by leaving the rally masters' lead car and standing out in the blizzard, acting as a checkpoint.

Rally cars were trickling into the finish until the morning hours of Monday the 15th, instead of the evening of Sunday. Opinions so varied, whether the rally was a success or a flop to such an extent, that correct evaluation may never be possible.

A few things stand out however, for all organizers to see:

1. Regardless of the enthusiasm and hard work of the rally master, His clubs total support is vitally necessary. In this case the number of checkpoint marshals was insufficient. Some of those who did turn up apparently had no idea of what the marshals duties are, even to the correct setting and reading of watches.
2. Alternate, planned routes must be at hand for the organizers use in any rally, but especially so in case of winter rallies. Competitors can hardly be expected to hang around in the wilderness until new route is found.
3. Two independent dry runs are a must for any rally and even more so for championship rallies, where vital points and cash awards are at stake. Mistakes will slip by in one single dry run, ruining the whole event. At least one, the Columbian Autosport have made it a law for their events. Let us hope, that others may follow, because too many competitors have circled around for too many hours, and thousands of miles, trying to sort out routes - which in the end had to be washed out, making the rally a waste of effort.

I realize that these are strong words, but the only qualification I am willing to make, that I don't intend to pick out the "Cariboo" for criticism. These facts are valid for many others, in spite of the vast improvements during the last two years.

Provisional results of the "Cariboo"

1. Dunwoodie - O'Dwyer, V. W.
2. Reid - Grevstad, Porsche (Spokane)
3. Balfour - O'Leary, Porsche (Spokane)

The big news of the month is the announcement by the Shell Oil Co. of the "Shell Centennial Rally Awards."

A number of rallies will be selected in 1966 in all five CASC regions of Canada: B. C., Prairies, Ontario, Quebec, Maritimes. The two top crews from each region will share the total of \$3,750 prize money, special awards and free entry in the 1967 Shell 4000 Car Rally. People who have won cash awards in previous Shell 4000's or have placed higher than fifth in the national championship standings previously, are not eligible.

Shell has done more for Canadian Motorsport for about 6 years now, than any other commercial organization. This latest gesture proves their intention to broaden effective participation in the sport, rather than heap glory on the same stars over and over again.

Long live the also rans because no sport can exist without them!

Bert Gibb has won the B. C. Region Racing Championship in his very modest looking "Alpine." I must add here, that although Bert never was the conquering hero, his performance in class was constantly so good, that his point standings beat that of the well known stars. This hammers the previous paragraph, home, even more.

Bert will receive North Vancouvers British Car Parts Ltd. trophy, presented by Ed Acourt, for his efforts and congratulations from this department.

Bob Low of Victoria won the 1965 B. C. Hillclimb Championship in his "Corvaire" and will receive the trophy donated by his boss, Morrison Chevrolet Ltd.

The Gymkhana Championship was won by Paul Morris of the Volvo Car Club. He will receive the B. M. C. trophy.

The rally championship fight for the Shell trophies is still undecided at this time.

The effects of the work of the B. C. Region of the CASC are beginning to be felt. Up to the Cariboo - which is too recent to count - there wasn't one single protest against any National or Regional Championship Rally organized in B. C. during 1965. If this isn't an improvement I don't know what is. Lets just hope, that it will not stop here because things are still far from perfect.

Nonsense of the season: Several opinions, by people who have the capacity to know better, have been expressed in club magazines and in words, against sport officials who don't compete. Would any of these critics stand up and spell out whether they consider that Jim Clark, Foyt or Garlits would make better organizers or officials, than the existing crop in their respective fields?

If yes, why?

I feel that this is purely the question of talent and temperament. Some are suited for certain jobs and as long as they make an honest effort, keep their interest current, they should be encouraged to find the position where they can be of most use. Some are champions others are timers, marshals, organizers or judges. The sport is complicated enough to permit diversification and to employ people in positions best suited to their talents. If the decisions of officials are questionable, they should be argued on specific points and not in sweeping, meaningless generalizations.

Top navigator John O'Dwyer tells me, that rallyists, who swam over to the island for the upper island SCC-S annual tyee rally, -expecting to find a milkrun - were somewhat showed. Out of 17-18 starters, about a third finished. The pace, the roads and lack of preparation left the rest at the roadside.

Rallying is really growing up in Canada. The new Shell 4000 regulations for '66 are the toughest yet. There won't be any more car rebuilding on the roadside in the easy sections. Whilst in previous years the factory supply cars were always handy with spare parts, their presence in future may mean instant disqualification. Cars will be impounded even at mealstops. This means, that cars competing for top honours will have to stay together from start to finish. In a way it is quite a sorry sight, that in spite of the much advertised "engineering advances" (gimmicks to you), how few cars can stand up to one single day's of hard driving, without being specially built.

"SHELL 4000 CAR RALLY"

Shell Canada Limited has announced a new sport program related to Canada's Centennial.

To be known as the Shell Centennial Rally Awards, the program is designed to stimulate and broaden interest in the sport of rallying in Canada and to encourage entrants from across the country in the 1967 Shell Centennial 4000 Car Rally.

Cash awards totalling \$3, '50 and specially designed Centennial trophies will be made in five regions: British Columbia, Prairie Provinces, Ontario, Quebec and the Maritimes. Awards will be determined by best performance in a number of selected rallies sponsored by motor sport clubs between February 1st and December 1st 1966.

Winning two-man crews, two from each region will also be given free entry in the 1967 Shell Centennial 4000 Car Rally. Participation in the 1967 "4000" is a condition of receiving the awards.

All members of motor sport clubs in Canada are eligible to compete for the awards, the only exception being those rallyists who have won cash awards in previous Shell 4000's or have placed fifth or higher in the National Rally Championship Standings during the past five years. As is apparent from these requirements, Shell is striving to encourage greater participation in rallies by private entrants.

Shell is now preparing two brochures concerning the program. One will list the requirements for rallies to be selected for the program and the other will give full details for rallyists who wish to compete for the awards. These will be available before December 1st of this year and will be mailed to all motor sport clubs across Canada.

"B. C. FORD DRAG RACE CLUB"

On November 8th, 1965 there gathered a young group of youthful Ford fans who organized the "B. C. Ford Drag Race Club." Highlighting this newly formed club will be a trio of hard charging Ford 427's combined with the fast funning 289 competitors.

The club is sanctioned by Ford of Canada through the direct dealer sponsorship of McLennan Motors in New Westminster.

The upcoming season of 1966 should prove to be very exciting for competitors and spectators alike.

GM and Chrysler beware
Next year Ford will be there.

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