

SHELL 4000 RALLY REPORT . . . NEW YORK AUTO SHOW

canada

track & traffic

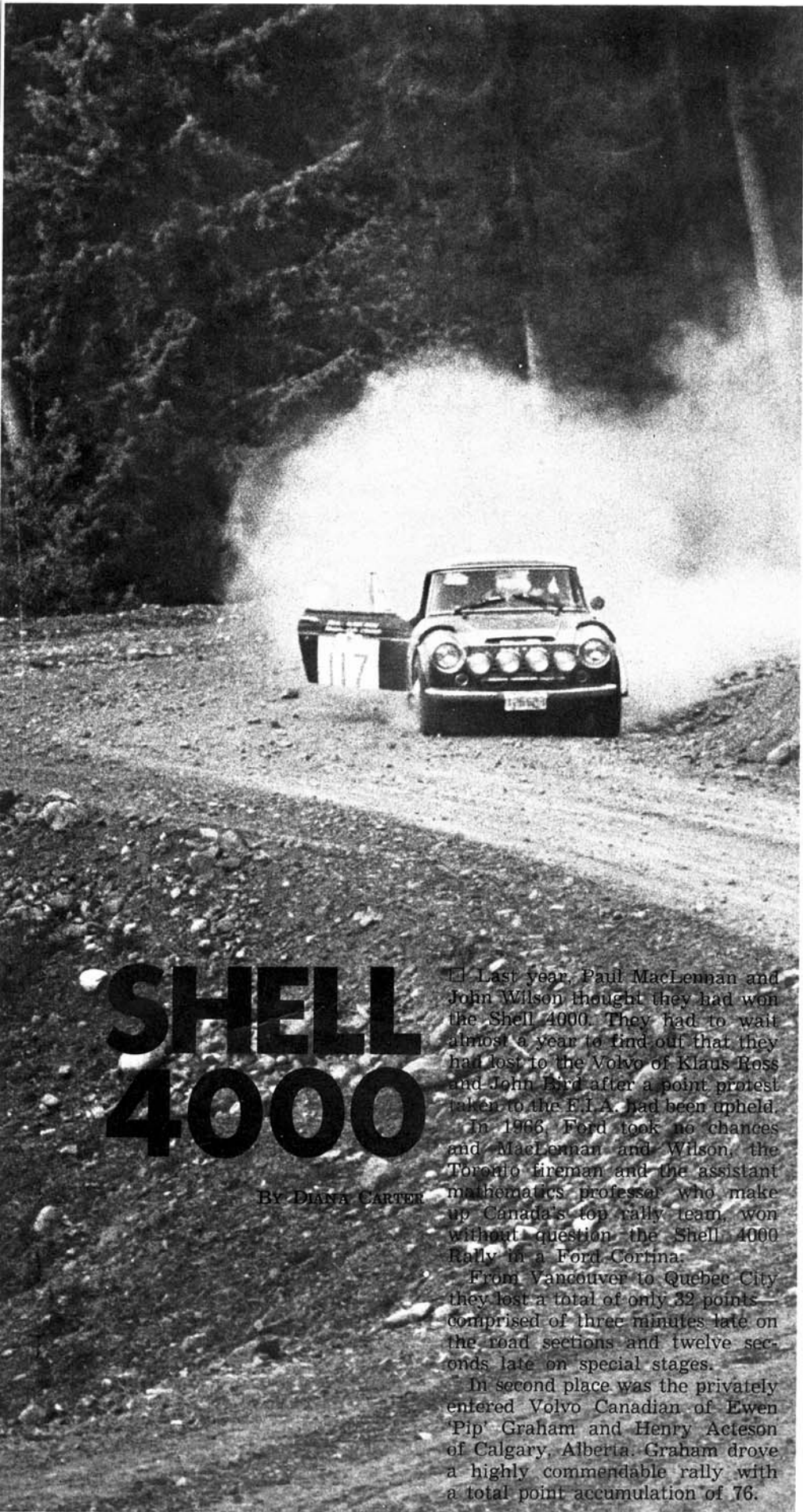
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ROAD TESTS: ROVER 2000 TC
FIAT 850 Spider



SHELL 4000

BY DIANA CARTER

□ Last year, Paul MacLennan and John Wilson thought they had won the Shell 4000. They had to wait almost a year to find out that they had lost to the Volvo of Klaus Ross and John Eyrd after a point protest taken to the F.I.A. had been upheld.

In 1966, Ford took no chances and MacLennan and Wilson, the Toronto fireman and the assistant mathematics professor who make up Canada's top rally team, won without question the Shell 4000 Rally in a Ford Cortina.

From Vancouver to Quebec City they lost a total of only 32 points — comprised of three minutes late on the road sections and twelve seconds late on special stages.

In second place was the privately entered Volvo Canadian of Ewen 'Pip' Graham and Henry Acteson of Calgary, Alberta. Graham drove a highly commendable rally with a total point accumulation of 76.

Third went to the Ford Cortina of England's Roger Clarke and Robin Edwardes of Fabreville, P.Q. and the ninth place finish of the third Ford team Cortina, piloted by Eppie Wietzes and Brent Davies of Toronto earned the Manufacturer's Team award for Ford — the only general classification team to finish.

Coupe des Dames honours went to Rosemary Smith of Dublin, Ireland and Anne Coombe of Toronto in their Rootes of Canada entered 998 cc Sunbeam Imp.

Sixty cars lined up on the starting ramp in Vancouver on Saturday evening April 30 for the 4,000 mile plus grind to Quebec City. The majority of the competitors were already filled with assorted trepidations, regarding weather conditions, planted by fellow rallyists who had driven from the East to the start passing through 12 inch snowfalls, ice and mud. Right up until their starting times, crews were still unsettled as to snow tires or no snow tires and several crews carried studded tires — usually reserved for February's Winter Rally. As it turned out, the snow and mud fears rapidly became dust-bound and those with studded tires rued the extra weight.

Of the 60 entries, it was expected that Ford would provide the strongest competition for the team award as well as overall honours. With three strong crews, backed up preparation-wise by the experience of the Comstock Racing Team's Paul



Ewen 'Pip' Graham brought his privately entered Volvo home in second place. Here he is seen at the start in Vancouver.

Cooke and Luciano Vidotti, and with Ford of England's Henry Taylor (a 1965 Shell competitor) as strategist, odds were on a Ford win. Their competition for the team award was comprised of the Renault Gordini R-8's, the Datsun 1600 Sports and the brand new pretty little Fiat 850 Coupes, all of which were virtually untried in this type of rally.

Other crews expected to give Ford a run for the overall award were the Carter/Silvera Chev Super Sport; the Vincent/Catto Mustang; the Henderson/Gallop Falcon; the Volvos of Burlington/Danziger and Graham/Acteson; and the Harvey/Kerry Barracuda.

VANCOUVER TO CALGARY

The first leg of the six day Shell 4000 took rallyists close along the B.C.-U.S.A. border — through the Hope-Princeton area heading towards the first Special Section of the Cascades. Dust became the immediate problem and the Mustang of Gary MacMahon and Art Demsey of Toronto was an early ditching casualty when attempting to maintain speed on the first night with no visibility due to a preceding competitor. Early morning found the rallyists at the Cascades — a hairy 37-mile stretch of cliff-hanging mountain road that even natives hesitate to travel, but one on which all competitors were expected to go as fast as possible. John Merriam of Toronto, in his far from compact Chevelle, blasted the length of this section in the

fastest time of 48 minutes, 27 seconds.

It was on the Cascades that the Ford team made public their strategy for the rally in order to prevent one of the team cars putting points onto another. The MacLennan/Wilson car was the lead car — and as it was clearly indicated, the choice for the overall win — and it was their job to throw out small bags of coloured dye at intervals, indicating to the following team cars that they were to travel between dye markers at pre-arranged average speeds and thereby arrive at the time controls in close proximity to the front running car. They even went one step further by leaving notes at the time controls with the leader's Special Section time on them so that there was no way that Roger Clarke, for instance, could be responsible for adding points to MacLennan's score. Nothing in the rally rules and regulations prevented this form of rallymanship and although there were some grumblings and assertions made by some fellow competitors, Ford carried on in this fashion for the remainder of the event. This method, of course, did curtail the top English driver Clarke from showing just what he could do on the speed section. However, rumour had it that there were several occasions when he had to wait up to four minutes before he could clock in and not penalize MacLennan.

From the Cascades, crews headed

for the Crows Nest Forest, situated close to the B.C.-Alberta border via a tricky length of tricky, boulder-strewn mountain road outside Trail.

The Crows Nest Special Section, a new one for regular 4000 competitors proved to be a series of long flat out stretches where cubic inches paid off. Again the big bore cars had fastest times.

Forty miles outside Calgary, the Datsun team lost its premier member in the person of '65 winner Klaus Ross when his engine seized up due to a broken oil line. During the Cascade section, the Datsun of Saunders and Greenfield had also dropped out.

Into Calgary, the MacLennan/Wilson Cortina was in first position with 12 points, followed by the Clarke/Edwards Cortina. In third position was the Graham/Acteson Volvo; Merriman/Peters in the Chevelle fourth. Already eight of the original starters were out of the rally including the first of the Renault team cars to exit due to maximum lateness. This left Fiat as sole contender against Ford.

CALGARY TO SASKATOON

Dust and more dust confronted crews on the second leg — with the exception of the first Special Section of the day through the Bow River Forest, where they encountered slick mud surfaces and some ice covered hair pin turns, making things a little interesting. It was on this section that the gigantic

(continued next page)



Above: Quebec's Gilles Vincent's Mustang scatters cattle. Actually he hit one! Bottom left: Rosemary Smith checks in at Three Rivers. Bottom right: The Fiat 850 Coupe of Derek James and John Trudeau went out on the last leg of the rally.



WINNIPEG TO SAULT STE. MARIE

This was the easy day in the Shell. Only the Sandilands Special Section to contend with and then a pleasure drive around the lake-head to the Sault. The organizers did provide a little diversion this year by sending the cars into the U.S.A. for a short run through northern Minnesota and back through Fort Francis. The Vincent/Catto Mustang collided with a deer early in this leg, putting them out of the rally. Major point casualty of the day was Clarke/Edwardes Cortina. Edwardes forgot to check in at a time control, returned five minutes late and acquired fifty points. That evening, however, the organizers decided that he only deserved 30 points, leaving the standings at Sault Ste. Marie as follows:

MacLennan/Wilson	12
Graham/Acteson	41
Clarke/Edwardes	67
Smith/Coombe	91

SAULT STE. MARIE TO OTTAWA

Thirty-one cars remained to start the next to last day of the 4000. Only 27 reached Ottawa. Ontario's rocky, rough cottage roads claimed the Kaiser Jeep of Peter Lerch and Blair Bunch when they ditched, breaking the rear axle. The first Fiat team car ending a valiant effort dropped out leaving Ford all alone for team honours. Rosemary Smith claimed to have gone off the route and got stuck in the mud and dropped 300 points. With no Special Sections during this day's rallying to tax the cars further, overall positions remained the same with the Scott Harvey/Mike Kerry Barracuda taking over fourth place from Miss Smith.

OTTAWA TO QUEBEC CITY

Test of the day for crews and cars was to be 10 laps around Le Circuit Mt. Tremblant-St. Jovite in the Quebec Laurentians, but everyone played it cool with a "finish" in mind and saved their somewhat-the-worse-for-wear cars for the ensuing road sections. MacLennan dropped 10 points en route to St. Jovite — not taking any chances at this stage. Of the 27 cars that left Ottawa, only one failed to reach Quebec City — the Fiat of James/Trudeau went out leaving the sole Fiat remaining of Sayers/Bell to finish in 26th position.

Rallyists encountered one horrendous seven-mile stretch of car



Top left: Peter Lerch raises a dust cloud as he puts the Kaiser Jeep through a fast corner. Top right: Jim Callon and Joe Mazuch do some repair work. Above left: Roger Clarke and Robin Edwardes are caught in action at St. Jovite. Above right: Eppie Wietzes and Brent Davies use a little manpower to get their Cortina out of the mud near Sudbury.

SHELL 4000

Oldsmobile of Hunter Floyd and George Stedelbauer of Edmonton vaulted off the road and down a bank providing some back breaking winching for its crew before getting underway with remarkably little time lost.

The cars then headed across the grain elevator strewn flatlands towards Red Deer and on to the Wainwright Military Camp Special Section — one well known to consistent players of this Shell game for a very misleading left hand corner that claimed a total of four spectacular dropouts in the 1964 event. Sure enough, three cars were to get into trouble on the same corner in '66. The Henderson/Gallop Falcon; the Carter/Silvera Chev and the Burlington/Danziger Volvo. However, only the Volvo car had the misfortune to roll several times and was unable to continue. The other two suffered only minor altercations and continued on their separate ways.

It was during this second day that Rosemary Smith and Anne Coombe took over sole contention for the Coupe des Dames. The Cortina of Dumiel/Jackman was out

on accumulated time; the Floyd/Kurtin Volvo was out with mechanical problems; and the Fiat of Diana Carter and Terry Gillies had been disqualified for being five minutes late at a Special Control, (where early and/or maximum late times meant exclusion from the rally) after encountering constant carburetion problems during the entire day.

Standings at Saskatoon were:

MacLennan/Wilson	12
Clarke/Edwardes	37
Merriman/Peters	40
Graham/Acteson	41

SASKATOON TO WINNIPEG

Only 37 cars made it to the final control in Winnipeg and included in those eliminated was John Merriman in his Chevelle, victim of a blown engine during the Riding Mountain Special Section. The crews ran into greasy, knee-deep mud on several of the roads during this leg causing many of the remaining crews to be eliminated by excessive lateness. However, overall positions remained consistent with Graham/Acteson moving into the third place spot vacated by Merriman and Rosemary Smith took over fourth with 91 points.

breaking road just outside Quebec City and again MacLennan dropped 10 points with the condition of the car foremost in his mind.

As the remaining few arrived in a cold, rainy and later snowy Quebec City and the finish line in front of the Chateau Frontenac, MacLennan and Wilson were undoubtedly the winners with a total of 32 points lost. At that time the Clarke/Edwardes Cortina was in second position with 67 points and the Graham/Acteson Volvo third with 87. However, Graham decided to protest the earlier re-assessment

by the organizers of the five minutes penalty to Edwardes and the protest was upheld putting the Clarke car into third spot.

Chrysler of Canada's entry, the Barracuda of Detroit's Scott Harvey and Toronto's Mike Kerry finished in fourth position with 119 points with the privately entered Henderson/Gallop Falcon taking fifth.

The 1966 Shell 4000 proved to be the toughest yet on cars and competitors with less than half of the original 60 starters reaching Quebec. And yet the majority of

regular competitors in the Shell felt that the route was not as difficult as in the past and that the majority of dropouts were due to poor preparation. Nevertheless, those that made it deserve congratulations.

Plans are already well underway for the 1967 Shell 4000 Car Rally, and along with just about everyone else in Canada, there are definite plans to tie in with the Centennial celebrations with a probable finish at Expo in Montreal. It is also rumoured that the event will be at least two days longer.

Diana Carter presents Canada Track and Traffic Sportsmanship Award to Callon and Mazuch.



The Champion Ford Team.



SHELL 4000 RESULTS
(Subject to official confirmation)

1 Paul MacLennan, Toronto, Ont., John Wilson, Waterloo, Ont., Cortina	32
2 Ewan Graham, Midnapore, Alta., Henry Acteson, Calgary, Alta., Volvo	76
3 Roger Clarke, London, Eng., Robin Edwardes, Fabreville, Que. Cortina	87
4 Scott Harvey, Detroit, Mich., Mike Kerry, Toronto, Ont., Barracuda	119
5 Gene Henderson, Dearborn, Mich., Doug Gallop, Toronto, Ont., Falcon	283
6 Mo Carter, Hamilton, Ont., Bill Silvera, West Hill, Ont., Chev SS	288
7 Fritz Hochreuter, Toronto, Ont., Paul Manson, Toronto, Ont., Volkswagen	370
8 Rosemary Smith, Dublin, Ireland, Anne Coombe, Toronto, Sunbeam	502
9 Eppie Wietzes, Toronto, Brent Davies, Erindale, Ont., Cortina	616
10 F. J. Curran, Downsview, Ont., R. F. Carney, Toronto, Peugeot	648
11 Richard Pepper, Shearwater, N.S., John Slade, Victoria, B.C., Volvo	784
12 Werner Wenzel, Calgary, Harry Hartley, Calgary, Chev Super Sport	830
13 Pat Onions, North Bay, Ont., Peter Smith, Toronto, Triumph	951
14 Don Lamont, New Westminster, B.C., Ed Deak, Vancouver, B.C., Datsun	996
15 Tom Jones, Port Arthur, Ont., Chris Dougall, Ft. William, Ont., Corvair	1218
16 Hunter Floyd, Edmonton, G. Stedelbauer, Edmonton, Oldsmobile	1249
17 Lou Batori, Now York, Marius Valsamis, Philadelphia, Citroen	1289
18 Thomas Samida, Ann Arbor, Mich., Thomas Grimshaw, Detroit, Valian	1414
19 Ralph Reid, Spokane, Joseph Grevstad, Colbert, Wash., Porsche	1478
20 Donald Angerhofer, Western Springs, Ill., Bill Dodd, Amherst, Ohio, Volvo	1595
21 Eric Siivonen, Port Arthur, Allan Albrecht, Port Arthur, Rambler	1725
22 Harry Baker, Edmonton, Alta., M. G. Hogben, Edmonton, Alta., MGB	1837
23 Bill Salisbury, Vancouver, Sieg Galk, North Surrey, B.C., Volkswagen	1864
24 James allon, S.S. Marie, Mich., Joe Mazuch, Jacques Cartier, Que., Austin	2733
25 Patrick Stiles, Medicine Hat, Alta., E. G. Skinner, Medicine Hat, Alta., Mustang	3386
26 Walter Sayers, Sarnia, Ont., Peter Bell, Brantford, Ont., Fiat	3704

CLASS 1

1 Rosemary Smith, Anne Coombe, Sunbeam Imp	502
2 Jim Callon, Joe Mazuch, Austin Cooper	2733

CLASS 2

1 Paul MacLennan, John Wilson, Ford Cortina	32
2 Roger Clark, Robin Edwards, Ford Cortina	87

CLASS 3

1 Ewen Graham, Henry Acteson, Volvo	76
2 Frank Curran, Ron Carney, Peugeot	648

CLASS 4

1 Tom Jones, Chris Dougall, Corvair	1218
2 Lou Batori, Marius Valsamis, Citroen	1289

CLASS 5

1 Gene Henderson, Doug Gallop, Ford Falcon	283
2 Tom Samida, Tom Grimshaw, Valiant	1414

CLASS 6

1 Scott Harvey, Mike Kerry, Valiant Barracuda	119
2 Maurice Carter, Bill Silvera, Chevy II	288

TEAM STANDINGS

Manufacturers—	
1 Ford Motor Company	32
MacLennan - Wilson	87
Clarke - Edwardes	616
Wietzes - Davies	735
Private—	
1 Ecurie - Quitir - Zubric	76
Graham - Acteson	370
Hochbreuter - Manson	784
Pepper - Slade	1,230
Coupe des Dames—	
1 Rosemary Smith - Anne Coombe	502
Private Category—	
1 Graham - Acteson, Volvo	76
2 Henderson - Gallop, Ford Falcon	283
Manufacturers Category—	
1 MacLennan - Wilson	32
2 Clarke - Edwardes	87



The Porsche of Ralph Reid and Joseph Grevstad gets some help.