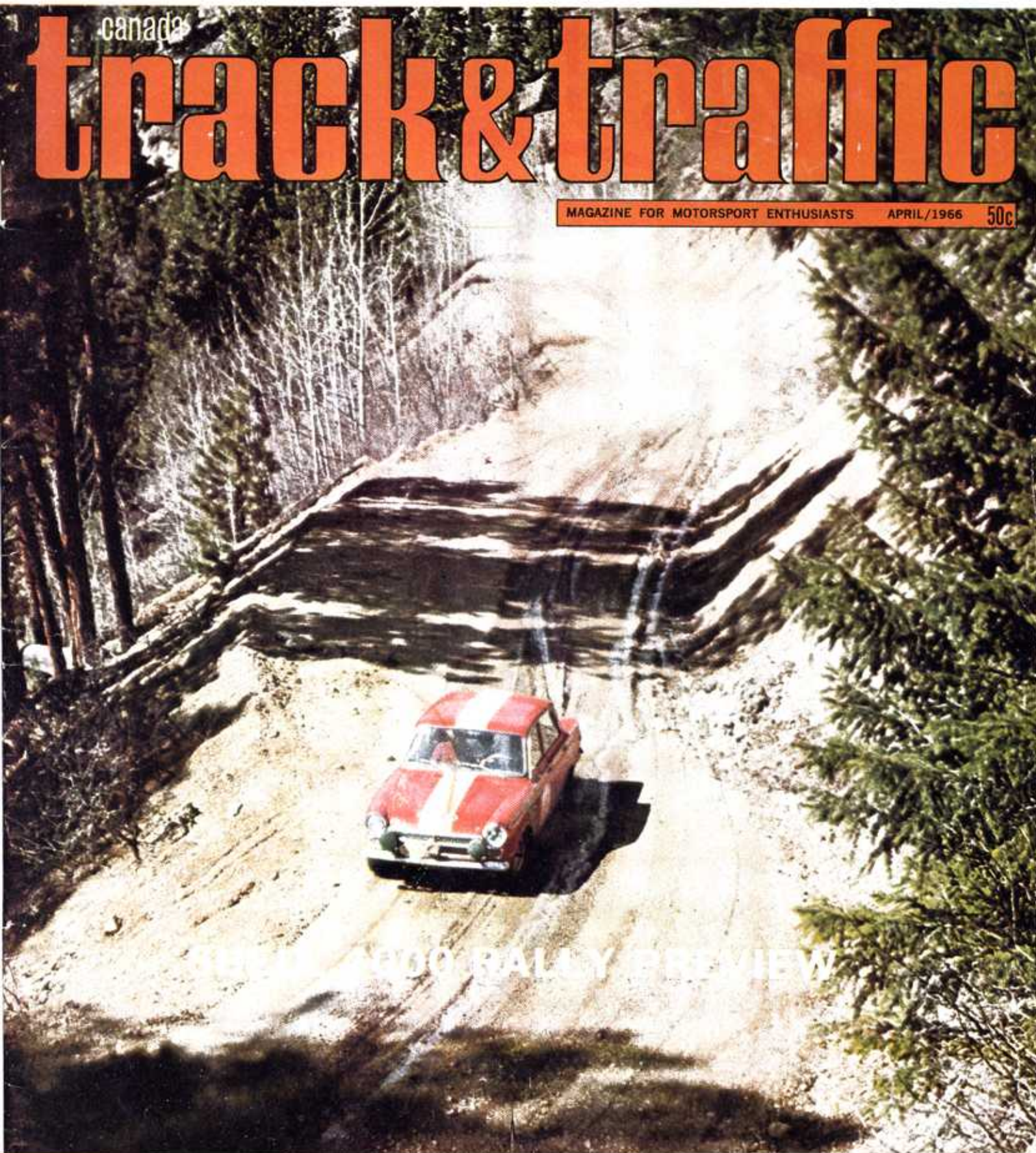


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MAGAZINE FOR MOTORSPORT ENTHUSIASTS APRIL/1966 50c



500 RALLY PREVIEW

**ROAD TEST:
CANADIAN-BUILT PEUGEOT 404**



1966 SHELL 4000 RALLY

MORE CLOSED SECTIONS ON RUGGED INTERNATIONAL EVENT.
FROM VANCOUVER TO QUEBEC CITY — APRIL 30th TO MAY 6th



□ Every year since 1961, when Shell Canada Limited first agreed to sponsor the annual 4000-mile rally for all makes and models of cars, rally organizers for the company have promised competitors that they would be engaged in the most demanding test of man and machine ever devised in North America.

For openers, the rally will take competitors to new parts of Canada untouched in the five prior events. Ottawa, the nation's capital, will be a stopping point for the first time as will the finishing point in Quebec City, the farthest point East in the history of the colorful "4000".

Add in eight closed sections — six were all that were used last year — increase the number of classes for cars from four to six, boost the prize money to over \$12,500 and you have the most rewarding and demanding car rally this side of the Monte Carlo.

Of course, the rally has to be of international calibre

or it wouldn't even be considered as one of five counting toward the World Rally Championship. Strange, too, that European stars who dominate rally competition elsewhere have trouble in Canada and, so far, have watched homebrews win most of the laurels.

Yet, the internationally famous have come close. Belgium's Olivier Gendebien, greatly responsible for helping solidify rallying as a demanding yet fun sport for the average car owner, came close on three occasions. Henry Taylor, a former grand prix racing driver from England, made a formidable challenge last year, yet settled for third place behind two Toronto-based crews.

Canadians, therefore, are extremely good rallyists and until someone can conclusively prove otherwise, they're tops in North America. Only once, in 1963, did Canadian drivers have to settle for second place. An American crew — Dick Doyen and Clay Gibbs from Wisconsin — topped a field of 47 starters with a Chevy II.

Other than that reversal of form, Canadian, and Toronto crews in particular, have dominated the Shell 4000. Six years ago, when the first cross-country rally was formed through the joint efforts of the British Columbia International Trade Fair and Shell, a Canadian crew piloted a Studebaker from Montreal to Vancouver, leading 91 out of 106 starters.

The following year, 1962, the event was called, as it is known today, the "Shell 4000" and motorsport authority Jim Gunn was hired by Shell to organize the event since the company undertook sole sponsorship. His planning of the rally, along with some fitful weather conditions, only permitted 24 of 42 starters to reach Vancouver. Studebaker wrapped up a second victory, but this time Torontonians Lou Lalonde and John Jones were the guiding geniuses.

It was 1963 that the U.S. crew won. The rally had changed direction, going East to Montreal and the number of days was reduced from seven to six. That year also marked the inclusion of the event into the Royal Automobile Club's world championship.

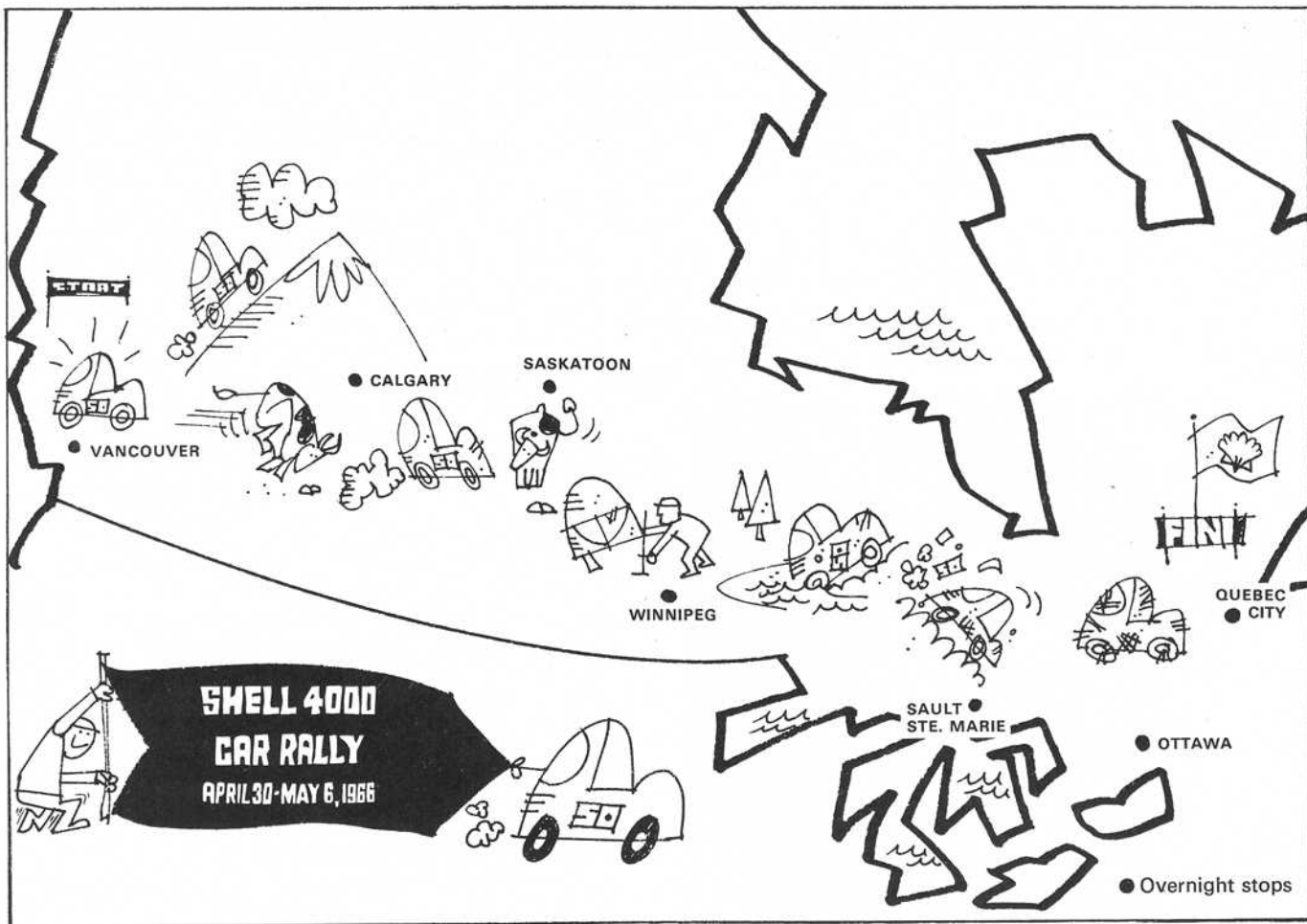
Many innovations were instituted by Gunn and newly-installed rally manager Peter Bone for 1964. Of major significance was the inclusion into the rally of "closed sections" which European crews almost demand as a necessity in rallying.

Klaus Ross and John Bird, a Toronto crew, led Volvo to an unprecedented team sweep in 1964 going from Vancouver to Montreal. Ross and Bird won again last year.

The direction for 1966 is reversed again. A field of more than 60 cars will leave Vancouver April 30, stopping overnight at Calgary, Saskatoon, Winnipeg, Sault Ste. Marie and Ottawa before reaching Quebec City on May 6.

Since the route goes deep into the heart of French Canada, it will be no surprise to find an unusually large delegation of rallyists entered from the province of Quebec. For instance, Richard Drouin, Quebec City, will lead a team of Renaults. Another top Quebec rallyist is Florent Guibeault who won this year's tough Rallye de Neiges. A crack European woman rallyist will be on hand, Ireland's Rosemary Smith, and she will drive a Sunbeam Imp. A team of English-made Ford Cortinas are entered and will be headed by MacLennan and Wilson. In 1955, the first Japanese entry competed. This year, Datsun has entered in an effort to claim the coveted Manufacturer's title.

As soon as the first car rolls off the starting ramp at Vancouver's Queen Elizabeth Theatre, the best rally yet could unfold right here in Canada.



THE ROUTE

□ The route for the 1966 Shell 4000 will actually cover some 4,100 miles and rallyists can expect to hit some 90 control points along the way. About 30% of the route will be run on main highways, another 30% will be over paved and gravelled surfaced secondary roads with the remaining 40% covering gravel and dirt concession and township roads. Competitors will be given a daily set of instructions and maps for their cross-country trip. In all cases, the timing of the route is designed to permit cars to travel well below the posted speed limits.

CLOSED SECTIONS

□ Parts of the route will be run

through areas closed to other traffic when the rally passes through and these areas will be termed "Closed Sections". Drivers will have to navigate a specific course at the safest top speed possible for their cars and the fastest car in each class will determine the standard for the remaining cars in each of six classes.

CARS AND CLASSES

□ This year the number of classes for the Shell 4000 have been increased from four to six. Basically, all entries must be production cars, but some factory options are permitted. Cars eligible are normal production types only as classified by FIA (Federation Internationale de l'Automobile) appendix J for 1966. They will be divided into the following engine capacity classes:

- Class 1 — up to 1,500 cc (70.15 cu. in.)
- Class 2 — 1,151 cc to 1,600 cc (70.21 to 97.60 cu. in.)
- Class 3 — 1,601 to 2,000 cc (97.66 to 122.05 cu. in.)
- Class 4 — 2,001 cc to 3,000 cc (122.11 to 183.07 cu. in.)



Class 5 — 3,001 cc to 5,000 cc (183.13 to 305.12 cu. in.)

Class 6—5,001 cc and up (305.18 cu. in.)

REPAIRS

□ Crew members are allowed 15 minutes at the end of each day's run to check out proper functioning and make necessary repairs. After this time period expires, cars are locked up until the following day's starting time and crews are not permitted to do any more repair work. Since seals are applied to the engine, transmission and rear axle prior to the start of the rally, these seals must be intact at the conclusion of the event. Any seals which are broken will warrant penalty points.



SCORING

□ Points are scored against a crew in two ways:

Road Sections — Competitors are charged at the rate of ten points for every minute they are early or late at a time control.

Closed Sections — (High Speed) Competitors are charged at the rate of one point for every six seconds slower than the time of the fastest car in the same class.

Points, up to 600, will be charged against a competitor for missing a control or violating the rules.

Competitors are required to check in within two hours of their scheduled time. If a competitor

accumulates more than 1,200 points in any single day, he or she will be disqualified.

Competitors who are convicted of traffic violations will be disqualified.

A final safety inspection is always held at the conclusion of the rally and points are scored against a car for body damage, breaking component seals and in-operative equipment.

PRIZE MONEY

□ Total prize money of more than \$12,500 will be divided up among the overall class and category winners and runners-up as follows:

1st overall — \$1,000.00.

2nd overall — \$750.00.

3rd overall — \$500.00.

The winning privately entered crew also receives \$1,000 and prizes awarded to the top five places in this category. The manufacturer's entries are awarded prize money starting at \$250 for first place.

Winner of the Coupe des Dames will receive \$1,000; a class victory carries a top award of \$200 in each class; the Manufacturer's team prize is worth \$300 and a



private team of three cars can claim \$600.

In addition to cash prizes, Shell Canada Limited awards trophies to all winners. They are unique and Canadian in content and design. The awards are in the form of British Columbia totem poles made of Argillite. The Shell Grand Award which goes to the overall winner is over three feet high.

Special awards are also made by clubs and regional motorsport groups. Canada Track & Traffic magazine annually awards a "Sportsmanship Trophy". While special awards do not carry cash prizes there is a great deal of prestige involved for the recipient.

1966 SHELL 4000 ITINERARY

(all times are approximate and are for arrival of first car)

SATURDAY, APRIL 30—

Vancouver — Start 7:02 p.m. PDT Q.E. Theatre

SUNDAY, MAY 1—

Trail, B.C. 4:30 a.m. PDT
 Coleman, Alta. 10:30 a.m. MST
 Calgary, Alta. CFCN 2:00 p.m. MST
 Calgary (downtown) 2:45 p.m. MST
 Parc Ferme—James Short School, 4th Avenue and Centre Street S.W.

MONDAY, MAY 2—

Calgary — Start 2:02 a.m. MST
 Red Deer 6:30 a.m. MST Park Hotel
 Wainwright 10:45 a.m. MST
 Wilkie, Sask 2:20 p.m. CST
 Saskatoon 5:00 p.m. CST
 Parc Ferme — Eatons Parking Area, 4th Avenue at 21st

TUESDAY, MAY 3—

Saskatoon — Start 1:02 a.m. CST
 Yorkton 7:15 a.m. CST Muirs Holiday House
 Russell, Man. 10:00 a.m. CST
 Winnipeg 4:15 p.m. CDT
 Parc Ferme — International Inn, Wellington and Berry

WEDNESDAY, MAY 4—

Winnipeg — Start 12:32 a.m. CDT
 Fort William 10:00 a.m. CDT
 Wawa 4:00 p.m. EST Belanger Shell
 Sault Ste. Marie 8:00 p.m. EDT
 Parc Ferme — Memorial Gardens Parking Area

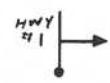





THURSDAY, MAY 5—

Sault Ste. Marie — Start 6:02 a.m. EDT
 Sudbury 10:00 a.m. EDT Caswell Hotel
 Parry Sound 12:30 a.m. EDT 1867 Restaurant
 Bancroft 2:00 p.m. EDT Donery Shell
 Ottawa 8:20 p.m. EDT
 Parc Ferme — Parking Area Queen and Alberta

FRIDAY, MAY 6

Ottawa — Start 9:02 a.m. EDT
 St. Jovite 12:00 a.m. EDT Le Circuit
 Shawinigan 4:30 p.m. EDT
 Quebec City 7:45 p.m. EDT
 Finish — Place d'Armes — Chateau Frontenac

SECTION #4 (Wednesday, April 28th)

| Time Allowance | Mileage | Instruction | Location or Sign |
|----------------|---------|--|------------------------|
| | | Proceed to the junction of Hwy 1 West and the road to Stony Beach, via: | |
| A | 35 | 0.00 Turn right onto Hwy 6 1.24 Bear right onto Hwy 1 West 17.61 Road to Pense (reference mileage) 25.81 Junction of Hwy 1 West and road to Stony Beach | Albert Street |
| | | Proceed to the junction of Hwy 2 and Hwy 42 north of Moose Jaw, via: | |
| | 0.00 |  | Begin 44.0 mph average |
| | 0.33 |  | |
| | 6.42 |  | |
| | 9.47 |  | |
| B | 12.68 |  | |
| | 13.54 |  | |

(53)

SHELL 4000 ENTRY LIST — 1966

| # | ENTRANT | DRIVER | NAVIGATOR | CAR |
|-----|--|---------------------------------------|--------------------------------------|----------------------|
| 101 | J. E. Bloom, Detroit, Mich. | J. E. Bloom, Detroit, Mich. | Wayne Zitkus, Toledo, Ohio | Plymouth Valiant |
| 102 | Reidy Ford Sales Ltd., Medicine Hat, Alta. | Patrick Stiles, Medicine Hat, Alta. | Dr. E. Skinner, Medicine Hat, Alta. | Mustang |
| 103 | Harry Baker, Edmonton, Alta. | Harry Baker, Edmonton, Alta. | M. G. Hogben, Edmonton, Alta. | MGB |
| 104 | Ray Middlemess, New Westminster, B.C. | R. Middlemess, New Westminster | G. E. Stubbs, Vancouver, B.C. | Valiant |
| 105 | Ford Motor Co. of Canada Ltd. | Paul MacLennan, Toronto, Ont. | John Wilson, Toronto, Ont. | Cortina Lotus |
| 106 | Carette Automobiles, St. Foy, Que. | Jacques Beaudet, Que. | Richard Drouin, Quebec | Renault Gordini R8 |
| 107 | Chrysler Canada Ltd., Windsor, Ont. | Scott Harvey, Dearborn, Mich. | Mike Kerry, Toronto, Ont. | Barracuda |
| 108 | Stedelbauer Chevrolet-Oldsmobile Ltd., Edmonton, Alta. | Hunter Floyd, St. Albert, Alta. | Geo. Stedelbauer, Edmonton, Alta. | Oldsmobile 442 |
| 109 | Billy R. Rice, St. Louis, Mo. | Billy R. Rice, St. Louis, Mo. | Carolyn S. Rice, St. Louis, Mo. | Volkswagen 1200 |
| 110 | James Callon, Sault Ste. Marie, Mich. | J. Callon, Sault Ste. Marie, Mich | Joe Mazuch, Jacques Cartier, Que. | Autsin Cooper S |
| 111 | Gary McMahon, Scarborough, Ont. | Gary McMahon, Scarborough, Ont. | | Mustang |
| 112 | Nissan Motor Co. Ltd., Japan | L. Saunders, Port Coquitlam, B.C. | J. Greenfield, Vancouver, B.C. | Datsun Sports 1600 |
| 113 | Ewen B. Graham, Calgary, Alta. | Ewen B. Graham, Calgary, Alta. | Henry Acteson, Calgary, Alta. | Volvo Canadian |
| 114 | Coiteux Automobile Inc., Montreal, Que. | Robert Coiteux, Montreal, Que. | Charles Milot, Montreal, Que. | Austin Mini Cooper S |
| 115 | Kaiser Jeep of Canada Limited, Windsor, Ont. | Peter Lerch, Montreal, Que. | Bill Leatham, St. Laurent, Que. | Kaiser Jeep Wagoneer |
| 116 | Richard Pepper, Shearwater, N.S. | Richard Pepper, Shearwater, N.S. | Wm. Jackson, Shearwater, N.S. | Volvo 544 |
| 117 | Nissan Motor Co. Ltd., Japan | R. Brown, North Vancouver, B.C. | John O'Dwyer, North Burnaby, B.C. | Datsun Sports 1600 |
| 118 | R. W. Watson, Kelowna, B.C. | R. W. Watson, Kelowna, B.C. | G. Wood, Kelowna, B.C. | Austin 1100 |
| 119 | Gilles Vincent, Montreal, Que. | Gilles Vincent, Montreal, Que. | John Catto, Ottawa, Ont. | Mustang |
| 120 | John D. Smith, Kingston, Ont. | John D. Smith, Kingston, Ont. | David Phippen, Collins Bay, Ont. | Cortina GT |
| 121 | Sunshine Motors Ltd., Waterloo, Ont. | Fred Anderka, Willowdale, Ont. | Klaus Bartels, West Hill, Ont. | Renault Gordini R8 |
| 122 | Herbert Felton, Sault Ste. Marie, Ont. | H. Felton, Sault Ste. Marie, Ont. | K. Errington, Sault Ste. Marie, Ont. | Austin Cooper S |
| 123 | David Jock, White Rock, B.C. | David Jock, White Rock, B.C. | G. Forbes, Richmond, B.C. | Consul Capri |
| 124 | Mrs. Irene Balec, Ft. William, Ont. | Mrs. Irene Balec, Ft. William, Ont. | Allan Albrecht, Port Arthur, Ont. | Austin Cooper |
| 125 | Lou Batori, New York, N.Y. | Lou Batori, New York, N.Y. | Marius Valsamis, Philadelphia, Pa. | Citroen Safari |
| 126 | Charles Alsip, Inver Grove, Minn. | Charles Alsip, Inver Grove, Minn. | Don Andrews, Bloomington, Minn. | Sunbeam Tiger |
| 127 | Ken Richman Motors, London, Ont. | D. A. Rodgman, London, Ont. | J. K. Edwards, Southwold, Ont. | Fiat 850 |
| 128 | Rootes Motors (Canada) Ltd., Toronto, Ont. | Rosemary Smith, Dublin, Ireland | Anne Coombe, Toronto, Ont. | Sunbeam Imp |
| 129 | Lauri Paivarinta, Sault Ste. Marie, Ont. | L. Paivarinta, Sault Ste. Marie, Ont. | B. Casselmann, Sault S. Marie, Ont. | Austin Cooper |
| 130 | Thomas J. Samida, Ann Arbor Mich. | T. J. Samida, Ann Arbor, Mich. | Thomas Grimshaw, Detroit, Mich. | Valiant |
| 131 | Fritz Hochreuter, Toronto, Ont. | Fritz Hochreuter, Toronto, Ont. | Paul Manson, Toronto, Ont. | Volkswagen 1500 |
| 132 | Ralph Covell, Riverside, Calif. | Ralph Covell, Riverside, Calif. | K. E. Bertino, Long Beach, Calif. | Austin Cooper S |
| 133 | Ward Bros., Unionville, Ont. | Derek James, Toronto, Ont. | John Trudeau, Rexdale, Ont. | Fiat 850 |
| 134 | Donald McQuirk, Toronto, Ont. | D. McQuirk, Toronto, Ont. | Colin McQuirk, Thornhill, Ont. | Ford Anglia |
| 135 | Pat Onions Motors, North Bay, Ont. | Pat Onions, North Bay, Ont. | Peter Smith, Toronto, Ont. | Triumph 2000 |
| 136 | C. P. R. Litchford, North Vancouver, B.C. | C. Litchford, N. Vancouver, B.C. | P. D. N. Berry, Montreal, Que. | Mercedes Benz 190 |
| 137 | Universal Sales & Service, Calgary, Alta. | Trudy Dumiel, Calgary, Alta. | Lorraine Jackman, Calgary, Alta. | Cortina GT |
| 138 | Jack Carter Ltd., Calgary, Alta. | Werner J. Wenzel, Calgary, Alta. | Harry Hartley, Calgary, Alta. | Chevrolet Nova SS |
| 139 | Miller-Hughes Ltd., Cornwall, Ont. | F. Guilbeault, Cornwall, Ont. | W. B. Remington, Ile Perrot, Que. | Mustang |
| 140 | Ralph R. Reid, Spokane, Wash. | Ralph R. Reid, Spokane, Wash. | Joseph Grevstad, Colbert, Wash. | Porsche 356A |
| 141 | Tom Wylie, St. Hubert, Que. | Tom Wylie, St. Hubert, Que. | Denny Quirk, St. Hubert, Que. | Morris Minor 1000 |
| 142 | Peter Bircumshaw, Rexdale, Ont. | Peter Bircumshaw, Rexdale, Ont. | Desmond Weston, Toronto, Ont. | Alfa-Romeo |
| 143 | Joachim Schmidt, Port Coquitlam, B.C. | J. Schmidt, Port Coquitlam, B.C. | | DKW 1000S |
| 144 | Walter J. Sayers Motors, Point Edward, Ont. | W. J. Sayers, Sarnia, Ont. | Peter Bell, Brantford, Ont. | Fiat 850 |
| 145 | Ford Motor Co. of Canada Ltd. | Roger Clark, London, England | Robin Edwards, Fabreville, Que. | Cortina Lotus |
| 146 | Derrick de Lisser, Kitimat, B.C. | Derrick de Lisser, Kitimat, B.C. | Robert de Lisser, North Surrey, B.C. | Volvo 122S |
| 147 | Van Kleef Foreign Car Centre Ltd., Calgary, Alta. | Chris Dyer, Calgary, Alta. | Doug Jackman, Calgary, Alta. | Renault Gordini R8 |
| 148 | Robert F. Smith, Toronto, Ont. | Robert F. Smith, Toronto, Ont. | John C. Pearce, Halifax, N.S. | Volvo 122S |
| 149 | City Chevrolet Super Sport Centre, Hamilton, Ont. | Maurice Carter, Hamilton, Ont. | Don Hambley, Sudbury, Ont. | Chevy II |
| 150 | Wembley Motors Ltd., Toronto, Ont. | Bob Burlington, Downsview, Ont. | Ed Danziger, Downsview, Ont. | Volvo Canadian |
| 151 | Fiat Canada Limited, Toronto, Ont. | Diana Carter, Toronto, Ont. | Mrs. T. Gillies, St. Lambert, Que. | Fiat 850 |
| 152 | Linda Floyd, Concord, Ont. | Linda Floyd, Concord, Ont. | Peggy Kurtin, Burlington, Ont. | Volvo 122S |
| 153 | Bill Salisbury, Vancouver, B.C. | Bill Salisbury, Vancouver, B.C. | Sieg Galk, North Surrey, B.C. | Volkswagen |
| 154 | Ford Motor Co. of Canada Ltd. | Eppie Weitzes, Toronto, Ont. | Brent Davies, Erindale, Ont. | Cortina Lotus |
| 155 | R. McDowell Rambler Motors Ltd., Port Arthur, Ont. | Eric Siivonen, Port Arthur, Ont. | Olavi Viheriasalo, Port Arthur, Ont. | Rambler American 440 |
| 156 | Gene Henderson, Dearborn, Mich. | Gene Henderson, Dearborn, Mich. | Doug Gallop, Toronto, Ont. | Ford Falcon Sprint |
| 157 | Studebaker of Canada Limited, Hamilton, Ont. | Stu Chapman, Burlington, Ont. | Tom Baldock, Burlington, Ont. | Studebaker Daytona |
| 158 | Nissan Motor Co. Ltd., Japan | D. Lamont, New Westminster, B.C. | Ed Deak, Vancouver, B.C. | Datsun Sports 1600 |
| 159 | F. J. Curran, Downsview, Ont. | F. J. Curran, Downsview, Ont. | R. F. Carney, Toronto, Ont. | Peugeot 404 |
| 160 | Donald Angerhofer, Western Springs, Ill. | D. Angerhofer, Western Springs, Ill. | Bill Dodd, Amherst, Ohio | Volvo 122S |
| 161 | Wilson-Niblett Motor Ltd., Richmond Hill, Ont. | John Merriman, Scarborough, Ont. | Jim Peters, Don Mills, Ont. | Chevrolet Chevelle |
| 162 | Thunder Bay Electronics Ltd., Port Arthur, Ont. | Tom Jones, Port Arthur, Ont. | Chris Dougall, Ft. William, Ont. | Dodge Coronet |