

THE BROKEN SPOKE

LE RAYON CASSE
DIE GEBROCHENE SPEICHE
I RAGGI DELLA RUOTA SONO ROTTI
DEN BROCKEN EGERN

Published by the

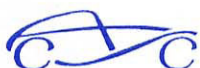


3-11 MAY 1967

400



CENTENNIAL RALLY



AFFILIATED WITH

CANADIAN AUTOMOBILE SPORT CLUB

ROYAL AUTOMOBILE SPORT CLUB

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

FROM THE RALLY SEAT

by Chris Dyer

I think most people are, by now, aware that the Shell Centennial 4000 Rally is just around the corner and a good many people have had a peek at the entry list, which this year, contains no less than 97 entries, of which 14 are from the Prairie Region. Two from Winnipeg, 2 from Saskatchewan and the remaining 10 from Alberta. (That is if one considers Harry Baker/Russ Thomas an Alberta entry. Harry is presently stationed in Quebec and Russ, of course is still an Edmontonian.

Perhaps a general introduction of entrants is in order, as I have heard some stray rumors about abandoning the May 4th C.S.C.C. Club meeting and creating a sort of mass exodus to the City of Red Deer, where the Shell Rally will have it's 2nd overnight stop as the Rally will not pass through Calgary this year. In this case, it would be nice to know who is who, so here it is in numerical order.

The Rally will be led by:

- #101 John Beelen/Don Ackerman, Toronto - Fiat 850 Coupe
Don is quite well known in Prairie Region racing circles as a keen racing competitor. Don has, this year, for the first 4000 traded seats and is determined, I think to pilot this tiny, but very reliable car to the finish. Being in the front with such a small car, we wish them luck.
- #102 Klaus Ross/John Bird - Datsun 1300 Sedan
Fresh from an overall victory in this years Winter Rally, this crew has again gone "Ford-hunting". They are the '64 and '65 Shell winners, then in a Volvo, and are generally considered one of the best rally crews Canada has to offer. Barring mechanical failures, with which Ross was plagued last year, in his Datsun 1600, I will place just about any wagers that they will be in the "top three" at the finish in Montreal.
- #103 Bob Allison/Herb Ashley, Saskatoon - Mustang GT
Bob is a newscaster in Saskatoon. He and Herb have the distinction of being the first of the Prairie Region Entries. This is their first 4000 venture.
- #106 Bob Dunwoodie/John O'Dwyer, Vancouver - VW 113 (1500 Beetle)
Bob and John are certainly no strangers to Alberta and B.C. rallyists, or for that matter, to the rest of the country, and they have justly, this year, merited one of the team VW's. Both are very prominent in the B.C. Region and recently placed 2nd in the Thunderbird Rally. John is a veteran of several 4000's. I think we can look forward to an excellent performance by these two.
- #110 Diana Carter-Polivyka/Barbara Jean Jack - Rambler Rebel
Heading off the Rambler team, Diana needs no introduction to motor sport fans as she is a many time winner of the Coupe des Dames in the Shell Rally. There is little or no doubt that she will do well this year and become a credit to the first venture of Rambler into the field of motorsport.
- #111 Ted Kendall/John Pearce, Nova Scotia - Austin 1100
This crew won the 1966 Shell Centennial Rally awards for that Region.

- #113 Hart Gee/ Dennis Johnson, Quebec - Renault R8
Fresh from a third overall in The Winter Rally, Hart and Dennis will, in all likelihood put up a fine performance in Class I. Hart is no stranger to the Shell 4000, or to a Renault, in which he has competed successfully for several years.
- #117 Fritz Hochreuter/Lutz Ecker, Agincourt, - VW 1500 TS
Fritz has competed with a fine degree of success in several Shell Rallies, although they are up against tough competition in Class III, they can be counted on to finish near the top. Fritz finished as 3rd private entry last year.
- #118 Jacques Duval/Robin Edwardes, Quebec - Citroen DS 21
Dubal, a well known Eastern racing driver, has been selected to head the first of the Citroen team this year with Robin Edwardes. Robin, an excellent navigator of Ford fame, has shown such notorieties as Henry Taylor and Roger Calrke the way in past 4000's. He placed 3rd overall in '65 and '66.
- #119 Norm Van Louie/Wm Hayson, Vancouver - Alfa Romeo.
Winners of the B.C. Region Shell Centennial Rally awards, they show a great deal of courage in taking the Alfa in this year's Shell. I believe this to be their first venture in this event.
- #121 Frank Curran/Ron Carney, Ontario - Rambler Rebel
Winners of the best private award in the '63 and '64 Shell 4000's, Frank and Ron have got to be the "Ace" crew on the Rambler Team. They seem to finally have traded their trusty old Peugeot 404 for a new 204 model with which they finished 10th in the Winter Rally. It will be interesting to see what they can do in a "big" car.
- #122 Anita Taylor/Terry Gillies - Ford Lotus Cortina
Although she has no major rally successes behind her, it should be interesting to see what one of Britian's better female racing drivers can do in the Shell when left with a capable navigator such as Terry Gillies, who has not only been in past Shell Rallies, but is also widely considered one of Canada's finest, (editors note: best looking) female navigators.
- #126 Roger Clark/Jim Peters - Ford Lotus Cortina
Roger is internationally known and respected for his ability to finish high in the chips in major rallies all over the world. It is indeed nice to see Roger back competing in Canada. It only serves to commend the Shell 4000 Rally. Although I know very little of Jim, he must be good or Paul Cooke would not let him in the "Ford fold". I would look for these two to be another team in the "top three".
- #128 Pat Onions/Doug McLellan, North Bay - Triumph 2000
For several years the Standard Triumph Motor Company has received lots of good publicity through Pat's efforts with Triumphs of various descriptions. Both are veterans of previous Shell Rallies. In view of their past performances, they might well be very successful in the private category.
- #131 Klaus Bartels/Fred Anderka, Ontario - VW 113
Bringing up the rear guard of the "Unstickables" is Bartels and Anderka who have done extremely well in the past Winter Rallies. There is a good chance that they might well get Comstock Team Manager, Paul Cook, somewhat

upset with the possibility of some sleepless nights if the weather gets as rough as the VW team manager hopes it will.

- #140 Peter Allen/Ron Lynch, Red Deer - Falcon Sports Coupe
The first of the ten Alberta entries is headed off with Peter and Ron who have both done very well in various Alberta and National events. Both were entered by Rio Vista Ford of Red Deer in last year's event but did not finish. Rio Vista deserves great commendation for their devotion to the sport.
- #142 Harry Baker/Russ Thomas, Quebec - Edmonton, MGB
Baker, a run-away Albertan, has this year teamed up with an old rival from the Regional rally scene. Both are top-flight rallyists on the Prairies. This is Russ' first Shell, whereas Harry competed in the same MGB last year and finished with Mike Hogben.
- #146 Gene Henderson/Doug Gallop, Dearborn - Toronto, Lotus Cortina.
This crew has been together for a couple of years now and have done extremely well, they finished 5th overall in last years event. Gene has competed in the Monte Carlo Rally and finished 2nd in class, if I remember correctly, in March, 1964. They have this year, for the first time, abandoned their American compact cars (Falcon and Valiant) in favour of a Lotus Cortina. I would normally favour them for first in private class, but they are in a very heavy class this year, but that, does by no means mean that they cannot overcome the odds in favour of the two works teams.
- #148 John Griffiths/Peter White, Calgary - Ford Anglia Super.
Both John and Peter who have rallied a good deal in Britian, are both top flight drivers, in their Anglia. They are the only Anglia not prepared by Comstock, which no doubt will be a handicap. This is their first attempt at the Shell Rally. Their car should, for all practical purposes, be very distinguishable by a very large and unusual sign on the rear of their car...
- #149 Rosemary Smith/Ann Combe, Sunbeam Imp
This crew, at whom the aforementioned sign is directed, are very heavily favoured to win their class, as they did last year and they might succeed in a bit higher position than last year (8th overall). They are without a doubt out to try for a repeat Coupe des Dames win, as they did last year when they put an end to Diana Carter's winning ways. Rosemary won the "65 Tulip Rally in Holland outright beating the best rally drivers in the world today with an Imp. In fact she has done so well with this car that she is becoming a legend with Routes of England, and most certainly already synonymous with the trade mark "imp".
- #150 Scott Harvey/Mike Kerry - Barracuda
This crew makes for yet another Can-American successful crew, with more rally successes than can be mentioned here. Scott has been competing in nearly all previous Shell Rallies and done very well in all of them. He has also done a sting in Europe with the Monte Carlo Rally. Mike is also a Shell veteran, having navigated several times for Olivier Gendebien of Belgium, when Volvo had their works entries at their successful best in this event.
- #151 Dick Bartels/Tom Stippard, Edmonton - Volvo
This crew is the result of a very successful merger which took place during 1966. Dick should prove worthy of the challenge the 4000 presents with his

well prepared Volvo as well as the asset of the services of Stibbard, who for several years has competed very successfully on the Prairies. He is well known in Calgary and elsewhere for his past performances. This however, is their first attempt at the Shell 4000. There can be little doubt that they will come out well at the finish in Montreal.

- #154 Jean-Claude Ogier/Lucette Pointet, France, Citroen DS 21
This is the first time for several years that international stars of this calibre have visited the Shell Rally, excepting Olivier Gendebien and a few British top drivers. Monsieur Ogier is well known in connection with Citroen Rally Cars and again the "Monte" of which he has attended many. In '63, he was fourth overall as well as being one of Citroen's top drivers in the '64, '65 and '66 events. Lucette, this year managed to press her way on to 2nd ladies crew in the "Monte", she has had several fine placings in European and international events. This team should place well within the top ten and should take care of their class.
- #158 Pat Stiles/Doug Jackman, Calgary, Fiat 850 Coupe
The best prepared Calgary crew, these two should put up quite a battle for a class win and possibly for first private. Pat and Doug have campaigned together in the Prairie Region for the past year and have indeed done very well. Doug, 2nd overall in the 1966 Prairie Region Championship and they were overall winners of the '66 Klondike Trail Rally as well as holders of many excellent placings in National Rallies.
- #161 Chris Dyer/John Poulsen, Calgary - Renault R8 Gordini
With the services of John Poulsen, probably one of Medicine Hat's foremost navigators, I am personally going to feel very much at ease during the running of the Shell this year, with a well prepared car, we might even have a chance of doing reasonably well, although the presence of Ross and Bird in our class, rests heavy and hard on our mines at this writing. However, we have a great deal of confidence in each other's ability as well as that of the car. While this is John's first attempt at the Shell, I competed in last years event.
- #170 Paul MacLennan/John Wilson, Toronto - Ford Lotus Cortina
This duo needs only a bit of luck this year to make it two Shell victories in a row. They have long since established themselves as one of Canada's top rally crews. With the assistance of the Comstock people, there seems little or no doubt that they will be in the "top three". They have an amazing competition record to their credit with an outright in the '66 Winter Rally and a 2nd overall in the '65 Shell Rally, just to name a few.
- #174 Maurice Carter/Art Dempsey, Ontario, Camaro SS 350
Both of these drivers, although never crewed together, have several near-wins in past Shell 4000's and the Canadian Winter Rally. This crew could be counted on for a possible outright win.
- #180 Tony Ellnor/Jeremy Greenfield, Vancouver - Cortina GT
Having acquired the services of Ellnor, Greenfield, a top BC competitor assures me by previous correspondence that the driving end of his Shell endeavour this year is in good hands. Jeremy competed in last years event in a Datsun 1600 on the Datsun works team. As a private entrant this year ~~this crew stands a good chance~~ in the private category. ~~**~~ Although originally entered in a Datsun, I am informed that they have decided to take a Cortina instead.

#181 Hunter Floyd/Terrence Carrol,
Edmonton, Olds 442 Coupe

Here is another example of the enthusiasm on the part of Stedelbauer Chev/Olds, who for the second year running is sponsoring a car in the Shell 4000. Hunter finished in a very favourable position last year with George Stedelbauer navigating, despite the very heavy car by rally standards, they should do very well in their class.

#184 George Chapman/Bill Munden,
Winnipeg - Anglia Super

This year for the first time, George Chapman, the 1966 Canadian Racing Champion, is about to have a go at the Shell Rally. This is his first venture at any national or international rally. Bill, on the other hand is a veteran campaigner on the Prairie Region Rally scene and have several good placings to show for his efforts.

#190 Dorothy Hondorff/John Merriman,
Quebec & Ontario - Isuzu Bellett GT
Being on the Shell Centennial Rally awards winners, as well as an excellent driver, Dorothy has obtained the services of John Merriman, who is usually in the drivers seat and is generally known for some fantastic special stage times and also for some very fine placings in past 4000's. The Isuzu, known for its reliability, should bring these two to the finish in Montreal.

#193 John Tedder/Ted Hornung, Regina
- Mustang
From Regina, Ted and John are going to have a "bash" at the longest rally in the world. They will be bringing up the rear of the Saskatchewan contingent.

#197 Eppie Wietzes/John Maxwell,
Olds Toronado
Last and largest in the rally is this Toronado, entered as a 2nd car by Stedelbauer CHEV/Olds in Edmonton. Eppie, a well known eastern race driver, was entered last year by

SPORTS CAR ACCESSORIES

CIBIE LIGHTS

10 times the light
of a standard
Seal Beam

Rally proven in 40 Countries

LUCAS LIGHTS

Driving Lights
Fog Lights

MICHELIN TIRES

Radial Ply
The finest tire for
Racing, Rallying or
just plain rough driving

WINTER START

A self-operating Battery Warmer
— no plug-in required. Tests
show a 40 - 50 degree
rise in battery temperature at -10°
12 Volt only

SPORTS CAR ACCESSORIES

Shift Knobs — Chrome or Walnut
Floor Mats — Choice of Colors
Sun Visors — Wind Wings
Ski Racks — Luggage Carriers, etc.

BRENNAN AUTO SUPPLY LTD.

638 - 17th AVE. S.W.

266-2611

OPEN SATURDAY ALL DAY

266-3436

the Comstock Team in a Lotus Cortina. To my knowledge, this is his first event in a front wheel drive vehicle. They should indeed do extremely well in the Shell Centennial 4000 Rally.

With Jim Gunn's prediction that only about half of the starters will arrive in Montreal, this years Shell 4000 Rally certainly shapes up to be one of the toughest on record and with the recent snow still on the ground at this writing, I for one, am tempted to believe him.

To all participants go our best wishes for a good, successful Rally.

Chris Dyer

* * * * *

PRAIRIE REGIONAL NEWS SPECIAL

2116 Morgan Avenue
Saskatoon, Saskatchewan
April 18, 1967.

Mr. Donn Armstrong
2418 11th Avenue A South
Lethbridge Alberta.

Dear Donn:

I believe that about one year ago we had decided to appoint Don Grant as senior Driving Instructor in Saskatchewan, yourself in Alberta, and George Chapman in Manitoba.

Apparently there has never been an official disclosure to this fact. Would you see to it that something to this effect is put into the next Calgary Bulletin. Would you also see to it that National sends out identity cards for the Senior Driving Instructors.

I suppose we should now be thinking of naming assistants to the Senior Driving Instructors in each province. Would you give this some thought.

Yours very truly,

Glen M. Pearson
President
CASC Prairie Region.

THE SHELL 4000 - A BRIEF HISTORY

(Borrowed from THE SPOKESMAN)

The concept of a car rally across Canada has existed in the minds of many motoring enthusiasts for several years prior to 1961, but it was not until that year that the British Columbia International Trade Fair brought the idea to fruition, the B.C.I.T.F. Rally started in Montreal and ended in Vancouver at the opening of the Fair, seven days later. Over 100 cars started, with the majority finishing. Shell Canada Limited were the sponsors, and thus began the series of annual events now known as the Shell 4000.

In 1962 Shell organized and sponsored the 4000 mile trek again from Montreal to Vancouver, and under difficult spring weather conditions, only 24 of the 42 starters finished the Rally. Most of the finishing crews took away some of the \$6,000.00 in prize money.

To provide a major change in format, the route direction in 1963 was altered to a west-east direction with Vancouver and Montreal being take-off and finish points. The time schedule was cut to six days for the 47 starters, of which 42 finished. The conditions were clear and dry over the entire route giving a relatively easy run for the \$8,000.00 in prize money.

In order to bring the 1964 Shell 4000 up to the standards comparable to European and other World Championship events, closed sections were introduced. This new element added excitement for the competitors and public alike and gave new impetus to rallying in North America. European rallyists competed in large numbers for the first time but received only a small part of the \$10,000.00 prize money. The routing was again Vancouver-Montreal and of 60 starters, 44 crossed the finish line.

The fifth annual country wide event in 1965 brought out the largest entry since 1961, and 64 cars started from Montreal with only 37 reaching Vancouver. Varying weather conditions, with everything from snow to dust storms, helped to make this the toughest run to date. Closed sections again proved to be the greatest drawing card for both competitors and the public.

For 1966 the route was again west to east, starting in Vancouver and ending in Quebec City. Major changes were made in the regulations and these met with the approval of both Canadian and International entries. Eight closed sections through military camps, forest reserves and National Parks were the main features of a tough route on a very rigid time schedule. Only 26 cars of the 60 starters that left Vancouver six days earlier crossed the snow-covered finish ramp in Quebec City.

* * * * *

MEET THE ORGANIZERS

SHELL 4000

(Borrowed from THE SPOKESMAN)

Rally organizer Jim Gunn, started rallying almost by accident about 20 years ago. Jim and Jack Fee were driving along Decarie Blvd. when they saw a group of sports cars, stopped and asked what was going on, and decided to enter. They were both hooked on rallying, and became members of SMCC. Jim later became President of SMCC and was one of the founders of the CASC, continuing to further the growth of motor sport in Canada. He has been the Chief organizer of the Shell 4000 since it started.

Rally Manager Peter Bone, is a Graduate engineer, who came to Canada from England in the early fifties, and became completely involved in motor sport, racing and rallying. It was a familiar sight to see his Elva Courier take the checkered flag at St. Eugene. He was also the winning navigator of many national rallies.

He returned to England in 1962, where he navigated for some of the top European drivers, including the late Sam Nordell, in such rallies as the Tulip, Alpine, RAC, Toufde France.

On his return to Canada in 1963 he was the ideal replacement Shell was seeking to organize the route of the Shell Rally. Peter is quiet and unassuming; and his past record of organization makes him Canada's top organizer. He had competed in the BCITF in 1961, navigating for Les Chelminski in a Chevy II. The '62 and '63 Shell Rallies lacked the polish of a top organizer. Instructions were ambiguous, competitors were subjected to "mickey mouse" type instructions to prevent a zeroed rally, and most of the speeds were easily maintainable.

Peter's changes in the 1964 Shell added the sparkle which had been missing from the rally. With the instructions clarified, the introduction of special sections and brisk speeds on transportation sections, the rally became a real test of man and machine. From this point, the organization of the rally has never looked back; each year more special sections fhave been added and a more rugged route has been found. There is no doubt that Peter Bone IS the Shell 4000 Rally.

* * * * *

THE RALLY

SHELL 4000

(Borrowed from the SPOKESMAN)

It seems almost surprising that Canada has a motoring event of this magnitude, with a sparse population stretched out over a large territory. On the other hand, this event is a 'natural' in Canada because of the varied terrain. There are few countries which could offer such a challenge to the car and driver as Canada; from balmy temperatures in Vancouver, competitors are quickly fed into the Rockies, over torturous twisting mountain passes, whose high altitudes, snow, ice and mist are added hazards to descend into the Prairies, dust storms and 'gumbo'. At the Lakehead is the start of the car breaking roads of Ontario. Hour after hour of potholed logging trails will test the driver and car to their limit. Competitors sweep into Quebec to find the byways of La Belle Province offer a supreme challenge. The remote areas that the route passes will be slashed by washouts from the spring run-off, torturing the cars suspensions.

1967 SHELL CENTENNIAL 4000 CAR RALLY - by John Proctor

The entries:

Cortina	13	Mustang	6	Ontario	29
Volvo	10	Datsun	5	United States	20
Volkswagen	9	American Sedans		British Columbia	17
Citroen	6		15	Prairies	11
		Others	32	Quebec	7
				Maritimes	2
				European	1

Ladies' teams 3 Couples 8 Sponsored 25 Private 71

Factory and Dealer Teams:

Ford	122	Anita Taylor	Terry Gillies
(Factory)	126	Roger Clark	Jim Peters
	170	Paul MacLennan	John Wilson
Datsun	102	Klaus Ross	John Bird
(Factory)	139	Don Lamont	Ed Deak
	164	Karl Schulz	Paul Manson
Volkswagen	106	Bob Dunwoodie	John O'Dwyer
(Dealer)	127	Peter Menzel	John Smith
	131	Klaus Bartels	Fred Anderka
Citroen	118	Jacques Duval	Robin Edwards
(Factory)	138	Keith Ronald	John Medwell
	154	J.Claude Ogier	Lucette Pointet
Rambler	110	Diana Carter	Barbara Jack
(Factory)	121	Frank Curran	Ron Carney
	135	Eric Siivonen	Tom Jones

* * * * *

HERE AND THERE

From:

The Straight Pipe: "Well, it's happened! CSCC supports ELCC's ideas on rallying. (See the Broken Spoke, article by Lacey.) All kidding aside, this (I hope) is not the feeling of C.S.C.C. as a club; but only an individual member expressing a n opinion.

JRW Associates: RENAULT --- will assist racing and rally drivers who use their cars. Awards will go in categories A, B & C according to the driver's experience,

DON GREY who used to report racing for the Globe and Mail is off on a year's leave of absence, freelancing.