

CANADIAN SHELL 4,000 RALLY

GENERAL CLASSIFICATION

1st :	R. Clark/J. Peters (Ford-Lotus Cortina)	44	points
2nd :	S. Harvey/M. Kerry (Plymouth Barracuda)	133	"
3rd :	K. Schutz/P. Manson (Datsun)	170	"
4th :	P. MacLennan/J. Wilson (Ford-Lotus Cortina)	329	"
5th :	M. Rainville/R. Edwardes (Citroën DS21)	336	"
6th :	J.-C. Ogier/Mlle. L. Pointet (Citroën DS21)	387	"
7th :	B. Bunch/D. Bland (Jeep Wagoneer)	443	"
8th :	E. Siivonen/T. Jones (Rambler)	560	"
9th :	D. Dunwoodie/J. O'Dwyer (Volkswagen)	584	"
10th :	F. Hochreuter/L. Ecker (Volkswagen)	633	"
Team Prize : Datsun (K. Schutz/P. Manson, D. Lamont/E. Deak, K. Ross/J. Bird).			
Ladies' Prize : R. Smith/A. Coombe (Sunbeam Imp), 761 points and 13th place.			

THE *Canadian Shell 4,000 Rally* is the World's longest event held under F.I.A. rules at the moment and the longest anyway with the demise of the Round Australia Trial. This year it provided several "firsts." The first win for a non-Canadian crew, the first international rally win for Boreham's new '67 shape Lotus Cortina (an early baptism considering it took the old-shape nearly four years before semi-privateer Gilbert Staepelaere won the Geneva last year) and a long-awaited first major win for Roger Clark.

Over a complete week of almost continuous motoring faced the ninety-three starters in Vancouver, British Columbia, and of these, just over one-half made the finish at *Expo '67* in Montreal. The route was most interesting and demanding in the Rockies (two days), and the rural roads of Quebec and Ontario (last three days); the intervening three days over the featureless Prairies were boring to say the least, although the organisers had done their utmost in finding three stages and some rough roads. Talking of special stages these numbered twelve over mountain tracks and logging roads, or over the sand and gravel wastes of army camps. In addition there were three race tracks.

A total of 250 miles saw a marking system whereby in each of the six capacity classes the fastest scored zero, others losing one point per twenty seconds slower than that. This method of marking is antiquated by European rallying standards being only used in straight hill-climbs where power is the major criterium. Over up-and-down tests of flat forests the drivers much prefer to be on scratch; Roger Clark, for instance, would probably have felt cheated if beaten by an expert driver in say, a Jeep Wagoneer (Blair Bunch and Doug Bland got theirs to seventh overall incidentally) after having battled rally-long with an ace driver like Paul MacLennan in his own class. To partly offset this the organisers had set varying target times for each class on each stage, but this had the undesirable effect that over 5-litre cars had to go 20% faster than under 1-litre vehicles!

Despite this difference from European ways of thinking the event was well organised for one on such a large scale and the marking has improved boundlessly from the regularity sections of only a year ago. The manufacturers' team award is one aspect which is treated quite importantly in Canada, indeed, more note of it is being taken in Europe now and even in the U.K., and the battle was mighty before the Datsuns finally scooped the precious prize with 3rd, 11th and 18th places. After having led for five days the Citroën hold was broken when Keith Ronald and John Medwell had their DS21 hopelessly mired in a deep water-hole near the shores of Georgia Bay. They were eighth at that time. The Ford Cortina-Lotuses then took over the team challenge but lost Anita Taylor and Terry Gillies when Mrs. Gillies committed a navigational error on the seventh day; they too became irretrievably bogged, so leaving the Datsuns to it.

In the Ladies' Cup, Rosemary Smith performed impeccably as usual and had taken the Coventry-prepared Imp as high as eighth overall when she too got stuck in the 100-yard water-hole by Georgia Bay. Luckily the Imp was more easily extractable than the Citroën and she only dropped to 17th, finally recovering to 13th. The area round Georgia Bay incidentally is the scene of the Canadian Winter Rally, by reputation a very tough all-snow event.

The battle for top honours lay mainly between the fast European cars of Paul MacLennan (last year's winner), Roger Clark, the private Smith/Catto Lotus, and the Schutz/Manson Datsun. MacLennan led from Vancouver for the first six days but then he clouted a sand-bank on an army camp special stage and deranged his suspension, and to cap it all, lost his clutch and third gear. The sixth day also saw the Herb Felton/Jim Callon Austin Cooper S drop from sixth place when the Mini's drive failed. After the Prairies the Schutz/Manson Datsun had been second but they lost time rolling the car

on the way to the St. Jovite special stage and were penalised at the finish for having a seal broken on the engine, this dropping them to third behind the very steadily driven Scott Harvey/Mike Kerry Plymouth Barracuda.

Winners of the mixed crew award were Ogier/Pointet. They had been fifth up to the fateful sixth day but lost points digging fellow teammates Ronald/Medwell's Citroën DS21 out of that hole! The third Citroën dropped heavily to fifth place when they had two punctures on the seventh day as well as a chat with the law in Ottawa. Much to Henry Taylor's delight, Roger Clark and Jim Peters arrived unscathed in Montreal to a huge electric signboard welcome at the end of this the Centennial Shell 4,000 Rally.—A. E. A. K.