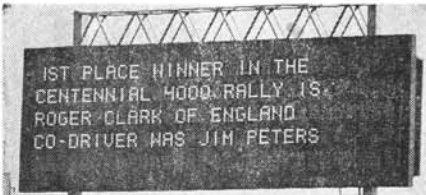


The electric signboard at Montreal's Expo '67.



SHELL 4000 RALLY

FOR the first time in its seven-year history the Shell 4000 Rally across Canada has been won by a non-Canadian. Roger Clark, paired with Toronto navigator Jim Peters, broke the local monopoly when they brought their works-entered Ford Cortina-Lotus to the finish in Montreal last week with the loss of 44 points. It was Clark's first victory in a major international rally outside Britain—the Shell 4000 is one of five events counting toward the R.A.C.'s World Rally Trophy—but the second in a row in the Shell for Ford.

Clark's performance set the stage for a strong showing by foreign cars and drivers. Former SCCA rally champion Scott Harvey and Toronto navigator Mike Kerry finished second overall in a Plymouth Barracuda with 133 points, while a Datsun crewed by Karl Schulz and Paul Manson of Toronto was third with a loss of 170 points.

The crack Canadian crew of Paul MacLennan and John Wilson, who won last year and led for the first six days this year, finished fourth in their works Cortina-Lotus with 329 points. Citroëns demonstrated their reliability and three strong crews dominated the manufacturers' team category for the first five days. Two of the factory-entered Citroëns, driven by Marcel Rainville and Robin Edwardes of Quebec and Jean-Claude Ogier and Lucette Pointing of Paris, nailed down fifth and sixth places with 336 and 387 points, respectively. Ogier and Mme. Pointing also won the award for the first mixed crew. Blair Bunch and Doug Bland of Quebec drove the largest car in the rally—a two-wheel drive Jeep Wagoneer—to seventh place with 443

manufacturers' team category and the three cars drove up the finishing ramp in Montreal in line astern. Their other two crews were Don Lamont and Ed Deak of British Columbia who finished 11th with 705 points, and Klaus Ross and John Bird, overall winners in 1964 and 1965, who were placed 18th with 1,102 points.

Exactly 100 cars were entered in this year's event, which was known as the Shell Centennial 4000 in recognition of Canada's Centenary. Ninety-three actually started in Vancouver on May 3 and 50 of those were scattered across the country before the 43 survivors of the eight-day, 4,500-mile event finished at Expo '67, the World's Fair in Montreal.

Over most of the route the competitors were timed to the nearest minute, with 10 points being lost for every minute early or late. There were also 12 special stages which included mountain tracks and logging roads, the sand and gravel wastes of army camps and three racing circuits. The special stages ranged in length from six to 37

Private entrants John Smith and John Catto of Ontario lost only five points at Westwood (Smith had never driven on a race track before and was directed by Catto, who had). Schulz and Manson had already laid claim to third place, losing six points in their Datsun, while the three works Citroëns were all in the top ten to put a stranglehold on the manufacturers' team category that was not broken for five days.

Ten cars were eliminated on the first day and another 15 succumbed on the second leg on a route that ran the gamut from pot-holed logging roads and mountain trails to gravel, mud, ice, snow and choking dust. By the third day, however, the rally was into the Prairies and the top six cars remained the same for three days. They were the MacLennan/Wilson Cortina-Lotus, the Schulz/Manson Datsun, the Clark/Peters Cortina-Lotus, the Smith/Catto Cortina-Lotus, the Ogier/Pointing Citroën and the Harvey/Kerry Barracuda.

While only four cars retired on the Prairies, 13 were eliminated on the sixth day when the rally entered Ontario and returned to serious business. And although that day's run was the longest of the rally—780 miles—it was a short stretch of little more than 100 feet where the chances of several competitors were, literally, drowned in two waist-deep water holes near the north shore of Georgian Bay west of Sudbury. Some cars submerged up to their headlights and beyond, while others floated across with their snow-tread rear wheels propelling them like paddle steamers. More than one competitor had to swim when the ground gave way beneath him.

It was flood of despair for the Citroëns, whose almost flawless team performance came to an end when the car driven by Keith Ronald and John Medwell became irretrievably mired des-



DRIVING a gauche, Roger Clark stormed to success with Jim Peters as co-driver in his Boreham-prepared Cortina-Lotus. They are shown on the Camp Wainwright special stage through an army camp in Alberta.

pite the efforts of team-mates Ogier/Pointing to free them. Ronald and Medwell were tied in eighth place with the Smith/Coombe Imp at the time and it wasn't long before the Imp also sank in the water hole. With the help of other competitors the girls were freed and although they dropped to 17th place, they retained their hold on the Coupe des Dames.

For the first time since they had left Vancouver, MacLennan and Wilson dropped points on the road and as the cars pulled into the overnight stop at North Bay they held only one-point lead over team-mates Clark and Peters, who had 23 penalties. Ford's hopes were high with their cars running first and second, but their hopes were short-lived. As the rally moved into the maze of rural Ontario roads used in the Canadian Winter Rally the Anita Taylor/

Terry Gillies Cortina-Lotus was eliminated when the girls went off course and became stuck in a mud-hole. Shortly afterwards the MacLennan/Wilson car clouted a sandbank on a special stage in an army camp and derailed the Cortina's suspension. Later that day they were to lose both the clutch and third gear, and they staggered into the last overnight stop at Kingston in fifth place. They were just one place ahead of Herb Felton and Jim Callon, who had done a remarkable job driving their privately-entered Austin Cooper S into the top six. The Clark/Peters Cortina-Lotus now held the lead, with the Schulz/Manson Datsun second, the Rainville/Edwardes Citroën third and the Harvey/Kerry Barracuda fourth.

With the last and shortest day ahead of them (370 miles), the one thought of the survivors was

to make the finish at Montreal. Despite their caution, however, the finishing order was almost entirely changed. Felton and Callon were dropped to 21st place when U-bolts on the drive shaft failed; Rainville and Edwardes suffered two flat tyres and also lost points taking to the law in Ottawa, which dropped them to fifth place. Schulz and Manson rolled their Datsun on the way to a special stage at the St. Jovite track and were later penalised for having a broken seal on the engine. This dropped them to third place behind the Barracuda of Harvey/Kerry.

Of the top six cars the day before, only Clark and Peters stayed in the same position at the finish. And although they dropped 20 points on the last day, they held the one position that mattered—first.

D.G.



One and a half tons of Plymouth Barracuda takes to the air as Tom Sainida and Ralph Beckman go yumping over the roller-coaster rural roads of Ontario.

points, while Eric Siivonen and Tom Jones of Ontario finished eighth in a Rambler with 560 points.

Volkswagens filled the remainder of the top ten positions, Bob Dunwoodie and John O'Dwyer of British Columbia taking ninth with 584 points. Fritz Hochreuter and Lutz Ecker of Toronto were tenth (and the first private entry to finish) with a loss the 633 points.

Rosemary Smith and her Toronto navigator Ann Coombe won the Coupe des Dames for the second year in succession in a works-entered Sunbeam Imp and were running as high as seventh overall before a deep waterhole dropped them to 13th at the finish with 761 points.

With the elimination of one of the works Citroëns on the sixth leg (it became bogged in a waterhole), Ford led the manufacturers' team category for one day, before they, too, lost one of the team Cortina-Lotus. Racing driver Anita Taylor, doing extremely well in her first major rally, and her Montreal navigator Terry Gillies, became deeply bogged when Mrs. Gillies committed a human error and failed to follow alternative route instructions given at the beginning of the seventh day.

Led by Karl Schulz and Paul Manson, the team of works Datsuns then took over the

miles, with a total of over 250 miles, and on these the competitors lost one point for every 20 seconds slower than the separate target times for each of the six engine capacity classes. The formula used to calculate the target times was a major handicap to the larger cars. Class Six cars (over 5-litre), for example, had target times 20 per cent faster than the Class One (under 1-litre) cars.

Virtually all the real rallying in the event was done in the mountains of British Columbia and Alberta on the first two days and on the rural roads of Ontario and Quebec on the last three days. The middle three days over the vast, almost featureless Prairies presented an almost impossible challenge to the rally organisers. They found three special stages and a few other tough roads, but the competitors became bored, the scores were almost unchanged and for three days the Canadian press searched for different ways of saying the same thing.

MacLennan and Wilson, the 1966 winners, took an immediate lead on the first day when their Cortina-Lotus ran clean on the road and dropped only two points on the special stage at the Westwood racing circuit near Vancouver. These were the only points they were to lose in the first five days of the rally.



Imp romps home on the range!

-for the second year running

1st up to 1,000 c.c. class **1st** Coupe des Dames
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performance and reliability. Over 4,000 testing, straining miles of highways, dirt tracks and mountain passes. "One of the toughest rallies I have ever done", says Rosemary. Go see your Rootes dealer soon. Test-drive our winning streak for yourself.



ROSEMARY SMITH and Ann Coombe were running seventh at one time, but a delay getting out of a water hole dropped them finally to 17th place. They nevertheless collected the Coupe des Dames.

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