



PREVIEW



Shell 4000 Centennial Car Rally

□ Abundance is a necessary word when talking about this year's edition of Shell Canada Limited's 4000-mile car rally.

There's more of everything: competitors, cars, teams, categories, prize money, miles, days, special closed sections, challenges and excitement. Even the name of the event has more to it: "Shell Centennial 4000 Car Rally."

Good reason exists for the big splurge this year. It's Canada's Centennial Year and because of it Shell's annual endurance of man and machine has been planned and organized to make it the best yet on this continent.

It is fitting, therefore, that the "Centennial 4000" will conclude at Expo '67 in the new Autostade. That's the place where international sports competitions will be taking place all during the summer season and the rally will be the first official sports event of the jam-packed schedule.

For the second consecutive year, the "Shell 4000" will start in Vancouver. This "Centennial 4000" will take eight days to complete, a day longer than usual. Actual mileage has been pegged by organizer Jim Gunn at "around 4,500 miles," and rallyists, knowing his fetish for discovering the roughest roads in the country, will undoubtedly find the route to be most demanding.

Gunn has succeeded in coming up with the largest entry list to date, 96 cars at the time of registration deadline. As is the case in past years, late entries will be accepted and Gunn figures that another six or seven crews will submit entries. However, he only will be able to accept four, giving him a total of 100. That'll work out to a car for each year of Confederation.

The prize money is at an all-time high, \$15,250 and the purse includes provision for three prizes in two new categories — Couples and Press. Top money is \$1,000, the same for overall winner, Private category and Coupe des Dames winners.

Gunn said there would be more closed sections this year and hints there could be a total of 10. He promises that there will be at least one in every province in which the "Centennial 4000" passes.

To further highlight Centennial celebrations, the "Shell 4000" will visit provincial capitals on route.

(continued next page)



PREVIEW

Shell 4000 Centennial Car Rally

After leaving Vancouver on May 3, the rally is scheduled to make overnight stops at Kelowna, Red Deer, Saskatoon, Brandon, Fort William, North Bay and Kingston before arriving in Montreal on May 10; but Edmonton, Regina, Winnipeg, Toronto and Ottawa will figure prominently along the way.

The lineup of competitors is first-rate, especially since the rally counts toward the World Rally Championship. Most of the crews are quite familiar to motorsport fans in Canada. For instance, Klaus Ross and John Bird, winners in 1964 and 1965 are back, as well as Paul MacLennan and John Wilson, winners last year. Other well known Canadians entered are Canadian driving champion George Chapman; Diana Carter-Polivka, a three time Coupe des Dames winner; Ron Curran and Frank Carney; Maurice Carter; Gilles Vincent and Jacques Duval.

From the United States, a 23-crew delegation will be headed by Scott Harvey and Gene Henderson while England will be represented by two top stars, Roger Clark and Anita Taylor. Ireland's Rosemary Smith, the winner of the Coupe des Dames in 1966, will be back to defend her title and she can expect a battle from Miss Taylor and Mrs. Polivka.

Car manufacturers are going all out to win the highly prized manufacturers' championship. Ford, the 1966 winner is back with a team, while American Motors makes it debut in motorsport competition with a three-car team. Other teams are entered by Citroen, Volkswagen and Nissan. In all, there are 25 cars entered in the General category for sponsored and manufacturers' cars.

In six previous rallies, Canadians have won five times while the U.S. scored the only other win in 1963. In an international event such as the Shell Centennial 4000, it is hard to establish a clear-cut favorite, especially with so many veteran crews.

However, if past performances mean anything, Canada should once again prevail with a Toronto crew possibly winning the Shell Grand Award.

* * *

THE ROUTE—

Competitors in the 1967 Shell Centennial 4000 Car Rally are in for the longest grind in the history of the event, eight days of rallying 4,500 miles. The rallyists can expect to find over 100 controls along a route consisting of 30% paved main highways, 30% paved and gravel surfaced secondary roads, and 40% gravel or dirt surfaced concession and township roads. Competitors will be given a daily set of instructions and time cards, plus maps.

CLOSED SECTIONS—

One of the most popular parts of any rally route is a "closed section." In a closed section, the area is closed to the public and other traffic when the rally cars pass through. Crews will have to navigate a specific course at the top speed possible for their cars. Cars will be competing against designated times established for each class. Points will be assessed crews failing to equal, or exceeding, the set time.

CARS AND CLASSES —

There are six classifications for cars in the Shell Centennial 4000 this year, but the classifications have been changed in order to give the large entry of small engine cars a more equal basis of competition. All entries must basically be production cars, however, factory options are permitted. Appendix "J" of the FIA governs any modifications or additions to the cars.



The competing cars must be in accordance with Group 1, 2 and 3 of the current Appendix J of the International Sporting Code of the FIA for Series Production Touring, Touring and Grand Touring cars. They will be divided into the following engine capacity classes:

Class 1—Up to 1000 cc (61.02 cu. in.)

Class 2—1001 cc to 1300 cc (61.08 to 79.33 cu. in.)

Class 3—1301 cc to 1600 cc (79.39 to 97.60 cu. in.)

Class 4—1601 cc to 2500 cc (97.66 to 152.50 cu. in.)

Class 5—2501 cc to 5000 cc (152.56 to 305.00 cu. in.)

Class 6—5001 and up (305.06 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, cars are locked up in a "Parc Ferme" until the following day's starting time and crews are not permitted to do any more work. Seals are applied to the engine, transmission, drive axle assembly and generator or alternator prior to the rally and they must be intact at the conclusion of the event. Any seals which are broken, which might indicate unauthorized repair or replacement of parts, will warrant penalty points.

SCORING—

Points are scored against a crew in three ways:

1—Road Sections: Competitors are charged at the rate of 10 points for every minute they are early or late at a time control.

2—Closed Sections (High Speed): Competitors have to compete against a target time for the class in which they are entered. A special formula is applied to determine penalty points, at a rate of 3 points per minute.

3—General: Up to 600 points will be charged against a competitor for missing a control, exceeding the base average speed or failing to start a closed section. Additional points can be charged for various infractions of the rules and at the conclusion of the rally when a final safety inspection is held. Points are only scored against body damage if the fault doesn't rest with the crew driving the car.

PRIZE MONEY—

Total prize money this year is at an all-time high of \$15,250 and will be divided up among the overall winner and category winners, runners-up and class winners.

First overall—\$1,000

Second overall—\$750

Third overall—\$500

The winning privately entered crew also receives \$1,000 and prizes are awarded to the top five places in this category. Winner of the Coupe des Dames will receive \$1,000 as will the winners of two new categories, the Mixed Couple category and the Press Category. The Manufacturers' team prize is \$300 and there is a team prize for Private entries of \$600. There are six class awards with three prizes in each class. Top prize is \$200.

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. There are also special awards made by clubs and regional motorsport groups including the Track and Traffic magazine's annual "Sportsmanship Award."