

Shell 4000 Centennial Rally

... OVER THE MOUNTAINS
THROUGH THE PRAIRIES
AND INTO THE MUD



BY HUGH McCALL

□ Things didn't go too well at the start of the rally. By someone's error, the first 14 cars received the wrong route sheets. This was announced by the hasty return of the Ross/Bird Bellett. Bird was waving the sheets frantically, as he had found quickly the information he had would never get him to the next stop, Westwood.

All competitors were allowed a penalty-free run to

the Westwood circuit where the high speed test was run. Best mark at the track was put up by the Lotus Cortina driven by Roger Clark. He lost four points, while teammate Anita Taylor dropped eight. Rosemary Smith, in her Imp, also lost eight points. Diana Carter-Polivka, driving a team Rambler with navigator Barbara Jean Jack, lost 12 points, one more than teammates Jones and Siivonen. The third Rambler, driven by Curran/Carney, dropped 13. Later on the

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Starting ramp, Vancouver.
Hochreuter/Ecker set out.



Coupe des Dames winner, Rosemary Smith
drifts the Imp — Special section.

same day, MacLennan/Wilson beat Clark's time in the speed event by two points over the 10 laps.

Peter Menzel's VW refused to start after the Westwood test and the trouble was traced to a bad fuel pump. Replacing this cost him some penalty points.

The first cars arrived at Princeton an hour later than expected and two accidents marred the day. The Deno/Yates Cortina collided with a non-rally car in the Okanagan Lake area. Driver and navigator received facial cuts and the car didn't continue. The Merriman/Hondorf Bellett GT rolled on a mountain road and was a writeoff. Neither passenger was injured. At day's end, Rosemary Smith led the Coupe des Dames with 38 points, in 19th overall. Diana Carter-Polivka was second at 86 points, in 36th spot and Anita Taylor was third in 42nd with 117.

Diana Carter-Polivka was balked by a truculent cowboy who would not let her pass through his herd of cattle near Merrit, B.C. He felt the rally cars were

bothering his animals. (Maybe six shooters will be part of next year's rally equipment.) Rainville, in a Citroen, simply used direct tactics and lightly bumped the horse, clearing his own path.

At the start of the second day's run, the team lead was solidly held by the Citroens at 39 points, followed by the Datsun team, with 200 points. The American Motors team was third with 227 and the Ford Cortinas fourth with 263. The Ford group's problems began early when Anita Taylor had tire trouble and had to drive a number of miles on a flat, collapsing a wheel and tearing out her front brakes. Waiting for the repair crew added to her points. Near Salmon Arm, B.C., the Pelizzari/Hourihan Volvo struck the back of a non-rally car, putting them out of the running.

By the time the cars reached Red Deer, Alta., history began to repeat itself. The MacLennan/Wilson Cortina was solidly in the lead. He managed to make Kelowna-Red Deer section, through icé, snow, mud

Dunwoodie/O'Dwyer wend their way across the plains.

PHOTOS BY ROBERT C. RASGDALE



and the mountains, without the loss of one point. On the first leg, they had only amassed two penalty points. In second place, driving their privately entered Cortina, was John Smith and John Catto, with five points. Schulz/Mason in the team Datsun held down third with six points. In the battle for the Coupe des Dames, Imp driver Rosemary Smith led with 56 points for 19th overall, Diana Carter-Polivka was second with 573 points and Anita Taylor third with 779. The next day's dash toward the prairies saw the MacLennan/Wilson team still hanging on to their easy lead, with only five points by the time they went through the closed section near Wainright, Alberta. The other team Cortina with Roger Clark and Jim Peters was fourth with 23 points. The Manson/Schulz Datsun was second overall at Wainright with 16 points. In the Coupe des Dames, Rosemary Smith and Anne Coombe led with 62 points and due to some uncooperative mud, Diana Carter-Polivka amassed 537 points when she was forced to call a tow truck. To add to her miseries, the tow truck became mired and a second truck had to be called. Scott Harvey, in his Barracuda, was having problems too, but from other rally cars. He said he was blocked by a Mustang and, as a result, lost three points.

DRY PRAIRIES EQUALS DULL RALLYING

The prairie section of the rally did not provide the challenge expected by drivers and organizers. In place of mud and wet, the roads were dry and dusty, making the going easy, but boring. In this section, MacLennan/Wilson still held a good lead, with Schulz/Manson second and the Roger Clark/Jim Peters Cortina in third when the Catto/Smith Cortina picked up three points.

The Citroens were still in the lead for the team honors at Brandon, Manitoba with 196 points, the Ford team second with 843, the Datsun team down to third with 987 and the American Motors group fourth with 1,090 points. At Brandon, the first spot was still held by MacLennan/Wilson, seconded by the Datsun of Schulz/Manson with 6 points and third a tie between the Roger Clark and John Smith Cortinas at 27. The Fiat 850 driven by John Beelen had to be withdrawn during the prairies stage with broken steering.

AND NOW, INTO ONTARIO, FOLKS, WHERE THE FUN BEGINS!

The rally met its match in the form of a huge water hole near Espanola, Ontario, that caused most of the entrants to lose points. The MacLennan/Wilson leading Cortina picked up 20 points for a total of 22. Roger Clark crept closer with 23 points in second spot and Schulz/Manson were in third with 30 points.

The leading Citroen team began to accumulate penalty points and by the end of the Fort William-North Bay run, was out of its first place position with a huge collection. The water holes took their toll and, for a time, the Ogier/Pointet team car became bogged down while trying to help out the Medwell/Ronald team car. One extremely tricky waterhole was hidden over a small hill, just ahead of another bog. Several cars made the first obstacle by driving into it full tilt, but when they backed off on the small hill, they found themselves up to the doors.

Roger Clark was having a lot of fun, if his attitude was any indication. At one point, he was heard to say: "Quite wet, isn't it?" while all about him were cursing the conditions, the road, the water, and everything else.

At the end of the Fort William/North Bay section, the Ford team was in the Citroen slot with 893 points, and the AMC team was second with 1,270 while the Datsun team lay third. MacLennan/Wilson were still in front with 22 points, Clark and Peters (Cortina) were second with 23 and the Schulz/Manson Datsun, third with 30. Scott Harvey in his Chrysler Canada Barracuda held down fourth. In the fight for the Coupe des Dames, Rosemary Smith and Anne Coombe were still ahead of Diana Carter-Polivka with 414 points (and 17th overall) with Anita Taylor in third with 848 points.

NORTH BAY-KINGSTON VIA MOSPORT

The North Bay-Kingston leg saw many changes
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Below: Headlight check for Anita Taylor — Roger Clark assists.
Below (centre): Blair Bunch's Wagoneer sashes through.
Bottom: Diana Carter-Polivka boils along in special section.





Schulz/Manson struggle to get their Datsun back on the road.



Rallyin' down on the range, you need patience, pardner.

with a high-speed run at Mosport and some very hasty repairs made in Toronto, mainly to tortured suspensions. Roger Clark came into his own in this leg, driving with inspiration around the roads at Camp Borden for a clean slate and ten laps of Mosport Park for only one point. The MacLennan/Wilson car was running into troubles with bogged cars and uncooperative motorists. Their first headache came when they encountered a bogged private car in a mudhole. Later, they came up behind another car and could not get by. The people in the car just waved and blocked their passage. As a result, they dropped 123 points, back to fifth spot, letting Schulz/Manson into second with 53 points. Rainville/Edward's Citroen was third with 92, Scott Harvey (Barracuda), fourth with 93 and MacLennan/Wilson fifth with 155. There were 40 cars left of the original 93 at this point. Team standings at Kingston had Nissan/Datsun in first with 1,617 points, AMC in second with 2,729 and VW third with 2,902. Anita Taylor dropped out in Northern Ontario, thereby destroying the Ford team threat.

FINAL DAY PUTS CARTER-POLIVKA OUT, MacLENNAN LIMPS IN

The last day's run to Expo via St. Jovite saw more surprises for rally watchers. Near Ottawa, at about nine in the morning, Diana Carter-Polivka was making time when she struck a non-rally car almost head on.

Ronald/Medwell get assistance from leaders MacLennan/Wilson. Paul is worried—and for good reason.



Her navigator, Barbara Jean Jack, received a mild concussion when her head struck the dash lamp and Diana received a shaking up. The car's left front end was mangled and the body was smashed against the wheel, while the tire was punctured and had to be changed. This put her so far back that she decided to drop out at this point. The Schulz/Manson Datsun rolled completely over and back on its wheels in the final leg, an unfortunate happening because this lost them their second place. The car was assessed extra points at the finish because of body damage.

TO EXPO: A BATH AND BED

The cars one by one limped into the Expo Autostade and when the points were calculated, Roger Clark and Jim Peters were the victors with 44 points. Second overall was Scott Harvey and Mike Kerry in their Barracuda at 133 points. Third overall was the Manson/Schulz Datsun with 170 points. The Nissan Datsun team won the team prize, with 2,017 points. MacLennan/Wilson finished fourth at 329 points and the Rainville/Edwards Citroen was fifth with 346 points. Rosemary Smith nailed down the Coupe des Dames with no competition left and completed the run in a shocking-pink driving suit. Second team prize went to the VW team. As a final indignity, the MacLennan/Wilson Cortina had to be pushed up the
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Roger Clark and Jim Peters reap their reward from R. J. C. Pringle, Vice President, Corporate Relations, Shell Canada.



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finish ramp. John Wilson said however this was what rallying was all about and did not feel too bad about the car's performance. They led practically all the way and their luck just ran out.

Sportsmanship award went to the Bookér/Hawkins MGB-GT; Booker drove the car all the way across Canada minus a clutch.

INCIDENTS . . .

The Harvey/Kerry Barracuda dashed into a fuel stop. All of the pumps were taken up by rally cars and there were no attendants in sight. Kerry grabbed a hose, turned on the pump and started to fill his tank. No sooner had he started than someone said, "Hey, do you know you're pumpin' diesel fuel?" A hasty siphoning job was done and all Kerry said was that he thought diesel fuel didn't taste as good as gasoline. What fuel stayed in the tank didn't affect the performance of the car markedly . . . Roger Clark charged into a checkpoint at the end of a tough stage, almost two minutes up. He was seen opening the trunk of his car, pulling out two Cokes and beckoning to his navigator, Jim Peters, to join him under a tree for the pause that refreshes . . . John Burns, driving a DS21 Citroen came up missing after the Clearwater Forest section and called in two days later to say that he had become mired in mud and had to wait for the muck to freeze in order to drive out! . . . The McQuirk brothers' Cortina GT also became mired. They decided to walk to the next control for help and when they got there, could not remember where the car was!

After some searching, they were sitting in a diner having coffee with Jim Gunn, and a truck pulled up outside with their car on the back! The driver said he found it abandoned out in nowhere and decided to pick it up.

Roger Clark's Cortina lost a shock absorber bolt somewhere in the prairies and the damper began to rattle. They pulled the car into a sort of lay-by and inspected the problem. Nearby was a farmer's back hoe on which Roger discovered a clevice pin that fit the spot for the lost part perfectly. They put it on and drove back onto the main road, just in time to meet a Deadly Rival from another team. Obviously, the driver of the other car assumed there was a secret service depot hidden there and, as Roger blasted off in a cloud of dust, pulled into the spot the Cortina had just hurriedly vacated, finding naught but the old back hoe and a gravel pit!

COMMENTS . . .

Roger Clark said the rally really came into its own when it reached Ontario . . . up to that point, he felt it was rather boring. The expected prairie mud never materialized and the run across the plains was really uneventful.

Jim Gunn, rally organizer, said that he was pleased with Clark's victory. "This will bring the event the international recognition it deserves and will help attract more countries to subsequent rallies," he said.

Everyone felt this year's rally became a driver's event with Clark's victory. Though it wasn't planned, the emphasis on navigation was played down this year and it's entirely possible that in the '68 rally, the field will be truly international.

(For top 20, turn to page 56)

SHELL CENTENNIAL 4000 RALLY

THE TOP 20

1. Clark/Peters, Lotus Cortina, 44 penalty points.
2. Harvey/Kerry, Barracuda, 133.
3. Schulz/Manson, Datsun, 170.
4. MacLennan/Wilson, Lotus Cortina, 329.
5. Rainville/Wilson, Citroen, 346.
6. Ogier/Pointet, Citroen, 387.
7. Bunch/Bland, 'Jeep' Wagoneer, 443.
8. Siivonen/Jones, Rambler, 560.
9. Dunwoodie/O'Dwyer, VW, 584.
10. Hochreuter/Ecker, VW 1500, 633.
11. Lamont/Deak, Datsun, 705.
12. Dilesser/Dilesser, Cortina, 751.
13. Smith/Coombe, Imp, 761.
14. Schmidt/Schmidt*, VW, 818.
15. Gozzard/Gozzard*, Renault R10, 829.
16. Carter/Dempsey, Camaro, 1,012.
17. Ellnor/Greenfield, Cortina, 1,052.
18. Ross/Bird, Datsun, 1,142.
19. Rasche/Grimshaw, Valint, 1,180.
20. Bartels/Anderka, VW, 1,202.

* Husband and wife teams.