

by ED DEAK

As everybody knows, one of the World's greatest rallies, the Shell 4000 will start at Vancouver on the 3rd of May and end at Expo 67 on the 10th.

What nobody knows is the future of the Shell 4000. There has been a lot of speculation East and West, with disquieting rumours flying about that this, the seventh, may be the last one.

No doubt, the future will depend largely on the success of this year's rally. Of course I don't mean the quality of the rally, as it has always been tops, but whether the Company's publicists will be satisfied with the public's reaction.

Does it sell gas? Heaven only knows the answer, but business doesn't rely on it's revelations, so it's up to man to hit a guess.

Well, let us only hope that this year the rally won't get in the way of another promotion effort of Shell. Last year there wasn't one single rally poster in any service station window we've seen, over "four thousand miles very tough". They all had the tail end of a jet plane and the attendants were handing out halved coupons. Some even asked what the heck was going one?

Much to the despair of the organizers, newspaper editors and publishers were in many instances still fighting a private war with the Company's advertising agency over some real, or imaginary slights they may have suffered in competition with TV ads. The rally was growing too important to be ignored, but for a good number of papers it's name was still taboo to appear in print, and/or the printing of rally news on the sports pages was strictly out. (A sportsman is a guy who owns a refugee from a glue factory, or a hockey "club". Horseracing is such a noble sport, besides it improves the breed. Like we always said, what this World really needs is an improved nag.) In the minds of some editors the Shell 4000 was still a battle between black cars and white cars to see which goes further on a certain amount of gas, an unfortunate minor relic of '64.

In spite of all these hobbles, the rally was growing in stature and has slowly become a household name. It has gained an irreplaceable place in the hearts of thousands upon thousands of enthusiasts whose wish is to be able to compete in it just once, and the large following of the sport: the hundreds who stand outside in frost and cold to man the checkpoints, and the people who can only watch and dream when action and adventure has passed them by. Can this be replaced by a gimmick or another few breaks in a TV program?

Yet, the question is really not whether the '67 Shell 4000 will succeed, but whether the left hand will let the right one succeed? It can and it must!

While on this subject . . .

Once again British and European car makers are conspicuous by their absence from the list of entrants, with the exception fo Ford, Citroen, one Sunbeam and some half hearted sponsored entries.

Where are the BMC-s, the Triumphs, the Porsches, the Hillmans, the Mercedeses, etc. All enthusiastic supporters of Europena rallies, Are they so sure that the colonials are happy to read about their great exploits continents away? Is business that good, or have they given up on the Canadian market and let it go the way of the motorcycles?

Europe is a quaint little place, but it could be covered by this country, with enough left over for tucking in. Some of those rallies over there, the hot winds blow about, are long enough for a fair sized Club event here. Some of the drivers are extremely skillful, we have seen them and admire them, but they have a sore point that they crach all over the place because they drive like chickens without heads. Now and again they stay on the road and win. I remember one Scandinavian driver we heard so much about for his exploits in two Monte-s. Great stuff for certain. Except that he crashed in about 25 other events, until even Ford ran out of cars for him. In the '64 Shell he crashed twice in two Closed sections in a row. If they don't crash, or not too seriously, a zillion factory mechanics are on every corner to rebuild the cars.

Small wonder then, that some of the European factories are reluctant to come over here, where rebuilding is not allowed and the car has to stay in one piece for an awful long time. A rubber transmission, the customers have been crying over for years, may last and even win in Europe, besides the nut who uses it is not likely to finish anyway.

Well, it is so much more comfortable to sing the praises of great victories . . . some of which have happened TWELVE YEARS AGO. There may even be some left who give a hoot!

Now that the Entry List and the starting positions of the Shell 4000 have been announced, we see with great joy that seventeen cars have been entered from B.C. Many of the well known names on the local scene taking the great plunge.

Bob Dunwoodie and John O'Dwyer are in a Clarkdale sponsored VW 1500; Bob Wilson and Alan Robitaille are in a factory sponsored Citroen DSM 21; and of course Don Lamont and myself in a factory Datsun 1300 Sedan.

The private entries are numerous: Norm VanLouie and Bill Haysom are in an Alfa Romeo; Terry Strong and Garry Wikjord in a Volvo; the DeLisser Brothers in a

Cortina GT; David Jock and Marco Radunz in a Consul Capri; Mel Henderson and Jack Watchman in a TR 4 A.; Chris Dougall and Ernie Moisey from Nelson in a Chevelle Malibu; Juergen and Eugene Krehbiel from Kelowna in a Fiat 850; Jack Balfour and Bob Kirk from Courtenay in a Volvo; H.G. Schlattner and Fioravante Bares from the Castlegar district in a Jaguar XKE; Tony Ellnor and Jeremy Greenfield in a Cortina GT; Peter Spreadbury from Kitimat and Sieg Galk from Surrey in a Cortina GT; Ray Middlemiss and wolf Bergelt in a Valient; Phil Ramage and Searle Sheldon from Kelowna and Vernon in a Lotus Cortina; and at this moment the still undecided crew of Mike Hunter and Mike Alexander in what they were hoping would be an Alfa.

So, BC will again be well represented, though there's little room for complacency, as the best from this Province up to now were a couple of 9th places.

Considering our type of rallies and our experience, we should really do much, much better! Not excluding Lamont and whatshisname with the poisoned pen.

Red Hot Don Lamont The Scrouge Of The Harems has officially been declared as the Grand Winner of the Royal City's three Triad events (rally, gymkhana and an autocross on consecutive weekends) in a Datsun 1600 Sports. Second place went to Ric Cook of the U.B.C. in an MG and third to Hank VanBockhoven of the Volvo Club in a Volvo 544.

Canada's second major rally (at least in prestige) the Canadian Winter Rally from Toronto was won from a field of 102 starters by Klaus Ross and John Bird in a Datsun 1300 Sedan. These two have now the most impressive record in Canadian rallying, including two Shell 4000 wins. The battle that's shaping up between them and their closest opponents Paul McLennan and John Wilson with Ford in the 4000 will be something to follow.

VOLVO WINTER RALLY

The weekend after the 1200 mile Thunderbird Rally is hardly the time to embark on another overnight jaunt, but the Volvo Club's Winter Rally seemed a good way to spend a night. Some twenty-two cars rolled out from Lawson Oates into the great unknown, to see what Ray Middlemiss and Mike Alexander have cooked up in the Valley.

After some early settling down run through Surrey the Rally took North over the Port Mann Bridge and across Maillardville and Port Coquitlam into the Haney, Ruskin and Mission areas.

Mission was the feeding point sometime after midnight. A loop over Hatzic Praerie and back, over the Mission bridge followed, then after crossing Sumas Mountain from Clayburn, the Vedder Canal District was the next area of operation. The route gradually worked

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Eastward over some very ingenious twists, loops and turns, past Vedder Crossing, and Cultus Lake to a coffee and gas stop at Rosedale.

Here the homeward trek began through Chilliwack and for the very first time over Chilliwack Mountain. Then came another crossing of Sumas Mtn., this time from the South, downhill, where the average was beaten only by old Lamont aided by an overweight navigator.

Another few brisk miles followed and after a long elapsed time section the finish was reached in the early hours of the morning at the Airport Inn.

It was a good rally, with very few panics. The instructions were quite correct and the use of the available area and CP personnel excellent. The boys have shown that off-route offences can be penalized more effectively with on-route controls, than gimmickry with off-route CP-s. Another innovation was the 15 point penalty for missing an on-route control, instead of the horse and buggie 30 points we were fighting over for years.

Provisional Results:

1. Lamont - Deak	1300 Datsun	13 points
2. Diana Alexander - O'Dwyer	Volvo	31 points
3. Simmons - Stallard	Falcon	31 points
4. Sommerville - Monk	1300 VW	38 points
5. Green - Madderon	Honda	45 points
Best Ladies:		35 1000000
Jane Smart - Lynda Brennan	MGB	221 points

ALBERTA RALLY CHAMPIONSHIP

by E. COOKE

The Alberta Rally Championship series got off to an encouraging start Sunday Feb. 19th, with an entry of 29 cars in the Calgary sports car club's winter rally.

Werner Wenzel and John Proctor of the Calgary club drove their Volkswagen 1500 into first place with a loss of only 8 PTS in seven hours of strenuous driving over ice and snow covered back roads.

John Bettie and Miles Heseldin also of the Calgary club were a close second with a loss of 11 points, driving a volks 1200. Coming into third place with an 18 points, score was the Edmonton based team of Dick Bartels and Tom Stibbard (of the Edmonton Light Car Club and Northern Alberta Sports Car Club respectively) completing the triple "V" with a Volvo.



One of the karts to watch this year is Ron Schmidt's from Port Alberni.