



# 1965 SHELL 4000 RALLY GUIDE









## 1965 SHELL 4000 RALLY

BACKGROUND TO CANADA'S PREMIER RALLY — 4,000 RUGGED  
MILES FROM MONTREAL TO VANCOUVER, APRIL 24th TO 30th

□ For the fifth successive year, the Shell 4000 will take rally drivers and their cars across Canada. Veterans of such famed events as the Monte Carlo Rally, the East African Safari, the Canadian Winter Rally, and crews which have competed in all or some of the previous Shell 4000's, along with many newcomers to the wearing cross-country event, will start out from Montreal on April 24. Their goal is Vancouver — six days and 4,200 miles distant.

Most Canadian rallies in the past emphasized strict timing rather than endurance, and it was not until 1961 that the first cross-country rally was staged. It was made possible by the combined efforts of the British Columbia International Trade Fair and Shell. The course ran a comparatively easy route from Montreal to Vancouver in May of that year. Of the 106 crews which started, 91 finished. A Studebaker, driven by R. Hillary and J. D. Young of Toronto, was the winner. Shell then hired Jim Gunn as organizer and renamed the event "Shell 4000" for the 1962 season. Held in April, conditions were such that only 24 of the 42 starting crews finished the run from Montreal to Vancouver. It was another Studebaker victory, this time crewed by Lou Lalonde and John Jones of Toronto.

For the 1963 event, the running time was cut from seven to six days, and the start was changed to Vancouver with Montreal as the finishing point. The rally took on world-wide stature as the Shell 4000 became one of five international events in the RAC of Great Britain's World Rally Championship. Under ideal weather conditions, only five of the 47 cars starting from Vancouver failed to make Montreal. Dick Doyen and Clay Gibbs of Wisconsin won in a Chevy II.

For 1964, many changes were instituted by the organizers and Jim Gunn, along with Peter Bone — the newly-installed rally manager — obtained permission from national and provincial park Authorities and military chiefs to use roads in parks and camps for special sections of the rally. These areas were then closed to the public when the rally came through and drivers had to negotiate the closed sections at the highest possible speed. The fastest car in a class set the target for the remaining cars in each of the four classes. Penalties were handed out at the rate of a point for each minute slower than the fastest car. On the "4000" route, there was about 130 miles of high speed driving. Seventy controls along the road and highway sections kept competitors alert. Klaus

Ross and John Bird of Toronto led Volvo to an unprecedented team sweep of the 1964 Shell 4000. Volvo captured the Manufacturers' Category, the Coupe des Dames with Gillian Field and Diana Carter, and the Manufacturers' team title as well as the overall victory.

The route will be reversed once more for the 1965 event. Competitors will start from Montreal's Place Ville Marie at 8:00 p.m. on April 24. The scheduled time of arrival is 7:00 p.m. on April 30 at the Bayshore Inn in Vancouver. Closed sections have been increased in number, but in keeping with the Shell Rally format, competitors will not know how many or where they are located until they receive instructions at the start of each day's run. Nearly 80 time controls have been incorporated into this year's route. The controls again will be handled by motorsport clubs. As the rally progresses across the country, an elaborate communications network — arranged especially for the "4000" — will carry daily results to newspapers, radio and television stations throughout Canada and North America, and many parts of Europe and Asia.

Entries have shown a remarkable increase over previous years' registrations. They are also turning out to be the most varied, too. This will be the first time in the history of North American rallies that Japanese-built cars will attempt to test the superiority of North American and European cars. Studebaker, aiming for its third triumph, will pin its hopes on one car and the brilliant abilities of Mexico's Pedro Rodriguez and navigator Bill Leathem, a Canadian. Volvo will pitch four cars into the event. Last year's winners, John Bird and Klaus Ross, will crew one car while Olivier Gendebien will quickly dash from the East African Safari to drive another one. Diana Carter and Jean Steagall will drive a Volvo in the Coupe des Dames division.

Rodriguez is not the only racing driver who is taking to rallying. Al Pease, a top-notch Canadian sports car driver, will crew with Craig Fisher in a BMC-entered Austin 1800. Francis Bradley, 1962 Canadian sports car champion, will handle one of the three Japanese Toyotas. Ford's Cortinas, a dominant car in European rallies, will have one of the Continent's outstanding rallyists in Henry Taylor of England. Ford of Canada has entered a team of Mustangs while Chrysler's team will be headed by Dave Pearson, who placed third overall in NASCAR's point standings last year.



# SHOULD BE BEST 4000 YET

MORE CLOSED SECTIONS, CONTROLS & INTERNATIONAL DRIVERS SHOULD MAKE '65 4000 THE BEST YET. COMPETITORS START FROM MONTREAL'S PLACE VILLE MARIE AT 8 P.M., APRIL 24. SCHEDULED ARRIVAL TIME AT BAYSHORE INN, VANCOUVER IS 7 P.M., APRIL 30.



## THE ROUTE

More controls situated along the route and an increase of closed sections, plus an unpredictable dash of poor weather conditions, is expected to make the 1965 rally the

toughest to date. Competitors will wind their way across the country following specific and illustrated instructions from the rally's route book. A set of instructions is handed to rallyists prior to each day's run. In all, some 60 pages of information are detailed in the route book.

## CARS AND CLASSES

☐ Cars entered in the Shell 4000 basically must be production cars, but factory options are permitted. The bulk of the entry list is composed of production sedans. Qualifications are governed by the rules

of the F.I.A. (Federation Internationale de l'Automobile) in its Appendix J which set out what changes may be incorporated — and what may not! "Specials" or hybrids are not permitted.

Class divisions are:

Class 1—up to 1,300 cc (79.33 cu. in.)

Class 2—1,301 to 2,000 cc (79.34 to 122.10 cu. in.)

Class 3—2,001 to 4,000 cc (122.11 to 244.10 cu. in.)

Class 4—4,001 cc and up (244.11 cu. in.)



## REPAIRS

☐ Most cars are going to show some degree of wear and tear, whether it be from the pounding of gravel on the car's body or tire wear caused by friction and road conditions. Crew members are allowed only 15 minutes at the end of each day's run to check out proper functioning and make necessary repairs. After this time period expires, cars are locked up until the following day's starting time.

	Time Allowance	Mileage	Instruction	Location or Signs *
K		21.07 21.19 26.62 30.74 38.96	Bear right Fork left Straight ahead Turn right Turn left onto Hwy. (Hwy. 40). End average speed.	
L	40	Approx. 32½	Proceed to junction of Hwy. 40 and Hwy. 4 in Battleford.	
M			Proceed to Hwy. 14 west of Saskatoon via:	
		0.00		Begin 44.8 mph average
		1.45		
		9.96		
		13.28		
		17.78		
		18.71		



Major parts needing repairs usually draw penalty points since seals have to be broken in order to make the repairs. Seals are applied to the engine, transmission and rear axle prior to the start of the rally, and all seals must be intact at the conclusion of the rally. Any seals which are broken will warrant penalty points for the crew. The Shell 4000, therefore, is not only a feat of endurance for the crew, but a test of the car's reliability as well.

### SCORING

Points are scored against a crew in two ways:

- Road sections — Competitors are charged at the rate of 10 points for every minute they are early or late at a time control.
- Closed sections — (high speed) Competitors are charged at the



rate of 1 point for every six seconds slower than the time of the fastest car in the same class.

Points — up to 600 — will be charged against a competitor for missing a control or a violation of the rules. Competitors are required to check in within three hours of their scheduled arrival time, and they must not accumulate more than 1800 points per day, or they will be disqualified. A final safety

inspection will be held at the conclusion of the rally, and points will be scored against a car for body damage, broken component seals and inoperative equipment.

### PRIZE MONEY

□ Total prize money of more than \$10,000 will be divided up among the overall, class and category winners and runners-up as follows:

- 1st overall — \$1,000.00
- 2nd overall — \$750.00
- 3rd overall — \$500.00

The winning privately entered crew also receives \$1,000.00. Prizes are awarded to the top five places in this category. Manufacturers' entries are awarded prize money starting with \$200.00 for first place.

Winner of the Coupe des Dames receives \$750.00; a class victory carries a top award of \$200.00 in each class; the Manufacturer's team prize is worth \$200.00 and a private team of three cars can claim \$500.00.



Special awards are also made by clubs and regional motorsport groups. Canada Track & Traffic will award a "Sportsmanship Trophy". While special awards do not carry cash prizes, there is a great deal of prestige involved.

In addition to cash prizes, Shell awards trophies to all winners. These are unique and Canadian in content and design. The awards are in the form of British Columbia totem poles made of Argillite, a stone-like material mined in B.C. The Shell Grand Award to the overall winner is over three feet high.

### 1965 SHELL 4000 ITINERARY

(All times are for first car and approximate only)

#### SATURDAY, APRIL 24 —

Montreal, Start 8:00 p.m. EST Place Ville Marie

#### SUNDAY, APRIL 25 —

Renfrew 1:45 a.m. " Valley Motel  
 Mosport Park 8:15 a.m. "  
 Lindsay 10:10 a.m. " Black's Shell Station  
 Parry Sound 2:10 p.m. "  
 Sudbury 3:50 p.m. "  
 Parc Ferme — Dominion Store Shopping Centre (Regent St. S. & Paris St.)

#### MONDAY, APRIL 26 —

Sudbury, Start 2:00 a.m. EST Dominion Shopping Centre  
 Sault Ste. Marie 6:10 a.m. " Don Black's Shell Service  
 Wawa 9:30 a.m. " Belanger's Shell Service  
 Port Arthur 3:30 p.m. "  
 Parc Ferme — Municipal Parking Lot, Water Street.

#### TUESDAY, APRIL 27 —

Port Arthur, Start 12:30 a.m. EST Municipal Parking Lot  
 Dryden 4:15 a.m. "  
 Kenora 5:10 a.m. CST Clifton Shell Service  
 Winnipeg 8:50 a.m. " Tuxedo Park Shopping Centre  
 Regina 8:15 p.m. "  
 Parc Ferme — Golden Mile Shopping Centre, Hwy 6 South.

#### WEDNESDAY, APRIL 28 —

Regina, Start 5:30 a.m. CST Golden Mile Shopping Centre  
 Rosetown, Sask. 9:00 a.m. MST Shell Service Hwy. 4  
 Wainwright, Alta. 1:30 p.m. " Park Hotel  
 Edmonton 6:20 p.m. "  
 Parc Ferme — A.M.A. Offices, Kingsway and 109 Street.

#### THURSDAY, APRIL 29 —

Edmonton, Start 3:00 a.m. MST A.M.A. Offices  
 Cranbrook, B.C. 2:50 p.m. " Taylor Shell Service  
 Trail 5:20 p.m. PST (6:20 p.m. MST)  
 Kelowna 10:15 p.m. "  
 Parc Ferme — Capri Shopping Centre.

#### FRIDAY, APRIL 30 —

Kelowna, Start 6:00 a.m. PST Capri Shopping Centre  
 Kamloops 9:45 a.m. " Mini Motors Shell Service  
 Princeton 2:30 p.m. "  
 Hope 4:10 p.m. " Ralph's Shell Service  
 Vancouver, Finish 6:40 p.m. " Bayshore Inn





# SHELL 4000 ENTRY LIST, 1965

101	Donald R. Angerhofer, Western Springs, Ill. Donald Angerhofer, Western Springs, Ill. Clarence Ellis, Hinsdale, Ill.	Volvo 444	
102	Gilles Vincent, Montreal, P.Q. Gilles Vincent, Montreal 11, P.Q.	Mustang Cobra	
103	Lincoln-Mercury Div., Dearborn, Michigan, Karl Goering, Utica, Michigan. Donald Skinner, East Cleveland, Ohio.	Mercury Comet	
104	Ford Motor Company of Canada, Oakville, Ont. Paul McLennan, Toronto 12, Ont. John Wilson, New Dundee, Ont.	Mustang	
105	Canadian Motor Industries Holdings, Ltd., Scarborough, Ont. Murray Shill, Toronto 18, Ont. John Clark, Toronto 3, Ont.	Toyota	
106	Jack Carter Ltd., Calgary, Alberta Werner J. Wenzel, Calgary, Alta. John Proctor, Calgary, Alta.	Chevrolet Corsa S	
107	R. Pat Onions, North Bay, Ontario Pat Onions, North Bay, Ont. Doug McLellan, North Bay, Ont.	Triumph TR-4	
108	Volvo (Canada) Ltd., Scarborough, Ontario Bill Silvera, West Hill, Ont. Art Dempsey, Toronto 10, Ont.	Volvo Canadian	
109	Metro Ford Ltd., Calgary, Alberta Ron Hughes, Calgary, Alta. Harry Hartley, Calgary, Alta.	Mustang	
110	Studebaker of Canada, Ltd., Hamilton, Ontario Pedro Rodriguez, Mexico Bill Leathem, St. Laurent, P.Q.	Commander	
111	Tony Elnor, Vancouver, B.C. Tony Elnor, Vancouver 9, B.C. Jeremy Greenfield, Vancouver 9, B.C.	Sunbeam Tiger	
112	Chrysler Canada Ltd., Windsor, Ont. Scott D. Harvey, Dearborn Heights, Michigan. Bob Mollman, Bedford Heights, Ohio.	Valiant Barracuda	
113	George Martin, Neepawa, Manitoba George Martin, Neepawa, Man. Elsie Warburton, Brandon, Man.	MGB	
114	Ontario Dodge Dealers, Detroit, Michigan David Pearson, Whitney, South Carolina. Fred S. Browne, Cleveland 10, Ohio.	Dodge Sedan	
115	Bob Watson, Kelowna, British Columbia Bob Watson, Kelowna, B.C. Glen Wood, Kelowna, B.C.	Austin 1100	
116	John S. Balfour, Comox, British Columbia John S. Balfour, Comox, B.C. Doug Fraser, Comox, B.C.	Porsche 356A	
117	Volvo (Canada) Ltd., Scarborough, Ontario Diana Carter, Toronto, Ont. Jean Steagall, Merchantville, N.J.	Volvo Canadian	
118	Barbara Bickham, Upper Sandusky, Ohio Barbara Bickham, Upper Sandusky, Ohio. Jim Bickham, Upper Sandusky, Ohio.	Mercedes-Benz	
119	John F. Bailey, Trail, British Columbia Frederick Attaway, Trail, B.C. John Bailey, Trail, B.C.	Ford Anglia	
120	Chrysler Canada Ltd., Windsor, Ontario Bruce L. McHenry, Cooksville, Ont. Phil Burnell, Port Credit, Ont.	Valiant Barracuda	
121	Ken Dufault, New Westminster, British Columbia Ken Dufault, New Westminster, B.C. Allen Robinson, North Surrey, B.C.	Datsun	
122	Louis E. Batori, New York, N.Y. Louis Batori, New York, N.Y. Marius P. Valsamis, Rockville, Maryland.	Austin Cooper S.	
123	Kurt Schwarz, Scarborough, Ontario Kurt Schwarz, Scarborough, Ont. Gerd Burger, Bay Ridges, Ont.	Corvaire Corsa	
124	Volvo (Canada) Ltd., Scarborough, Ontario Klaus Ross, Toronto 18, Ont. John Bird, Toronto 12, Ont.	Volvo Canadian	
125	William G. Woodward, Spenard, Alaska William Woodward, Spenard, Alaska. Leslie Wildgoose, Anchorage, Alaska.	BMW 1800	
126	Donald A. Hacker, Ottawa, Ontario Donald Hacker, Ottawa 7, Ont. Denny Quirk, St. Hubert, P.Q.	Renault R-8	
127	Roland Joyal, Clarkson, Ontario Roland Joyal, Clarkson, Ont. Fred Sevestre, Oakville, Ont.	Corvaire Corsa	
128	Joachim Schmidt, Port Coquitlam, B.C. Joachim Schmidt, Port Coquitlam, B.C. Kazimir Golal, Richmond 1, B.C.	DKW	
129	Anthony Nanton, Winnipeg, Manitoba Tony Nanton, Winnipeg 12, Man. Graeme Lowden, Winnipeg, Man.	Porsche Super	
130	Klaus Bartels, West Hill, Ontario Klaus Bartels, West Hill, Ont.	Volkswagen	
131	Peter D. Spreadbury, Kitimat, British Columbia Peter Spreadbury, Kitimat, B.C. Derrick de Lisser, Kitimat, B.C.	Porsche 356A	
132	Alice Bourquin, Vancouver, British Columbia Alice Bourquin, Vancouver 9, B.C. Martin Griffin, Vancouver 1, B.C.	Volvo P1800	
133	Don Lamont, New Westminster, B.C. Don Lamont, New Westminster, B.C. Tom Hamilton, Campbell River, B.C.	Datsun SPL 310	
134	Jacques Beaudet, Latuque, P.Q. Jacques Beaudet, Latuque, P.Q. Stanley Renald, Latuque, P.Q.	Plymouth Sports	
135	Arno Hansen, Dartmouth, N.S. Arno Hansen, Dartmouth, N.S. John C. Slade, Halifax, N.S.	Volvo Canadian	
136	David Fowler, Edmonton, Alberta Barry Fox, Edmonton, Alta. David Fowler, Edmonton, Alta.	Corvaire Monza	
137	Lauri Paivarinta, Sault Ste. Marie, Ontario Lauri Paivarinta, Sault Ste. Marie, Ont. Jim Callon, Sault Ste. Marie, Ont.	Austin Cooper S	
138	Ford Motor Company of Canada, Oakville, Ontario Eppie Weitzes, Toronto, Ont. Eric MacDuff, Oakville, Ont.	Mustang	
139	Vince Bunch, Pierrefonds, P.Q. Vince Bunch, Pierrefonds, P.Q. Kreg Kreglowski, Pierrefonds, P.Q.	Ford Anglia Super	
140	Ewen B. Graham, Midnapore, Alberta Ewen Graham, Midnapore, Alta. Henry Acteson, Calgary, Alta.	Volvo Canadian	
141	Florent Guilbeault, Dorion, P.Q. Florent Guilbeault, Dorion, P.Q. John Catto, Ile Perrot N., P.Q.	Volvo Canadian	
142	Wilson-Niblett Motors, Richmond Hill, Ontario John Merriman, Scarborough, Ont. Jim Peters, Don Mills, Ont.	Chevelle SS	
143	Michael Alexander, Vancouver, B.C. Diana Alexander, Vancouver 9, B.C. Michael Alexander, Vancouver 9, B.C.	Alfa Romeo 1600TI	
144	Ford Motor Company of Canada, Oakville, Ontario Lloyd Howell, Rexdale, Ont. Brent Davies, Cooksville, Ont.	Mustang	
145	Gorries Golden Mile City Chevrolet, Scarborough, Ontario Maurice Carter, Burlington, Ont. Ian Worth, Lachine, P.Q.	Chevelle	
146	Ralph R. Reid, Spokane, Washington Ralph Reid, Spokane, Washington Thomas Adkison Spokane, Washington	Porsche 1600	
147	Joe Mazuch, Jacques Cartier, P.Q. Joe Mazuch, Jacques Cartier, P.Q. Paul Wilson, Longueuil, P.Q.	Skoda	
148	Ford Motor Company of England, Warley England Henry Taylor, London, England Robin Edwardes, Fabreville, P.Q.	Cortina GT	
149	Theodore Stevens, Akron, Ohio Theodore Stevens, Akron, Ohio Jack Haywood, Edgewood, Maryland	Volvo PV544	
150	Volvo (Canada) Ltd., Scarborough, Ontario Olivier Gendebien, Seine et Marne, France Mike Kerry, Agincourt, Ont.	Volvo Canadian	
151	Billy R. Rice, Affton, Missouri Billy Rice, Affton, Missouri Carolyn Rice, Affton, Missouri	Volkswagen	
152	Nick Berry, Regina, Saskatchewan Ralph Bradatsch, Regina, Sask. Nick Berry, Regina, Sask.	Morris Mini	
153	Chrysler Canada Ltd., Windsor, Ont. Len Houser, Vancouver 12, B.C. John O'Dwyer, North Burnaby, B.C.	Valiant Barracuda	
154	Fritz Hochreuter, Toronto, Ontario Fritz Hochreuter, Toronto 16, Ont. Fred Anderka, Toronto, Ont.	Volkswagen 1500	
155	Gorries Golden Mile City Chevrolet, Scarborough, Ontario Canadian Motor Industries Holdings, Ltd., Scarborough, Ont.	Chevelle	
156	Francis Bradley, Scarborough, Ont. Charles Bick, London, Ont.	Toyota	
157	Allan Albrecht, Port Arthur, Ontario Allan Albrecht, Port Arthur, Ont. Thomas J. Jones, Port Arthur, Ont.	Austin Cooper	
158	William Dodd, Amherst, Ohio William Dodd, Amherst, Ohio Dean Walker, Vermilion, Ohio	Volvo PV544	
159	Wembley Motors Ltd., Toronto, Ontario Bob Burlington, Downsview, Ont. Ed Danziger, Downsview, Ont.	Peugeot 404	
160	Canadian Motor Industries Holdings, Ltd., Scarborough, Ontario Ann Coombe, Toronto 12, Ont. June Taylor, Toronto 5, Ont.	Isuzu Bellett	
161	Frank J. Curran, Weston, Ontario Frank Curran, Weston, Ont. Ron Carney, Weston, Ont.	Peugeot 404	
162	Gorries Golden Mile City Chevrolet, Scarborough, Ontario Lou Lalonde, Scarborough, Ont. John Jones, Toronto 12, Ont.	Chevelle	
163	British Motor Corp. of Canada, Toronto, Ontario Al Pease, Toronto, Ont. Craig Fisher, Willowdale, Ont.	Austin 1800	
164	Canadian Motor Industries Holdings, Ltd., Scarborough, Ontario Paul Muir, Toronto 4, Ont. Paul Coombe, Toronto 12, Ont.	Toyota	
165	Chrysler Corporation, Detroit, Michigan Gene Henderson, Dearborn, Michigan Doug Gallop, Point Claire, P.Q.	Valiant Sedan	

## TEAM ENTRIES (MANUFACTURERS)

Canadian Motor Industries, Scarborough, Ont.	Toyota
Chrysler Canada Ltd., Windsor, Ont.	Valiant Barracuda
Ford Motor Co. of Canada, Oakville, Ont.	Mustang
Volvo Canada Ltd., Toronto, Ont.	Volvo 122S
Gorries Golden Mile City Chevrolet, Scarborough, Ont.	Chevelle



**PEDRO RODRIGUEZ**

28 years old; Mexico. Making his first rally appearance . . . top international sports car driver . . . won Canadian Grand Prix in 1963 and 1964 at Mosport . . . Frequent competitor at Nassau and Daytona.



**OLIVIER GENDEBIEN**

40 years old; France. Third consecutive Shell 4000 Rally as a member of the Volvo team . . . picked up two fourth place finishes in the 1963 and 1964 Shell 4000 . . . veteran international sports car driver and rallyist.



**DAVID PEARSON**

28 years old; United States. First appearance for veteran of U.S. stock car circuit . . . placed third last year in the NASCAR point standings . . . named rookie of the year in 1960 for winning 30 of 42 races.



**MAURICE CARTER**

39 years of age; Toronto, Canada. Competed in 1962 Shell 4000 . . . placed third in class for the 1963 event . . . top competitor in the Canadian Winter Rally and was a member of the winning dealer's team in 1964.



**DIANA CARTER**

27 years of age; Toronto, Canada. Experienced rallyist and racing driver . . . competed in 1961 Shell 4000 . . . first Canadian woman racing driver in her class for 1963 . . . winner of the Coupe de Dames in the 1963 and 1964 Shell 4000.



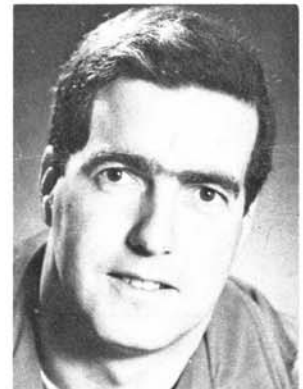
**FRANCIS BRADLEY**

37 years of age; Toronto, Canada. Won Player's Challenge Trophy in 1962 as the Canadian Racing Champion . . . competed in seven Canadian Winter Rallies and tied for first place in 1957 . . . will compete in sedan races under two litres this season.



**AL PEASE**

43 years of age; Toronto, Canada. Canadian Racing Driver Association Champion in 1964 . . . MGB and class champion with Austin Cooper during 1964 season . . . first rally competition.



**PAUL MacLENNAN**

30 years of age; Toronto, Canada. Winner of 1962 Canadian Winter Rally . . . member of the Ford rally team . . . third overall and member of the winning manufacturers' team in 1963 Shell 4000 . . . winner of 1965 Canadian Winter Rally.



**FRANK CURRAN**

34 years of age; Toronto, Canada. Mechanic . . . winner of the private entry class in the 1963 and 1964 Shell 4000 . . . will again drive a Peugeot and team with navigator Ron Carney.



**KLAUS ROSS**

Toronto, Canada. Ontario's Rally Champion in 1961 and 1964 . . . sixth in 1963 national rally championship winner of 1963 Rallye des Neiges . . . won 1964 Shell 4000 . . . 1965 winner of Rallye des Neiges.



**BILL SILVERA**

35 years of age; West Hill, Canada . . . three time winner of Canadian Rally Championship . . . former team driver for Ford of Canada . . . took second place in 1965 Canadian Winter Rally and member of the winning manufacturers' team for 1963 Shell 4000.



**SCOTT HARVEY**

35 years of age; Michigan. Seventh overall in the 1961 Montreal to Vancouver Rally . . . fifth overall in 1963 Shell 4000 . . . 1963 Rally Champion of the Sports Car Club of America . . . placed third in Class of 1964 Shell 4000.



**FERRARI**  
Type 330P

## Master car-builder Enzo Ferrari picks Shell Motor Oil for his world championship racing cars

**Ask Ferrari why he puts his faith exclusively in Shell oil, and he will tell you, in his own words:**

**M**Y LOYALTY to Shell springs from my experience first as a racing driver, then as director of the Ferrari racing team, and finally as a car manufacturer. Thirteen world championships have been the result of this happy association with Shell."

Ferrari has worked with Shell since 1929. Today, Shell scientists and Ferrari engineers collaborate to solve lubrication problems. And

Ferrari sports and racing cars roaring to victory throughout the world are test beds for Shell Motor Oils.



The knowledge Shell gains on the track goes into the oil Shell makes for your car. And now you can drive your car on a new Shell oil—new Super Shell Motor Oil.

### **Bonds "chemical shield"**

It actually bonds a "chemical shield" to engine parts. This shield helps seal out corrosive chemicals, acids produced by combustion, unburned gasoline, water, etc. Result: longer engine life, fewer repairs.

Ask your Shell dealer for new Super Shell Motor Oil at your next oil change—or before you drive off on your next trip.