



HUSBAND-WIFE RALLY TEAM PREPARE THEIR CAR FOR GRUELLING CALGARY TO HALIFAX RUN
... Mr. and Mrs. Haydn Gozzard say eight years marriage can help them

The Herald June 1 1968

Husband-Wife Rally Team Expects Trials, Tribulations

By SUE HUDSPETH

[Herald Staff Writer]

Sharing a car almost steadily for seven days and nights in Canada's most gruelling auto rally isn't recommended for newly-weds.

After eight years of marriage and five years of working as a rally team, Mr. and Mrs. Haydn Gozzard of London, Ont., still have their trials and tribulations.

At almost every intersection during the demanding cross-Canada rallies like the Shell which begins in Calgary today, there is an opportunity for either driver husband or navigator wife to make a mistake which could cost the team time and points.

"When one of us does goof and we go off-route, instead of yelling and screaming we're usually pretty quiet," Mrs. Gozzard says.

'SHRUG IT OFF'

"In fact there's usually either some words said or then dead silence until the points are irretrievably lost. Then we just

shrug it off and go on from there," she says.

"By now we each know just how the other will react and this gives us a decided advantage over many of the other rally teams," Mr. Gozzard chimed in.

"Getting along together is every bit as important as having a car which performs well. Sylvia's secretarial training and her orderly mind make her every bit as good a navigator as any man," he says.

While her husband is driving to keep up with the clock, Mrs. Gozzard's job is to calculate from written instructions where the couple's car should turn next.

COSTLY VENTURE

Financially, driving with one's wife in Canada's international Shell 4000 has its drawbacks, Mr. Gozzard says. Where a driver and his navigator would ordinarily be sharing the \$1,000 expenses of running a car in the rally, a husband in a man-and-wife teams has to carry the whole cost.

Their combined confidence led them to 15th place overall in last year's Shell rally. This year they're hoping for even more success.

They are hoping for mud in this year's rally because they feel their car performs better than most cars in these conditions. One thing they don't want on this rally is an experience like one they had in Ontario during another rally.

"A farmer started blasting at us with his double-barrelled shotgun at 2:30 in the morning. It turned out we were about the 40th car to make a wrong turn down his private lane," Mrs. Gozzard laughed.

"We got out of there fast," her husband said.

"But getting out of ditches hasn't proved to be a problem. Sylvia may not have the brute force to push us out but she can drive the car just as well as I," her husband boasts.

Male rallyists "tend to respect" women who take part in the sport, Mrs. Gozzard said. She first joined their local car club after her husband became interested in the sport.

"Off the road, men rallyists will open doors for me but on the road they wouldn't give me a quarter of an inch because of my sex," she says.

For women interested in losing weight the hard way, the sport of rallying could be one answer. Last year Mrs. Gozzard lost 20 pounds through the

bumps and jolts of the Vancouver to Montreal endurance trial.

TOO TIRED TO EAT

"We're too tired to eat at night. During the day we carry soft drinks in the car but we are usually much too preoccupied to think about food," Mrs. Gozzard says.

Complete faith in one's co-driver is essential to winning, the navigator wife says. Last year the couple careered into a washed-out culvert at 75 miles per hour, during a speed-section.

"We came out of it alive after 'popping out' the rear window on impact. I didn't scream but I did tighten up. I trust Haydn's driving," his wife said.

Motor In Canada April 1968

► Andy Pratt, a New Westminster electrical engineer, told a luncheon gathering of the Vancouver Electric Club, that mass-produced electric cars will be operating in such cities as Vancouver sooner than most of us expect. He said prototype electric cars are now being built in England, the United States, Italy and Japan, and that several such makes are in actual operation. At least one maker is supposed to be developing a new steam car to meet the air pollution problem.

► When Shell's Cross Canada race begins in June, starting from Calgary, there will be more Japanese makes than ever before. Canadian Motor Industries Ltd., Vancouver distributors for the Toyota and Isuzu cars, will compete against Nissan Automotive Company Ltd., distributor for the Datsun. Bill Rule of the Nissan Company says the Datsun will be equipped with a plate to protect its gear from rocks.

Rally Favors Smaller Cars

CALGARY (CP) — The chances of a big car winning this year's cross-Canada rally could be determined within a few hours of the start of the six-day test, experts say.

The 4,125-mile rally gets under way from the Stampede grounds tonight and ends in Halifax next Friday. A total of 69 cars of all shapes and sizes will start, but less than half are expected to finish and share the \$14,000 prize money.

The big cars—Barracudas, Rambler Americans, Mustangs—are given a good chance of winning if the weatherman cooperates. However, indications are that muddy conditions will prevail at least until Tuesday when the cars arrive in Sudbury.

If mud along the route is as deep as some early reports say, the big cars could be out of contention before the rally is many hours old.

On the first leg—the cars stop overnight at Regina after leaving here—there are four closed sections in which speed is a prime factor.

SET TIME PERIOD

On these sections the cars must run the course in a speci-

fied time. Failure to meet the set time results in loss of points.

Small cars, because of their size, are allowed as much as 18 per cent more time on the sections than the big cars.

Scott Harvey of Detroit, a Barracuda driver, says if the closed sections are muddy, "the big cars have no chance."

"The smaller cars can probably come close to their time, but the big cars will slide around and never really get a chance to wind up. So, by the end of the first day, we could lose so many points that we'll never catch up."

"However, if the sections are in good shape we can come close to our target times and pick up any points we lose on the remainder of the rally."

HAVE GOOD CHANCE

Harvey and his navigator, Ralph Beckman, also of Detroit, are given an excellent chance to take first place over-all, if the weather is good.

Jim Gunn, organizer of the rally for Shell Canada Ltd., said Friday the weather at the Lakehead and in Northern Ontario has become so wet that there is some question if rally roads can be used.

If the roads are impassable, Gunn will have to come up with an alternate route to get the cars through to Sudbury and then on to overnight stops at Sherbrooke, Saint John, N.B., and Halifax.

Ernie Regehr, team manager for American Motors, said in an interview that if the closed sections favor the small cars the first day could be disastrous for the big cars.

"But it's a long rally and if we lose heavily in the early going I only hope that we can catch up along the way. It's tough though, when you get behind early."

American Motors is going all out for the manufacturer's award this year, hoping to knock off last year's winner, Nissan Automobile Co. which has entered Datsun cars.

The American Motors' team is headed by Paul MacLennan of Toronto and his navigator Jim Peters of Burlington, Ont. In the other two cars are Tom Jones of Port Arthur and navigator John Medwell of Toronto and Hunter Floyd of Edmonton with Lutz Ecker of Toronto.

St. John Times-Globe June 1 1968

Stretch Begins At N.B. Border

The Cross-Canada 4000 car rally, which begins today in Calgary, Alberta will pass through the Maritimes this year for the first time in its eight year history.

The endurance test is scheduled to swing into New Brunswick next Thursday, passing from Riviere du Loup, Que., to Edmundston in the afternoon.

And by the time the field reaches New Brunswick, the lead in the grueling event should be pretty well established.

From Edmundston, the rally comes down to Fredericton. It will arrive in Saint John at 9 o'clock at the CHSJ-TV building and will stay there the night before pushing off Friday morning at 9:02 a.m., en route to Moncton, Amherst, Truro and Halifax.

Three N. B. car clubs, the New Brunswick Sporting Car Club, the University of New Brunswick Sporting Car Club and the Moncton Motor Sports Club will assist along the N. B. roads, manning control points and making safety inspections. A prize of \$50.00 is being awarded daily to the club putting up the best performance at a control point.

Only one of the entry field will be from New Brunswick, a dairy salesman from Moncton, Arnold Hoar. He will be driving a Corvair, No. 113. Mr. Hoar, 28, was the winner of the Centennial Rally Award in the Atlantic Region last year.

Vancouver Province June 1 1968

CAR RALLY:

Western entries put on Eastern facade

Saskatchewan wheat farmers, Ontario fruit growers and Maritime fishermen will probably ask the same question when the B.C. entries in the annual Shell 4,000 car rally drive by their front doors don't those guys out west drive anything but Japanese-made cars?

That's the way it would

seem, because five of the six B.C. entries are manufactured in Japan. Three are Datsuns. There is also a Toyota Corona and a Isuzu Bellett. An Austin Cooper is being driven by 26-year-old **Lauri Paivarinta** of Gething, B.C.

The Shell 4,000 starts in Calgary and finishes in Halifax on June 7. The first of 77 cars get the starting flag today.

Each car has a driver and navigator. Ten B.C. drivers are competing including nine from the lower mainland.

West Vancouver's **John Horton**, making his first run in the Shell 4,000, will compete in a 1988 c.c. Datsun. **Ed Deak** of Vancouver is navigator.

Deak was 11th overall in the rally last year.

Sieg Galk of Vancouver will navigate in a 1595 c.c. Datsun for **Norm Van Louie** of Ottawa.

The Isuzu will be driven by Vancouver's **Jim Thomson** and navigated by **Randall Black** of New Westminster. The Toyota will be driven by **Gerry Thompson** of Vancouver and Port Coquitlam's **Mel Henderson**.

A Datsun SS 1300 has been entered by Vancouver's **Ray**

Middlemiss and **Gerry Wikjord** of New Westminster. Both are veterans of the event.

The rally goes into the Maritimes for the first time in its eight-year history. The drivers will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke, Saint John and, finally, Halifax.

Route planner **Jim Gunn** says that, though the rally is later this years it's usually run in May, the course will throw a curve at the veterans and change the concept of the race.

Montreal's **Klaus Ross** and **John Bird** of Toronto will be after their third win in a Datsun. They were first in 1964 and 1965.

Other favorites are **Paul MacLennan** of Toronto, **Jim Peters** of Burlington, Ont., and Ireland's **Paddy Hopkirk**, who won the Monte Carlo rally in 1964. MacLennan and Peters will drive a Rambler American. Hopkirk will be in a Mini-Cooper S.

The battle for the manufacturer's team award will probably be between American Motors (Canada) and the Nissan Automobile Company, makers of the Datsun.

Vancouver Province June 1 1968

CAR RALLY:

Western entries put on Eastern facade

Saskatchewan wheat farmers, Ontario fruit growers and Maritime fishermen will probably ask the same question when the B.C. entries in the annual Shell 4,000 car rally drive by their front doors — don't those guys out west drive anything but Japanese-made cars?

That's the way it would

seem, because five of the six B.C. entries are manufactured in Japan. Three are Datsuns. There is also a Toyota Corona and a Isuzu Bellett. An Austin Cooper is being driven by 26-year-old Lauri Paivarinta of Gething, B.C.

The Shell 4,000 starts in Calgary and finishes in Halifax on June 7. The first of 77 cars get the starting flag today.

Each car has a driver and navigator. Ten B.C. drivers are competing including nine from the lower mainland.

West Vancouver's **John Horton**, making his first run in the Shell 4,000, will compete in a 1988 c.c. Datsun. **Ed Deak** of Vancouver is navigator.

Deak was 11th overall in the rally last year.

Sieg Galk of Vancouver will navigate in a 1595 c.c. Datsun for **Norm Van Louie** of Ottawa.

The Isuzu will be driven by Vancouver's **Jim Thomson** and navigated by **Randall Black** of New Westminster. The Toyota will be driven by Gerry Thompson of Vancouver and Port Coquitlam's **Mel Henderson**.

A Datsun SS 1300 has been entered by Vancouver's **Ray**

Middlemiss and **Gerry Wikjord** of New Westminster. Both are veterans of the event.

The rally goes into the Maritimes for the first time in its eight-year history. The drivers will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke, Saint John and, finally, Halifax.

Route planner **Jim Gunn** says that, though the rally is later this years it's usually run in May, the course will throw a curve at the veterans and change the concept of the race.

Montreal's **Klaus Ross** and **John Bird** of Toronto will be after their third win in a Datsun. They were first in 1964 and 1965.

Other favorites are **Paul MacLennan** of Toronto, **Jim Peters** of Burlington, Ont., and Ireland's **Paddy Hopkirk**, who won the Monte Carlo rally in 1964. MacLennan and Peters will drive a Rambler American. Hopkirk will be in a Mini-Cooper S.

The battle for the manufacturer's team award will probably be between American Motors (Canada) and the Nissan Automobile Company, makers of the Datsun.

Rallyists Face Sea Of Mud

By BILL MEIKLEJOHN

CALGARY (Special) — A sudden change in the weather has turned prairie roads into a sea of mud for the Shell 4000, which starts here today and ends in Halifax, June 7.

The first leg of the event between Calgary and Regina was originally expected to be dusty and dry. To compensate for the easy run, organizer Jim Gunn scheduled four closed sections in the first day, three of them overnight.

Closed sections are speed trials over roads not used by the public, and are a test for driver and car.

But the rains have come and the entire complexion of the rally has changed.

"I had originally predicted we would lose 10 cars on the 600-mile run to Regina," Gunn said, "but with this new development, this figure could double.

"It now looks like we'll have mud and slick conditions all the way to Halifax," he added. "This could have quite an effect on the number of cars which will finish."

Seventy crews will start North America's longest rally, which carries more than \$14,000 in prize money.

He said the weather at the

Lakehead and in Northern Ontario has become so wet that there is some question if rally roads can be used.

"No group of people in Canada are more concerned about the weather at this time," said Gunn, "than the 70 crews that will drive down the starting ramp."

Included in the group is the finest international field of drivers ever assembled for a Shell 4,000.

These names include Paddy Hopkirk of Ireland, in a Mini Cooper, winner of the Monte Carlo, Acropolis and French Alpine events; Scott Harvey, U.S. rally champion and second overall in last year's "4000" will be in a Barracuda; Ewold Van Bergen, the South African rally champion will drive a Datsun. They will be challenged by Canada's foremost rallyists, Paul McLennan, the Toronto fireman in an American Motors Rambler and Klaus Ross of Toronto in a Datsun.

Three-car teams from American Motors, Datsun, and Toyota Corollas will compete for the coveted manufacturers' title.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Harvey says he expects his toughest competition will come from Hopkirk van Bergen, Tony Fall of England in a BMC 1800, and the team of Klaus Ross of Montreal and John Bird of Toronto in a Datsun.

"Hopkirk, Fall and van Bergen are good fast drivers and Ross and Bird would be tough to beat if they were on a bicycle."

Ross and Bird won the rally in 1964 and again in 1965, the only two-time winners in the event's history. Last year they finished well back in the pack after having car trouble.

Total prize money is \$14,000.

Nelson News June 1 1968

International Flavor For Cross-Canada Rally

By GORDON GRANT

CALGARY (CP) — An Irishman in an English car; a South African in a Japanese car; an American in a Canadian car. These men loom as favorites in Canada's toughest motor rally, the 4000, which starts in Calgary today.

Paddy Hopkirk of Ireland, regarded as one of the top rally drivers in the world, in a Mini Cooper S, is expected to be in the money when the rally ends in Halifax next Friday—if his car stands up to the tough terrain along the 4,125-mile rally route.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Ewold van Bergen of Pretoria, South African rally champion, will drive a Datsun. His navigator is Paul Manson of Toronto, 1967 Canadian rally champion.

SEVENTH TRY

Scott Harvey of Detroit, driving a Barracuda sponsored by Chrysler Canada Ltd., is trying for the seventh time to win the

cross-Canada rally sponsored by Shell Canada Ltd.

Last year Harvey finished second over-all and first in class, but this year he says he will either win or finish well back in the pack.

He said in an interview "I've had enough of finishing first in class, this year I'm going for the whole bundle. If things work out as I expect them to, we'll win, but if they don't I'll be well back in the pack—if I finish at all."

Ralph Beckman, a 22-year-old engineering student at University of Michigan, will navigate for Harvey.

EXPECTS 35 FINISHERS

The first car will start the rally from the stampede grounds at 10 p.m. EDT today, but rally organizer Jim Gunn expects a maximum 35 will reach Halifax.

"We've had some bad weather; lots of rain, and many cars will drop by the wayside before we reach Ontario," said Gunn.

For the first time in the rally's eight-year history the Maritimes has been included in the test and its rugged terrain is expected to take its toll on the cars.

From Calgary the cars head east and will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke and Saint John, N.B.

Harvey says he expects his toughest competition will come from Hopkirk van Bergen, Tony Fall of England in a BMC 1800, and the team of Klaus Ross of Montreal and John Bird of Toronto in a Datsun.

EVEN A BICYCLE

"Hopkirk, Fall and van Bergen are good fast drivers and Ross and Bird would be tough to beat if they were on a bicycle."

Ross and Bird won the rally in 1964 and again in 1965, the only two-time winners in the event's history. Last year they finished well back in the pack after having car trouble.

St. John Times-Globe
June 1 1968

Stretch Begins At N.B. Border

The Cross-Canada 4000 car rally, which begins today in Calgary, Alberta will pass through the Maritimes this year for the first time in its eight year history.

The endurance test is scheduled to swing into New Brunswick next Thursday, passing from Riviere du Loup, Que., to Edmundston in the afternoon.

And by the time the field reaches New Brunswick, the lead in the grueling event should be pretty well established.

From Edmundston, the rally comes down to Fredericton. It will arrive in Saint John at 9 o'clock at the CHSJ-TV building and will stay there the night before pushing off Friday morning at 9:02 a.m., en route to Moncton, Amherst, Truro and Halifax.

Three N. B. car clubs, the New Brunswick Sporting Car Club, the University of New Brunswick Sporting Car Club and the Moncton Motor Sports Club will assist along the N. B. roads, manning control points and making safety inspections. A prize of \$50.00 is being awarded daily to the club putting up the best performance at a control point.

Only one of the entry field will be from New Brunswick, a dairy salesman from Moncton, Arnold Hoar. He will be driving a Corvair, No. 113. Mr. Hoar, 28, was the winner of the Centennial Rally Award in the Atlantic Region last year.

Belleville Intelligencer June 1 1968

Calgary Start Tonight

Cross - Canada Rally Draws 69 Cars

CALGARY (CP) — The chances of a big car winning this year's cross-Canada rally could be determined within a few hours of the start of the six-day test, experts say.

The 4,125-mile rally gets under way from the Stampede grounds tonight and ends in Halifax next Friday. A total of 69 cars of all shapes and sizes will start, but less than half are expected to finish and share the \$14,000 prize money.

The big cars—Barracudas, Rambler Americans, Mustangs—are given a good chance of winning if the weatherman cooperates. However, indications are that muddy conditions will prevail at least until Tuesday when the cars arrive in Sudbury.

If mud along the route is as deep as some early reports say, the big cars could be out of contention before the rally is many hours old.

On the first leg—the cars stop overnight at Regina after leaving here—there are four closed sections in which speed is a prime factor.

On these sections the cars must run the course in a specified time. Failure to meet the set time results in loss of points.

Small cars, because of their size, are allowed as much as 18 per cent more time on the sections than the big cars.

Scott Harvey of Detroit, a Barracuda driver, says if the closed sections are muddy, "the big cars have no chance."

"The smaller cars can probably come close to their time, but the big cars will slide around and never really get a chance to wind up. So, by the end of the first day, we could lose so many points that we'll never catch up."

"However, if the sections are in good shape we can come close to our target times and

pick up any points we lose on the remainder of the rally."

Harvey and his navigator, Ralph Beckman, also of Detroit, are given an excellent chance to take first place over-all, if the weather is good.

Jim Gunn, organizer of the rally for Shell Canada Ltd., said Friday the weather at the Lakehead and in Northern Ontario has become so wet that there is some question if rally roads can be used.

If the roads are impassable, Gunn will have to come up with an alternate route to get the cars through to Sudbury and then on to overnight stops at Sherbrooke, Saint John, N.B., and Halifax.

Ernie Regehr, team manager for American Motors, said in an

interview that if the closed sections favor the small cars the first day could be disastrous for the big cars.

"But it's a long rally and if we lose heavily in the early going I only hope that we can catch up along the way. It's tough though, when you get behind early."

American Motors is going all out for the manufacturers' award this year, hoping to knock off last year's winner, Nissan Automobile Co. which has entered Datsun cars.

The American Motors' team is headed by Paul MacLennan of Toronto and his navigator Jim Peters of Burlington, Ont. In the other two cars are Tom Jones of Port Arthur and navigator John Medwell of Toronto and Hunter Floyd of Edmonton with Lutz Ecker of Toronto.

Klaus Ross of Montreal and John Bird are the top pairing for Nissan. The pair won the rally in 1964 and 1965. South African rally champion Ewold van Bergen and Paul Manson of Toronto and Norm Matovich and Ed Deak, both of Vancouver, round out the Nissan team.

The third entrant in the manufacturers' class is Norfolk Enterprises of Hudson, Que., with a team of Toyota Corollas.

Paddy Hopkirk of Ireland, driving a Mini Cooper S, Harvey and van Bergen are favored to take first place over-all.

Moose Jaw Times-Herald June 1 1968

SHELL RALLY STARTS TONIGHT

Can't Tell Country By Builder Of Car

CALGARY (CP) — An Irishman in an English car; a South African in a Japanese car; an American in a Canadian car. These men loom as favorites in Canada's toughest motor rally, the 4000, which starts in Calgary today.

Paddy Hopkirk of Ireland, regarded as one of the top rally drivers in the world, in a Mini Cooper S, is expected to be in the money when the rally ends in Halifax next Friday—if his car stands up to the tough terrain along the 4,125-mile rally route.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Ewold van Bergen of Pretoria, South African rally champion, will drive a Datsun. His navigator is Paul Manson of Toronto, 1967 Canadian rally champion.

SEVENTH TRY

Scott Harvey of Detroit, driving a Barracuda sponsored by Chrysler Canada Ltd., is trying for the seventh time to win the cross-Canada rally sponsored by Shell Canada Ltd.

Last year Harvey finished second over-all and first in class, but this year he says he will either win or finish well back in the pack.

He said in an interview "I've had enough of finishing first in class, this year I'm going for the whole bundle. If things work out as I expect them to, we'll win, but if they don't I'll be well back in the pack—if I finish at all."

Ralph Beckman, a 22-year-old engineering student at Univer-

sity of Michigan, will navigate for Harvey.

EXPECTS 35 FINISHERS

The first car will start the rally from the stampede grounds at 10 p.m. EDT today, but rally organizer Jim Gunn expects a maximum 35 will reach Halifax.

"We've had some bad weather; lots of rain, and many cars will drop by the wayside before we reach Ontario," said Gunn.

For the first time in the rally's eight-year history the Maritimes has been included in the test and its rugged terrain is expected to take its toll on the cars.

From Calgary the cars head east and will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke and Saint John, N.B.

Harvey says he expects his toughest competition will come from Hopkirk van Bergen, Tony Fall of England in a BMC 1800, and the team of Klaus Ross of Montreal and John Bird of Toronto in a Datsun.

"Hopkirk, Fall and van Bergen are good fast drivers and Ross and Bird would be tough to beat if they were on a bicycle."

Ross and Bird won the rally in 1964 and again in 1965, the only two-time winners in the event's history. Last year they finished well back in the pack after having car trouble.

The manufacturer's team award is a three-way battle between American Motors (Canada) Ltd., Nissan Automobile Co., and Norfolk Enterprises of Hudson, Que., which has entered a team of Toyota Corollas.

The other two most coveted prizes are the couples award and the private award for non-sponsored crews.

Total prize money is \$14,000.

Mud Facing Cars

CALGARY — Rain has turned prairie roads into a sea of mud for the Shell 4000 which starts here at 7:02 p.m. today and ends in Halifax June 7.

The first leg of the event between Calgary and Regina was originally expected to be dusty and dry. To compensate for the easy run, organizer Jim Gunn scheduled four closed sections in the first day, three of them overnight.

Closed sections are speed trials over roads not used by the public.

But the rains have come and the entire complexion of the rally has changed.

"I had originally predicted we would lose 10 cars on the 600-mile run to Regina," Gunn said, "but with this new development this figure could double.

Seventy crews will start North America's longest rally which carries more than \$14,000 in prize money.

Included in the group is the finest international field of drivers ever assembled for a Shell 4000.

These names include Paddy Hopkirk of Ireland, in a Mini Cooper, winner of the Monte Carlo, Acropolis and French

Alpine events; Scott Harvey, U.S. rally champion and second over-all in last year's 4000, will be in a Barracuda; Ewold van Bergen, the South African rally champion, will drive a Datsun.

Car Rally Winner Should Be Determined Early

CALGARY (CP) — The chances of a big car winning this year's cross-Canada rally could be determined within a few hours of the start of the six-day test, experts say.

The 4,125-mile rally gets under way from the Stampede grounds tonight and ends in Halifax next Friday. A total of 69 cars of all shapes and sizes will start, but less than half are expected to finish and share the \$14,000 prize money.

The big cars—Barracudas, Rambler Americans, Mustangs—are given a good chance of winning if the weatherman co-operates. However, indications are that muddy conditions will prevail at least until Tuesday when the cars arrive in Sudbury.

If mud along the route is as deep as some early reports say, the big cars could be out of contention before the rally is many hours old.

On the first leg—the cars stop overnight at Regina after leaving here—there are four closed sections in which speed is a prime factor.

On these sections the cars must run the course in a specified time. Failure to meet the set time results in loss of points.

Small cars, because of their size, are allowed as much as 18 per cent more time on the sections than the big cars.

Scott Harvey of Detroit, a Barracuda driver, says if the closed sections are muddy, "the big cars have no chance."

"The smaller cars can probably come close to their time, but the big cars will slide around and never really get a chance to wind up. So, by the end of the first day, we could lose so many points that we'll never catch up."

"However, if the sections are in good shape we can come

close to our target times and pick up any points we lose on the remainder of the rally."

Have Good Chance

Harvey and his navigator, Ralph Beckman, also of Detroit, are given an excellent chance to take first place over-all, if the weather is good.

Jim Gunn, organizer of the rally for Shell Canada Ltd., said Friday the weather at the Lakehead and in Northern Ontario has become so wet that there is some question if rally roads can be used.

If the roads are impassable, Gunn will have to come up with an alternate route to get the cars through to Sudbury and then on to overnight stops at Sherbrooke, Saint John, N. B., and Halifax.

Ernie Regehr, team manager for American Motors, said in an interview that if the closed sections favor the small cars the first day could be disastrous for the big cars.

"But it's a long rally and if we lose heavily in the early going I only hope that we can catch up along the way. It's tough though, when you get behind early."

Go All Out

American Motors is going all out for the manufacturer's award this year, hoping to knock off last year's winner, Nissan Automobile Co. which has entered Datsun cars.

The American Motors' team is headed by Paul MacLennan of Toronto and his navigator Jim Peters of Burlington, Ont. In the other two cars are Tom Jones of Port Arthur and navigator John Medwell of Toronto and Hunter Floyd of Edmonton with Lutz Ecker of Toronto.

Klaus Ross of Montreal and John Bird are the top pairing for Nissan. The pair won the rally in 1964 and 1965. South African rally champion Ewold van Bergen and Paul Manson of Toronto and Norm Matovich and Ed Deak, both of Vancouver, round out the Nissan team.

The third entrant in the manufacturers' class is Norfolk Enterprises of Hudson, Que., with a team of Toyota Corollas.

Paddy Hopkirk of Ireland, driving a Mini Cooper S, Harvey and van Bergen are favored to take first place over-all.

Three are early favorites for cross-Canada car race

CALGARY (CP) — An Irishman in an English car; a South African in a Japanese car; an American in a Canadian car. These men loom as favorites in Canada's toughest rally, the 4,000 which starts in Calgary today.

Paddy Hopkirk of Ireland regarded as one of the top rally drivers in the world, in a Mini-Cooper S, is expected to be in the money when the rally ends in Halifax next Friday—if his car stands up to the tough terrain along the 4,125-mile rally route.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Ewold van Bergen of Pretoria, South Africa rally champion, will drive a Datsun. His navigator is Paul Manson of Toronto, 1967 Canadian rally champion.

Seventh try

Scott Harvey of Detroit, driving a Barracuda sponsored by Chrysler Canada Ltd., is trying for the seventh time to win the cross-Canada rally sponsored by Shell Canada Ltd.

Last year Harvey finished second over-all and first in class, but this year he says he will either win or finish well back in the pack. He said in an interview: "I've had enough of finishing first in class, this year I'm going for the whole bundle. If things work out as I expect them to, we'll win, but if

they don't I'll be well back in the pack — if I finish at all."

Ralph Beckman, a 22-year-old engineering student at University of Michigan,

will navigate for Harvey.

The first car will start the rally from the Stampede grounds at 7 p.m. today, but rally organizer Jim Gunn expects a maximum 35 will reach Halifax.

"We've had some bad weather, lots of rain, and many cars will drop by the wayside before we reach Ontario," said Gunn.

For the first time in the rally's eight-year history the Maritimes has been included in the test and its rugged terrain is expected to take its toll.

From Calgary the cars head east and will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke and Saint John, N.B.

Harvey says he expects his toughest competition will come from Hopkirk, van Bergen, Tony Fall of England in a BMC 1800 and the team of Klaus Ross of Montreal and John Bird of Toronto in a Datsun.

"Hopkirk, Fall and van Bergen are good, fast drivers and Ross and Bird would be tough to beat if they were on a bicycle," Harvey said.

Ross and Bird won the rally in 1964 and 1965, the only two-time winners in the event's history. Last year they finished well back in the pack after having car trouble.

The manufacturer's team award is a three-way battle between American Motors Canada Ltd., Nissan Automobile Co., and Norfolk Enterprises of Hudson, Que., which has entered a team of Toyota Corollas. The other two most coveted prizes are the couples award and the private award for non-sponsored crews.

Total prize money is \$14,000. ✓

Toronto Globe and Mail June 1 1968

Calgary-Halifax rally drivers warned to expect rough conditions

Four Torontonians will be in key roles when the Shell 4000 automobile rally starts today in Calgary.

The quartet—Mike Kerry, Paul Manson, John Bird and Art Dempsey—will be teamed with some of the outstanding international drivers entered in the Calgary-to-Halifax test.

Kerry will be navigator for Ireland's Paddy Hopkirk, one of the world's top rally driv-

ers. They will be in a Mini Cooper S.

Hopkirk will be taking his first whirl at rallying in Canada and will rely on the experience of Kerry, who was in the second-place car last year.

Manson has been paired with Evoid van Bergen of Pretoria, South African rally champion. Manson was Canada's rally champion in 1967. They will drive a Datsun.

Bird and Klaus Ross of Montreal are also members of the Datsun team. They won the event in 1964 and 1965, the only two-time winners.

Dempsey and former sportscaster Maurice Carter of Hamilton are rated solid picks in their Oldsmobile Cutlass. Carter was second in 1964 and fifth in 1966.

Scott Harvey of Detroit will drive a Barracuda sponsored

by Chrysler Canada Ltd., over the 4,125-mile route, which touches the Maritimes for the first time.

Rally organizer Jim Gunn expects the entries to have plenty of trouble over rough Maritime roads.

"The rally roads in the Maritimes are every bit as tough as those of Northern Ontario, which we considered

the most difficult in Canada."

Total prize money for the event, slated to end next Friday, is \$14,000.

About 70 cars are expected to leave the starting ramp. Fewer than 35 should finish, Gunn predicts.

"Most of the trouble will start in Northern Ontario and the weatherman agrees."

The Dominion Weather Bureau expects a storm to be

waiting for the rallyists in Northern Ontario, already heavily hit by rains this week.

The storm centre is expected to follow the rallyists down the St. Lawrence Valley into Quebec. Unsettled weather conditions are also expected in the Maritimes.

The drivers, however, should be blessed with dry roads and good weather on the prairies.

From Calgary the cars will head east and will make overnight stops in Regina, Fort William, Sudbury, Sherbrooke and Saint John, N.B.

The manufacturer's team award shapes up as a three-way battle among American Motors Canada Ltd., Nissan Automobile Co. and Norfolk Enterprises of Hudson, Que., which has entered a team of Toyota Corollas.

Toronto Telegram June 1 1968

Halifax or bust . . . it'll probably be bust

CALGARY — (CP) — An Irishman in an English car; a South African in a Japanese car and an American in a Canadian car loom as favorites in Canada's toughest rally, the Shell 4,000.

A change in the weather has turned roads into a sea of mud for today's start here.

Paddy Hopkirk of Ireland, regarded as one of the top rally drivers in the world, in a Mini Cooper S, is expected to be in the money when the rally ends in Halifax next Friday — if his car stands up to the tough terrain along the 4,125-mile rally route.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Ewold van Bergen of Pretoria, South Africa rally champion, will drive a Datsun. His navigator is Paul Manson of Toronto, 1967 Canadian rally champion.

Scott Harvey of Detroit, driving a Barracuda sponsored by Chrysler Canada Ltd., is trying for the seventh time to win the cross-Canada rally sponsored by Shell Canada Ltd.

Last year Harvey finished second over-all and first in class, but this year he says he will either win

or finish well back in the pack.

Rally organizer Jim Gunn expects only 35 of 70 crews to reach Halifax.

"We've had some bad weather, lots of rain, and many cars will drop by the wayside before we reach Ontario," said Gunn.

For the first time in the rally's eight-year history the Maritimes has been included in the test and its rugged terrain is expected to take its toll.

From Calgary the cars head east and will make overnight stops in Regina, Fort William, Sudbury,

Sherbrooke and Saint John, N.B.

The manufacturer's team award is a three-way battle between American Motors Canada Ltd., Nissan Automobile Co., and Norfolk Enterprises of Hudson, Que., which has entered a team of Toyota Corollas. The other two most coveted prizes are the couples award and the private award for non-sponsored crews.

Total prize money is \$14,000.

CBC TIMES: June 1 - 7, 1968

Postmaster: If not delivered within 5 days please return to CBC, Box 160, Winnipeg, Manitoba

SHELL 4000

RALLY/68



Coverage of the start of the Shell 4000 car rally from Calgary to Halifax will be presented on CBC radio's *Sound of Sports* this Saturday, June 1. Highlights of the one-week rally and conclusion will be included in next week's edition, June 8. Bob MacGregor, host of radio's *R.P.M.* series, is participating in the rally and he will be reporting en route in the Monday, June 3 edition of *Sports Week* at 6:30 p.m. On June 10 he reviews the rally from start to finish.

Portage La Prairie
Daily Graphic June 1 1968
Starts today

Rally takes on international look

CALGARY (CP) — An Irishman in an English car; a South African in a Japanese car; an American in a Canadian car. These men loom as favorites in Canada's toughest rally, the 4000, which starts in Calgary today.

Paddy Hopkirk of Ireland, regarded as one of the top rally drivers in the world, in a Mini Cooper S., is expected to be in the money when the rally ends in Halifax next Friday — if his car stands up to the tough terrain along the 4,125-mile rally route.

Hopkirk is taking his first whirl at rallying in Canada and undoubtedly will rely on the experience of navigator Mike Kerry of Toronto who was in the second-place car last year.

Ewold Van Bergen of Pretoria, South African rally champion, will drive a Datsun. His navigator is Paul Manson of

Toronto. 1967 Canadian rally champion.

Scott Harvey of Detroit, driving a Barracuda sponsored by Chrysler Canada Ltd., is trying for the seventh time to win the cross-Canada rally sponsored by Shell Canada Ltd.

Last year Harvey finished second over-all and first in class, but this year he says he will either win or finish well back in the pack.

He said in an interview: "I've had enough of finishing first in class, this year I'm going for the whole bundle. If things work out as I expect them to, we'll win, but if they don't I'll be well back in the pack — if I finish at all."

Ralph Beckman, a 22-year-old engineering student at University of Michigan, will navigate for Harvey.