

DATSUN WINS AGAIN



SHELL 4000 RALLY

**First in Class 3 First in Class 4
Fourth overall ***

Datsun also won in last year's Shell Centennial 4000 Rally, coming first, second, fourth in class, first Manufacturers Team and third overall. Datsun was first overall in the rugged 1967 Canadian Winter Rally and winner of the 1967 Canadian Rally Championship. Last year Datsuns placed higher in more major Canadian rallies than any other domestic or imported automobile.

In the seven day, four thousand mile Shell 4000 Rally from Calgary to Halifax, run mostly on unpaved roads, Datsun again came out ahead of its field. Isn't this proof that Datsun *family sedans* can take the toughest punishment in the roughest Canadian conditions? Drive one yourself. It has all the power you need, handles precisely, rides smoothly with all-independent suspension, stops safe and sure with disc brakes up front—and gives you 100,000 mile reliability besides.

See your Datsun dealer soon for a demonstration.
Drive a Datsun—then decide.

**Sanctioned by the Canadian Automobile Sport Clubs,
subject to official confirmation.*



a good idea - made better



Test-drive the high-performance Datsun 1600 with its 96 HP overhead camshaft engine, 4-speed stick shift or automatic, disc brakes and many luxurious features now at your Datsun Dealer! And you'll find out why it's called The More-For-Your-Money Car!

CAR RALLY:

Detroit duo wins with low losses

HALIFAX (CP) — **Scott Harvey** and **Ralph Beckman**, both of Detroit, were named unofficial winners of the cross-Canada rally which started in Calgary last Saturday and ended here Friday night.

The Americans, in a Barracuda, sponsored by Chrysler Canada Ltd., lost only eight points on the 4,125-mile trip, half the total of the second place team.

Jim Gunn, rally organizer, presented Harvey and Beckman with a \$1,000 cheque and the Shell trophy.

The winners lost all their points on speed sections on the first leg of the rally between Calgary and Regina.

This was Harvey and Beckman's first time together as a team in the cross-Canada, although they had entered two other rallies without winning.

Tom MacLennan of Toronto, and **Jim Peters**, of Burlington, Ont., were unofficially second with 16 points in a Rambler American.

Tom Jones of Port Arthur and **John Medwell** of Toronto, also in a Rambler American, were third with 18 points.

Results are unofficial until the cars have been checked today.

Plugs & Points



BY HENNING BRASSO



Allan S. Boyd, U.S. Transportation Secretary, recently made a statement which should alienate the country's horse lovers.

Said Boyd: "I know there have been a lot of complaints about cars smelling and producing smog. But you know, if we didn't have something like 70 million automobiles in the country, we'd probably have something like 70-million horses. I like it better this way." Maybe the man has something at that...



PAUL MANSON and EWOLD VAN BERGEN

DATSUN WINS TWO CLASSES IN SHELL 4000 RALLY

Seventy cars set out from Calgary on the Shell 4000 cross-Canada rally and only fifty five finished. Top Datsun driver was Ewold Leonard van Bergen, 38, of Pretoria, South Africa. He finished fourth overall, van Bergen, with co-driver and navigator, Paul Manson, 28 of Toronto, drove a steady and clean event all the way with the loss of only 25 points. This was van Bergen's first Shell 4000, though he's one of the world's best drivers with rally wins in several countries, competed four times in the Monte Carlo and was three times South African National Champion. Peter Manson, is also an experienced driver with successes in last years 4000 — third overall and first in class.

The Datsun they drove into fourth place overall also won first in Class 4—for cars with engine capacities from 1601 cc to 2500 cc.



THE TOP-PLACING DATSUN 1600

DATSUN 1600 WINS CLASS 3

Norman Van Louie, 29, from Toronto and Sieg Galk, 25, of Vancouver driving a Datsun 1600 came in 10th overall and first in Class 3 for cars with engine capacities up to 1600 cc. Both are experienced drivers having run the Shell 4000 before but this was the first time for them in any major rally with the new Datsun 1600.

HOW THE RALLY IS RUN AND SCORED.

Every car left Calgary at two-minute intervals, had a zero score. As each car progressed across the route through more than ninety control points, it was timed, to the minute, for its proper time of arrival. If it did not arrive on its scheduled time, it was penalized at the rate of 10 points per minute for being either early or late. Points are accumulated day by day until at the finish the crew having the lowest number of points was declared the winner. This year's overall winner, Scott D. Harvey of Michigan driving a 4610 cc Barracuda, lost only 8 points. This is a most remarkable achievement in a rally 4250 miles long and requiring an overall average speed of 43 miles per hour over all kinds of roads and conditions. Penalty points were also made for infractions of traffic laws, missing controls and for breaking the seals of major components of the cars (engines, transmissions and rear axles are sealed before the start and must be intact at the finish).

The route required 95 hours of driving over a 6-day period. Cars are all standard models, with catalogued options permitted to the specifications of the Federation Internationale de l'Automobile, which only permit limited modifications. All cars must be equipped with seat belts, fire extinguishers and warning flares. The cars are thoroughly inspected before the rally and periodically given a safety inspection during the course of the event. All competitors were provided with Shell products and services at no charge during the Rally. And, in all, more than 70 trophies and \$14,000 in cash is awarded to winners. Overall winner gets the Shell Grand Award and \$1,000. The Canadian Automobile Sport Clubs, governing body of motor sports in Canada has a steward supervise the Rally from start to finish. And the Datsuns that entered finished. Winning the Shell 4000 demonstrates great driving skill and requires tough, dependable cars.

BRASSO DATSUN

DOWNTOWN/600 BURRARD
NORTH SHORE/1500 MARINE
USED CARS/421 KINGSWAY

BARRACUDA BEATS 'EM ALL!




WINNER: SHELL 4000 RALLY

1st overall: 1st in class

After six days and 4,000 miles spent on Canadian highways and sideroads, the Plymouth Barracuda team of Scott Harvey and Ralph Beckman roared triumphantly into Halifax, winner of North America's toughest test of a car's performance and stamina.

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Downsview, Ontario, ME 5-1660

Shell 4000 Rally Results



Winning Plymouth Barracuda, with Ralph Beckman and Scott Harvey, finishes Shell 4000 at Nova Scotian Hotel in Halifax.

"Seventh time lucky"

Detroit Driver Finally Wins

HALIFAX — It's been a long tough ride, but Detroit driver Scott Harvey has finally finished on top in the Shell 4000 Rally.

Harvey and navigator Ralph Beckman were overall winners in the Shell Rally which ended here Friday. They won in a Plymouth Barracuda.

It was the seventh time Harvey competed in the 4,000 mile rally which is now in its eighth year.

"You might say I've driven more than 28,000 miles to finish first,"

Harvey kidded. "And that doesn't count all the practice."

Harvey, a Chrysler staff engineer, said he and Beckman won "because we really put our minds to it."

The former U.S. rally champ said "I've never worked harder getting ready for a rally. But after all these years of trying it was worth all the

effort. This has got to be the best rally I've ever been on."

Harvey and Beckman picked up only eight penalty points on the Rally trail which started in Calgary a week ago. They moved into an early lead and hung on to win despite two flat tires on the last day of the Rally.

Shell makes certain their stations offer you the finest gasolines, motor oils and lubricants available.

Results.*

General Class:

1. S. Harvey, Dearborn Hts., Mich.
R. Beckman, Ann Arbor, Mich.
2. Paul MacLennan, King, Ont.
Jim Peters, Burlington, Ont.
3. Tom Jones, Port Arthur, Ont.
John Medwell, Toronto, Ont.

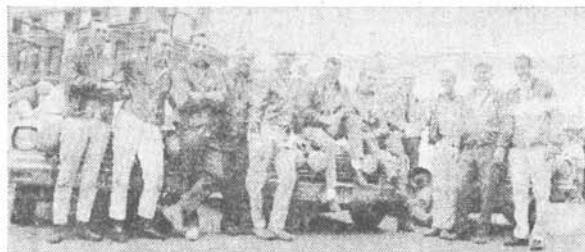
Manufacturers' Team:

1. American Motors (Canada) Ltd.
—Rambler American
2. Norfolk Enterprises Ltd.—Toyota
3. Nissan Auto. Co. (Canada) Ltd.
—Datsun

*Results are subject to official confirmation



J. E. Hughes, Shell vice-president, presents trophy to Harvey and Beckman.



TEAM HONORS

American Motors (Canada) Limited won the manufacturers award with three Rambler Americans in the first five places.

Shell congratulates drivers and

manufacturers of winning cars. And thanks to the many motor-sport clubs for their invaluable help.

One of the reasons Shell sponsors the Rally is to demonstrate their products under extreme driving conditions. This is one of the ways



Harvey official winner

Protest committee busy at rally's end

Canadian Press

HALIFAX, June 10 — The top five placings in the cross-Canada car rally which ended Friday night were unaffected by a protest committee Saturday, but there was heartbreak for a team from London, Ont.

Haydn and Sylvia Gozzard in a Renault were officially placed seventh over-all and second in the private entry class after being sixth unofficially and the first private entry.

This means that instead of winning \$1,350 they get \$1,000, but the letdown after celebrating their win reduced Sylvia Gozzard to tears.

James Potts of London, Ont., and Ernest Wilson of Ingersoll, Ont., moved to sixth from eighth over-all and collect

\$1,000 as top private entry and \$350 as first in class in a Renault.

The Gozzards took 59 points on the 4,125-mile rally sponsored by Shell Canada Ltd., while Potts and Wilson had 56 points.

The protest was lodged because eight of the 55 competitors claimed a direction in the route book was unclear and because of it they lost points. The protest committee ruled in

favor of the eight and said any points lost be restored.

A counter protest has been filed by the Gozzards, but a decision will not be made for about a week.

Meanwhile, Scott Harvey and Ralph Beckman, both of Detroit, in a Barracuda sponsored by Chrysler Canada Ltd., finished first over-all with eight points.

Paul MacLennan of Toronto and Jim Peters of Burlington,

Ont., in a Rambler American were second with 16 points.

Tom Jones of Port Arthur and John Medwell of Toronto in a Rambler American were third with 18 points.

All top three finishers lost their points in the first section and were clean from there on.

South African Ewold Van Bergen and Paul Manson of Toronto in a Datsun placed fourth with 25 points. Manson said that with a slightly larger en-

gine their car would have won the rally.

Hunter Floyd of Edmonton and Lutz Ecker of Toronto in a Rambler American were fifth with 51 points. It was the first time in the rally's history that three of the top five placings went to the same type car.

The Rambler Americans, sponsored and prepared by American Motors Canada Ltd., won the manufacturers' award with 85 points.

'68 Shell car rally likely the last, likely the worst

By CHRIS ALLAN

HALIFAX — (Gazette) — Yesterday, I could still feel the thick taste of it. The taste of whisper dry dust that sifts insidiously through the car body as you hurtle over unpaved, sun-baked roads. A fine, orange silt that matts the hair, cakes remorselessly under the finger-nails and scratches under eye-lids.

It is two days since the Shell 4000 car rally from Calgary finished here on Friday night. And I only knew the devastating dust for two days before that as I followed the route in a borrowed AMX from American Motors. But competitors, the 55 surviving crews of 69 starters, lived with it for seven days.

The dust comes every year in the Shell 4000 for maybe one day or two in the dry, barren expanse of the Prairies. But this year it was bad. Rain fell only as the leaders pulled into the finish here and rally drivers demand more challenge than mere dust. Their determination is aimed at mud and gumbo and snow and waterholes but this year the only waterhole the official photographer could find for his annual shot was emptied when a motorbike suddenly ran through.

So the drivers were unhappy. Driving a car in competition ranks second only to alpine skiing when it comes to a matter of ego. It is something everyone wants to do skilfully — and wants others to know it. This year, the challenge in the 4000 was missing. The boys never did get separated from the men.

It is likely the last Shell rally and likely the worst. The fine, dry weather not only allowed one crew from Washington to complete the event in a Porsche with the top down all the way but made the route child's play.

Still, it was not only weather. Veteran rallyists pointed accusing fingers at poor organization. They talked in their specialists' language of badly placed check points, errors in instructions and weak route choices. Of tough, worrying stretches which could have snared the less skilled but which were nullified by poor location of controls. Of veteran drivers who keep a stoic, tactful silence yet end the day trembling after the route took cars through a resort area on a summer evening.

Robin Edwardes of Montreal, one of the best navigators in the business, was more specific. He talked of a stretch

in Quebec where many competitors lost time in a gruelling backwoods section.

"We came onto a straight stretch but there was no control points," he recalled. "So the people who were late naturally accelerated to make up time. There were two small towns before the control point."

Competitors are obliged to abide by traffic regulations but the practical result was that late cars hammered through the tiny communities at dangerous speeds. Yet crews start from scratch again after each control point and placing one before the towns would have judged their performance on the tight forest road (which is what the event is all about) and would have removed the temptation from the drivers to speed up.

It was a careless tactic in a sport which is already vulnerable to the critical tongues of an indignant public.

For an event which, with four others, comprises a world championship, the rally was a disappointment. After a kick at the start and despite a weak kick in the tail, the leading drivers, Scott Harvey, Paul McLennan and Tom Jones, never dropped a point the rest of the way.

You can only guess at reasons for the failure of what

may prove to be the final fling of a potentially fine competition.

The decision to hold the event at all was taken drastically late last year. Did organizers Jim Gunn and Peter Bone have enough time to do the job?

The six-figure budget was less than last year. Did this contribute to a shortage of crucial control points, which cost the sponsor \$300-\$400 each to set up?

The decision to hold the event six weeks later than usual was aimed at avoiding a conflict with extended Stanley Cup hockey playoffs: did the resulting dry, June weather take the sting out of the competition?

It is understood that organizing the rally carries a price tag in the region of \$300,000, not that high a figure in corporate terms in view of the promotional return. But Shell some time ago requested the national governing body, the Canadian Automobile Sports Club, to find an additional sponsor while Shell gradually withdrew.

The CASC has failed to do so which leaves the company little alternative but to withdraw altogether.

If so, last week was a doubly sad swan-song. Almost pathetic.

Vancouver Sun
June 10 1968

CAR RALLY

Bad Luck For Racers

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Come share our victory!

Rambler team wins manufacturer's prize in Shell 4000 car rally.*

We're celebrating with a victory sale.

On Friday night, a team of three Rambler Americans rolled into Halifax after finishing the gruelling Shell 4000 Car Rally which began in Calgary on June 1st. Provisional results give American Motors the Manufacturer's Team Prize.

So we're celebrating. And what better way than to share our good fortune. The Rambler American is already the lowest-priced domestic compact by \$289. Right now, while we're in the flush of victory, we want you to have the thrill of owning a real winner. So we're prepared to make some very winning deals. Just try us.

We're really excited about this. After all, it's not every day that a family compact can take on some of the best performance cars in the world and beat them at their own game: high-speed, cross-country rallying. Rambler did it and won. It's built to last, engineered to stand up to our roads, our traffic, our driving conditions.

With our policy of no annual model change on the Rambler American, the 1968 models will be as current next year as they are this week. So buy now. Not only will you save on the initial price, but you'll save on annual depreciation costs, too.

This week, join our Victory Celebration. Come in and test drive the tough rally car that doubles as a family compact: Rambler American.

*results subject to official confirmation



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