

Port Credit News May 15 1968

Datsun Announces Shell Entries

TORONTO, ONTARIO - Datsun's 1968 entry in the Shell 4000 car rally can truly be called the 'team of champions'.

Winner of the manufacturers' team award in last year's event, the Nissan Automobile Co. has assembled an impressive team of rally champions to handle its three Datsun 2000's in this year's 4,000-mile competition from Calgary to Halifax, June 1 - 7.

Leading the Datsun team will be South African National Rally Champion Ewold Van Bergen of Pretoria, who will be competing in his first North American rally. Van Bergen will be driving with Toronto's Paul Manson, the 1967 Canadian National Rally Champion. Manson finished third last year, navigating for Karl Schultz in a Datsun 1300.

Datsun, however, is obviously not content with only two National champions.

Klaus Ross of Montreal and John Bird of Toronto make up the second crew. Ross and Bird are the only two-time champions of the Shell 4000, winning in 1964 and 1965. Ross and Bird were teamed together again last year in the '4000' but transmission problems dropped them to an 18th place finish. This highly-regarded crew won the Canadian Winter Rally in 1967, and are a serious threat in any event they enter.

The third Datsun will be crewed by Norm Matovich of Burnaby, B.C. and Ed Deak of Vancouver. Deak was also a member of last year's victorious Datsun team. Both Mato-

vich and Deak have chalked up several regional rally championships, although Matovich is better known as a successful racing driver.

'While we are hoping to retain the manufacturers' team championship we won last year, we want one of our cars to win the rally outright,' pointed out team manager, Doug Wilson, Vancouver.

The Datsun team has a distinct international flavour. In addition to South African Van Bergen, Ross is a German-born Canadian, while Deak is Hungarian. The cars, of course, are made in Japan.

Van Bergen brings a great deal of experience to the Datsun team. He has competed in the world-famous Monte Carlo Rally four times and won the national championship of South Africa four times. Since 1958 he has competed annually in the South African Nine Hour endurance race.

Manson, meanwhile, has a victory shelf that looks like a museum of rally awards. Last year alone he placed first in no less than six major Canadian rallies and since 1963 has been among the top eight in the Ontario region rally championship.

The Datsun team becomes the third company to enter the manufacturers' team category. American Motors (Canada) Ltd. and Norfolk Enterprises (Toyota Corollas) have previously entered three-car teams. With two Japanese companies entered, it would appear that Japan is determined to win North America's top rally.

Moncton Times
May 15 1968

Provincial Datebook

The New Brunswick Travel Bureau has released a list of events planned for New Brunswick this year.

Listed are those in and around the Moncton area:

May 15 — Fundy National Park opens, start of Atlantic salmon fishing season and trout and land locked salmon fishing season.

May 17-19 — Gideons Convention in Moncton.

May 20 — Start of Brunswick Downs harness racing season.

June 7 — Shell 4,000 rally brief stop over in Moncton.

June 28-July 1 — Moncton's Natal Day festivities and band festival.

June 30—Ladies golf field day in Sackville.

July 6—Sackville amateur golf meet.

July 9 — Sumner's pro-amateur golf team match, Moncton.

July 10-14 — Shediac Lobster Festival.

July 15-20 — Steeves reunion and Hillsborough Homecoming Week.

July 10 — Maritime junior golf team tournament in Moncton.

July 20-21—Lakeside open golf tourney in Moncton.

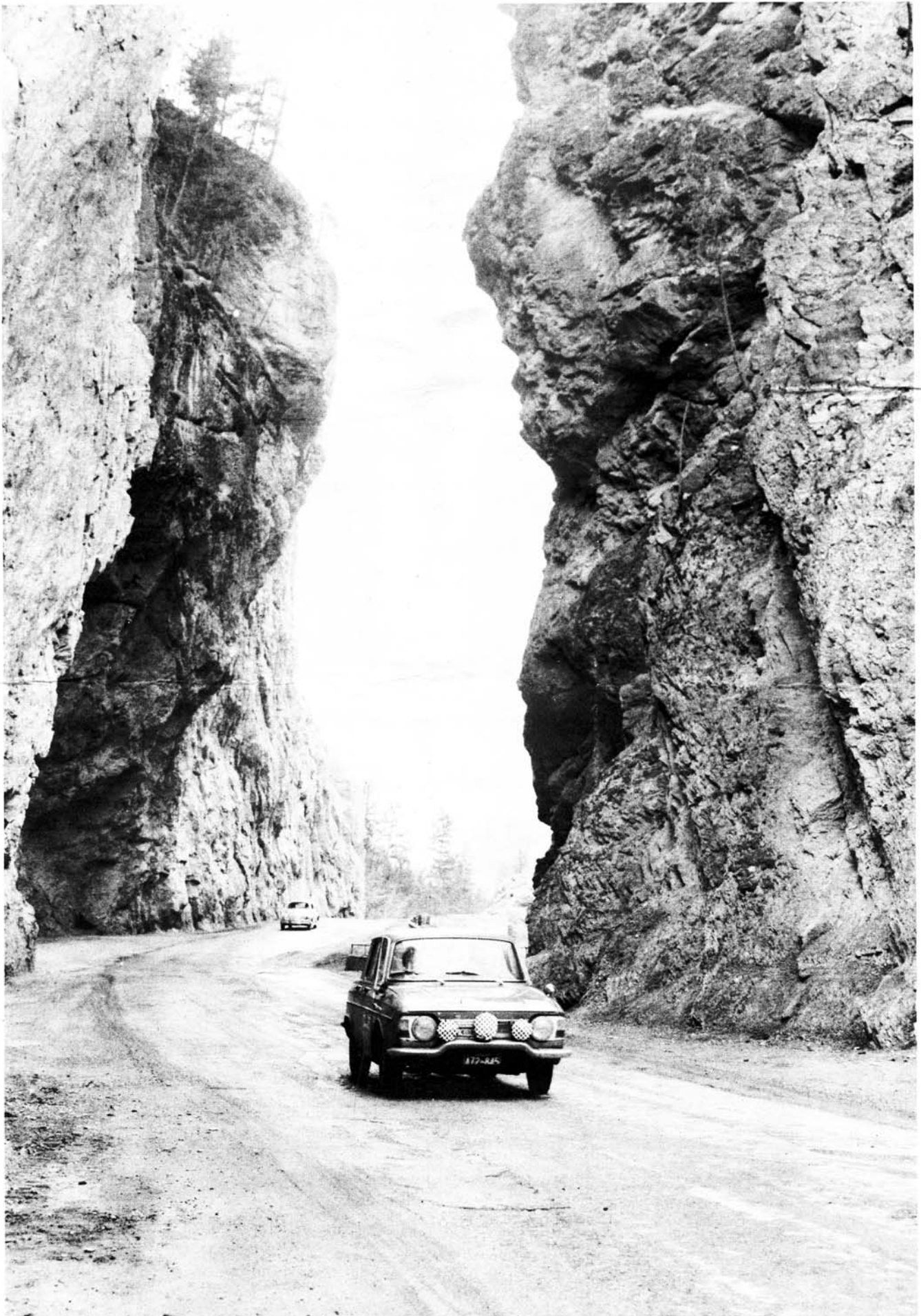
July 21-31 — Summer art courses at Mount A University.

Late July—1968 Canadian Junior Baseball Tournament in Moncton.

August 6-7 — Moncton Open Golf Tournament and field day.

August 23-25 — Atlantic Open Golf Tourney in Moncton.

August 26-31 — New Brunswick Medical Society annual convention in Moncton.



Sinclair Canyon, near Radium, B.C. appears to be closing in on this group of rally cars as they work their way through the spectacular mountain country for which B.C. is famous. Lead car is entry of Hayden and Sylvia Gozzard, in 1967 Shell 4000. The '68 Shell will miss this scenic area as it starts from Calgary this year.

Ottawa Citizen May 15 1968

Ottawans participating in big 4,000 car rally next month

Four thousand miles of rugged Canadian backroads driving await the 77 teams in this year's Shell 4,000 Rally.

That's the word from Jim Gunn, organizer of one of the world's toughest road events.

This year's 4,000 starts in Calgary on Saturday, June 1, and ends in Halifax the following Friday.

According to Gunn, less than 40 of the 77 teams will limp across the finish line. Last year only 42 of the 93 entries completed the run from Vancouver to Montreal.

Ottawa will be well represented with no less than 10 motorsport enthusiasts heading West at the end of May

to man seven cars for the cross-country run.

The rally comes through the Ottawa area on Wednesday, June 5. There will be a lunch stop at the Green Valley Restaurant at 1.30. Overnight stops are slated for Regina, Fort William, Sudbury, Sherbrooke and Saint John.

Leading the Ottawa contingent will be John Catto and his temmate John Smith of Kingston. The crew of Smith and Catto will be driving one of three sponsored Toyota Corollas.

Last year Catto and Smith came up with a fantastic performance, holding second place against all the

powerful manufacturer's entries until mechanical trouble forced them to the sidelines during the fifth day.

Private team Ottawa

"Private Team Ottawa" will comprise three unsponsored cars. Robin Conway and Norm Crampton will crew a VW 1200; Terry Reid

and Kay Edmond a Toyota Corolla and Dick Wallace and Denny Quirk a Saab 96. Al Catinus and Otto Schreiber will man a sponsored VW1600.

John Slade will share a Peugeot 404 with his out-of-town driver and Norm Van Louis will drive a Datsun PL510 for his Vancouver-based navigator.

Local clubs will be manning control points. The Motorsport Club of Ottawa will staff one check point on route and the Outaouais Valley Autosport Club will operate a control point and lunch stop.

A total of 25 crews have entered from the United States, while eight mixed teams will be seeking the couples award.

Three international drivers will be competing in their first 4,000 Rally. Leading the way will be Ireland's Paddy Hopkirk, winner of the 1964 Monte Carlo, and England's Tony Fall. Hopkirk will be driving a Mini-Cooper S and Fall, a British Motor Corporation entered 1800.

Ewold Van Bergen, the South African national rally champion, will be driving one of three Datsuns entered by the Nissan Company. The Datsun team last year won the manufacturers' award and are strong contenders to repeat this time out. Canadian rally champion Paul Manson of Toronto

will navigate for Van Bergen.

A total of \$14,000 in prize money has been put up by Shell Canada Limited.

Ottawa Droit May 15 1968

Ottawa bien représentée dans le Shell 4,000

Cette année Ottawa s'intéresse tout particulièrement au premier rallye automobile d'Amérique du Nord, le Shell 4,000.

Au moins sept voitures seront occupées par des résidents d'Ottawa qui tenteront de mériter les honneurs du parcours de 4.000 milles, de Calgary à Halifax, qui aura lieu du 1er au 7 juin.

John Catto, d'Ottawa, et son coéquipier, John Smith, de Kingston, dirigeront le groupe d'Ottawa. L'équipe de Catto et Smith prendra place dans une des trois Toyota Corollas inscrites par la Norfolk Enterprises de Hudson, Québec.

L'an dernier, Catto et Smith nous ont fait assister à une magnifique performance en occupant le second rang même contre les concurrents de puissants fabricants, jusqu'au cinquième jour, alors que des difficultés mécaniques les forcèrent à abandonner le rallye. Cependant, on prévoit que cette année, ils formeront une équipe à surveiller.

Parmi les inscriptions venant d'Ottawa, on remarque également Norm Van Louie, James Conway, John Slade, Terrence Reid, Kay Edmond, Richard Wallace, de Hull, Al Gatinus et Otto Schreiber.

Le rallye est attendu dans la région d'Ottawa le mercredi 5 juin, au restaurant Green Valley où le déjeuner sera servi aux participants à 13h 30. Pour la nuit, les concurrents s'arrêteront à Regina, Fort William, Sudbury, Sherbrooke et Saint-Jean.

Plus de 75 voitures participeront à l'événement de cette année, mais l'organisateur Jim Gunn prédit que moins de 40 voitures termineront ce que l'on considère comme étant la plus grande épreuve d'endurance, à la fois pour l'homme et pour la voiture, en Amérique du

Nord. L'an dernier, 42 des 93 voitures qui avaient pris le départ ont atteint le fil d'arrivée.

Une Volvo 123 GT conduite par le Dr E.G. Skinner et son fils Mark, de Medicine Hat, Alberta, est inscrite pour débiter le rallye à 7h 02 du soir le 1er juin, à partir des terrains d'exposition et du rodéo de Calgary.

Les Etats-Unis ont inscrit un total de 25 équipages, dont huit

équipages mixtes tenteront de remporter le trophée des Couples.

Trois chauffeurs internationaux courront pour la première fois au rallye Shell. A la tête, seront Paddy Hopkirk, d'Irlande, gagnant du rallye de Monte Carlo en 1964, et l'Anglais Tony Fall. Hopkirk sera au volant d'une Mini Cooper S tandis que Fall occupera une 1800 inscrite par la British Motor Corporation.

Ewold Van Bergen, champion du rallye national sud-africain, conduira l'une des trois Datsun inscrites par la Nissan Automobile Company. L'équipe Datsun a gagné le trophée des fabricants l'an dernier et constitue de puissants concurrents cette année. Le champion du rallye canadien Paul Manson de Toronto sera le navigateur de Van Bergen.

Le prix total en argent que donnera Shell Canada pour l'événement de cette année s'élève à \$14,000.



The Shell 4000 Rally will start the 1st of June and will relieve the competitors of hardships such as these! This is the entry of Krebiel and Krebiel on David Thompson Highway in Alberta.

Mississauga Review

May 15 1968

Local drivers enter Shell 4000 Rally

Shell 4000 Rally, which will start from Calgary on June 1 and end in Halifax on June 7 has an impressive entry list.

American Motors of Brampton has entered a team of three Rambler Americans. Paul MacLennan of North York and Jim Peters of Burlington will crew one of the Ramblers. If past performances are any

guide in motorsport, the MacLennan and Peters team have to rate as favourites to win this year's event.

The Datsun team who won the team award last year has assembled an impressive team of rally champions to handle its three Datsun 2000's. Leading the Datsun team will be Ewold Van Bergen of Pretoria, who is the present South African National Rally Champion. Van Bergen will be driving with Toronto's Paul Manson, the 1967 Canadian National Rally Champion. Klaus Ross of Montreal and John Bird of Toronto make up the second crew for the Japanese cars. Ross and Bird are the only crew to win the Shell 4000 rally twice - in 1964 and 1965.

Also entered in the Shell Rally is the world famous rally driver, Paddy Hopkirk of Ireland, who will be in an Austin Mini-Cooper S. David Kuehne and David Cady, both of Roseton, New York, who won this year's Canadian Winter rally will be competing in a Saab Monte Carlo.

Local drivers entered are as follows:

Car #128 - Bruce Mchenry, Cooksville and Jim Kurtin, Burlington in a Peugeot 204.

Car #149 - Sean Power, Cooksville and Jim Lapp, Willowdale in a Sunbeam Imp.

Car #153 - Doug Sutton, Port Credit and Bryan MacKenzie, Mississauga in a Volkswagen 311 TS.

Sherbrooke La Tribune

May 15 1968

Guilbeault et Rainville au rallye Shell 4000

SHERBROOKE, (JGP) — Deux Canadiens français et Québécois, F. Guilbeault et Paul Rainville, le premier de Hudson, le second de l'Ile Perrot, tenteront de faire leur marque cette année au Rallye Shell-4000 qui débutera le 1er juin à Calgary, pour se terminer à Halifax, le 7 juin.

A bord d'une Toyota Corolla de 1100 c.c. Guilbeault et Rainville, ce dernier le navigateur, sont commandités par les Entreprises Norfolk Ltée, de Hudson, Québec.

Guilbeault est gérant général de sa profession. Il a terminé premier au classement général du Rallye des Neiges en 1964, 1965 et 1966. Il est arrivé deuxième au classement général du Rallye du Québec en 1964 et du Rallye des Mille-Iles. Il a participé au Rallye Shell-4000 en 1965 mais n'a pas terminé.

Quant à Rainville, il est technicien de téléphone. Il a participé au Rallye Shell-4000 en 1964.

Moncton L'Evangeline May 15 1968

Huitième édition de cette classique

154 experts participeront au Rallye Shell 4000

Il ne reste que 16 jours avant l'ouverture du rallye Shell 4000; plus l'heure du départ approche, plus la fièvre se fait sentir chez les conducteurs et navigateurs, soit 154 au total. En effet le départ sera donné à Calgary le 1 juin et il se terminera à Halifax le 7.

Pour la première fois depuis sa création, comme on le sait, les dirigeants de Shell Canada Ltée ont décidé, il y a quelques mois que la classique passerait par les Maritimes, y compris Moncton. Cette nouvelle avait eu pour effet de combler les aspirations du Moncton Motor Sport Club. Il délèguera en effet une voiture, soit une Corvair, conduite par Arnold Hoar, qui aura comme navigateur Bob Cox. Le M. M. S. C. est d'autant plus enthousiasmé puisque un arrêt est prévu à Moncton. En effet, on prévoit que près de 40 des 77 voitures inscrites

au départ seront présentes au rendez-vous de Moncton, qui aura lieu à Magnetic Hill à midi, vendredi, le 7 juin prochain, soit six heures avant la fin de la compétition.

Des conducteurs venant des Etats-Unis, de l'Europe, du Canada, de l'Union Sud-Africaine participeront à la classique, ce qui en fait une épreuve internationale. Nous verrons alors principalement des Barracudas, des Corvairs, des Ramblers, des Coopers, des Sunbeams, des Volkswagens, des Porches, des Saabs, des Volvos, des Toyotas et des Datsuns.

Trois manufacturiers canadiens de l'automobile y ont inscrit des voitures, dont Norfolk Enterprises Ltd., American Motors Canada, Ltée, et Nissan Automobile Canada Ltée. Ces voitures seront conduites par des experts dont certains nous sont familiers.

Paul Manson, le meilleur

navigateur lors du rallye du Homard l'an passé, formera équipe avec Ewald Leonard VanBergen, de l'Union Sud-africaine, au volant d'une Datsun H130-U. Une autre voiture de la Norkolk a été confiée à Klaus Ross et John Bird. Ross a conduit une Datsun à la victoire l'an passé dans ce même rallye tandis que Bird en faisant autant il y a deux ans.

La voiture numéro 1 de l'écurie Toyota a été donnée à Marcel Rainville et Robin Edwards.

Le navigateur gagnant du Shell 1967, Jim Peters, sera le compagnon de Paul MacLennan, deux fois vainqueur des honneurs Shell, dans la voiture numéro 1 du contingent Rambler. Peters avait déclaré lors de son passage à Moncton récemment qu'il remporterait la classique pour une deuxième année d'affilée.

Granby La Voix de L'est
May 16 1968

La province de Québec sera bien représentée au rallye Shell 4000

SHERBROOKE—Un puissant groupe de rallyeurs expérimentés représentera la province de Québec dans le rallye automobile Shell 4000 de cette année, qui se déroulera du 1er au 7 juin.

A la tête du groupe, sera une équipe formée de trois Toyotas Corollas fabriquées au Japon, inscrite par la Norfold Enterprises de Hudson, Québec. Robin Edwardes de Plerrefonds et Marcel Rainville de Ste-Foy, deux des plus grands rallyeurs du Québec formeront un équipage dans l'une des voitures. Paul Rainville, frère de Marcel, et Florent Guilbeault occuperont la seconde voiture et John Smith de Kingston et John Catto d'Ottawa formeront

un équipage dans l'autre Corolla.

Edwardes et Rainville, qui se sont classés au cinquième rang du rallye de l'an dernier, pourraient être le premier groupe inscrit par le Québec à lui procurer une victoire. Edwardes, champion de la région de Québec de 1960 à 1963, court dans le rallye Shell depuis 1962 et ne s'est jamais classé plus bas qu'au sixième rang.

Un autre puissant compétiteur de la province de Québec sera Klaus Ross de Lachine, conduisant pour un autre fabricant japonais. Ross, gagnant du rallye Shell en 1964 et 1967, formera encore une équipe avec John Bird de Toronto dans une Datsun 2000.

Le rallye, qui débute à Calgary et se termine à Halifax, comporte une première halte de nuit à Sherbrooke. On s'attend à ce que la première voiture arrive à l'université de Sherbrooke à 9 hres du soir, le 5 juin. Avant d'y arriver, les voitures s'arrêteront à Regina, Fort William et Sudbury. Le dernier point de halte de nuit du rallye sera St-Jean au Nouveau Brunswick.

Plus de 75 voitures participeront à l'événement de cette année, mais l'organisateur Jim Gunn prédit que moins de 40 voitures termineront ce que l'on considère comme étant la plus grande épreuve d'endurance, à la fois pour l'homme et pour la voiture, en Amérique du Nord. L'an dernier, 42 des 93 voitures qui avaient pris le départ ont atteint le fil d'arrivée.

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Le prix total en argent que donnera Shell Canada pour l'événement de cette année s'élève à \$14,000.

For Eighth Time

Hamilton Spectator May 16 1968

Carter In 4000 Again

Hamilton's Mo Carter has moved from the world of passing footballs to passing automobiles.

Carter, a former play-by-play radio announcer for the Edmonton Eskimos Football Club, has become one of Canada's best and most active motorsport competitors.

One June 1, Carter and his driving mate Art Dempsey of Weston will go down the ramp at the Calgary Exhibition and Stampede Grounds seeking honors as the overall winners of the 1968 Shell 4000 car Rally, which concludes in Halifax June 7.

A veteran rallyist, Carter has competed in the Shell event for the past seven years. While he has never won the grand prize, the president of City Chevrolet-Oldsmobile has always com-



MAURICE CARTER

pleted the 4000 mile test of man and machine — a feat in itself.

In 1964 he was second and

in 1966 he finished fifth. On two occasions he won his class, which is based on the engine capacity of his car.

This year, the cigar-chewing Carter, who will be driving an Oldsmobile F85 Cutlass, is going all-out for top honors despite some bad luck in recent weeks. He suffered a shoulder separation in a car accident and has not been able to practice for this year's event.

"However, I expect to be in top shape for the rally," claims the 43-year-old Carter.

Carter is also one of Canada's better sedan racing drivers and has enjoyed successes in some of this country's leading races.

Until 1960, Carter had little interest in cars or racing. He was the play-by-play announc-

er for the Eskimos for six years and then he went into the car dealership business. In 1960, Paul Cooke, former manager of the Comstock Racing Team, approached Carter about entering a car in the Canadian International Winter Rally.

"I agreed to enter a car, providing I was the one that drove it," quips Carter. "From then on, I became an enthusiast and being in the car business, it made a happy combination."

In 1962 he entered the 4000 for the first time, driving a Chevrolet Impala convertible. "I figured I would compete in style and comfort," he says. Actually, the convertible was being delivered to a customer in Vancouver who really got an "executive-driven demon-

strator". Since that first somewhat casual participation, Carter has taken the "4000" more seriously.

"I'm really enthused about this year's event going into the Maritimes," says Carter. "While I have never had the opportunity of rallying down East, I am looking forward to it, since I understand the Maritimes is real rally country."

A total of 77 cars are expected to leave Calgary, with overnight stops scheduled for Regina; Fort William, Sudbury, Sherbrooke and Saint John, New Brunswick.

Hunter Floyd au nombre des participants du rallye 4000

SHERBROOKE (JGP) — Le Rallye Shell-4000 compte comme participant cette année, un conducteur de stock cars. Il s'agit de Hunter Floyd, propriétaire d'une maison de nettoyage à sec à St-Albert, Alberta.

Floyd, qui est âgé de 32 ans, a terminé 15e au classement général du Shell-4000 en 1966; fut 4e de sa classe, mais n'a pas terminé l'an dernier.

Il fut le gagnant du Prix du Rallye des terres et forêts en Alberta, après avoir fait une embardée dans un fossé. Il a terminé 11e au classement général du Rallye d'Hiver canadien 1964.

Ecker

Son navigateur sera Lutz Ecker, 24 ans, de Don Mills, Ontario, un homme expérimenté qui le secondera en vue de remporter la compétition de cette année à bord d'une Rambler American de 4753 c.c., inscrite par American Motors du Canada, de Brampton, Ontario.

Ecker a terminé 10e au classement général et fut premier de sa classe dans le Shell-4000 l'an dernier. Il a participé aux quatre derniers rallies d'Hiver canadiens; terminé 3e aux championnats canadiens en 1966 et a gagné le trophée Wilson, décerné au compétiteur le plus actif au Canada.

Tom Jones, un conducteur de stock cars, au nombre des concurrents du rallye 4000

SHERBROOKE (JGP) — Un autre conducteur de stock-cars sera au nombre des participants au Rallye Shell 4000, du 1er au 7 juin prochain.

Tom Jones, qui aura comme navigateur John Medwell, sera au volant d'une Rambler American de 4753 c.c. commandée par American Motors du Canada Ltée.

Jones, âgé de 28 ans, est entrepreneur général de Port Arthur Ontario. Il était le navigateur d'Eric Silvonen dans le Shell 4000 l'an dernier, terminant au 8e rang du classement général. Il fut 16e au classement général et premier de sa catégorie en 1966.

Il détient le record de la piste Lakehead pour stocks-cars. Il fut gagnant de la course de 100 milles sur glace à Minneapolis, Minnesota, en 1966 et 1967.

Medwell

Medwell est directeur de la commercialisation à Toronto. Il a participé au Shell 4000 l'an dernier à titre de membre de l'équipe Citroën, mais n'a pas réussi à terminer.

Il a remporté un Rallye international de 12 heures, fut 3e au classement général et membre de la première équipe commandée au Rallye Lobster en 1966.

Bruce et Betty Schmidt aussi sur les lieux

SHERBROOKE (JGP) — Bruce et Betty Schmidt, de Tavistock Ontario, sont un autre

couple participant au Rallye-Shell 4000 cette année.

Bruce, 32 ans, et Betty, 25 ans, voyageront à bord d'une Volkswagen 117 de 1493 c.c.

Schmidt, un mécanicien, a terminé 14e du Rallye Shell, l'an dernier; fut deuxième de la catégorie des équipages mixtes; 3e de la catégorie des particuliers et a terminé 10e au classement général du championnat national des rallies en 1967 et 8e en 1966. En 1965, il s'est classé 4e au championnat régional des rallies; fut premier au Rallye Red Cap en 1967, 1er au Rallye Lobster en 1966. De plus, Schmidt a participé à trois rallies d'Hiver canadiens.

Son épouse

Betty sera la navigatrice pour cette aventure de 4000 milles. Préposée à la programmation des ordinateurs, Betty Schmidt fait équipe avec son époux depuis 1964. Elle a remporté le trophée Joan McAlpine en 1965,

Moncton L'Evangeline May 16 1968



Prets pour le rallye Shell 4000 milles

Les deux représentants du Moncton Sport Car Club, à la classique Shell 4000 milles, quitteront Moncton d'ici quelques jours pour se rendre à Calgary d'où le rallye débutera. On voit ici Arnold Hoar (dans l'auto) conducteur et son associé Bob Cox, navigateur, qui ont bien voulu poser pour notre photographie vêtus de l'uniforme qu'ils porteront pendant la

semaine que durera le rallye. Si aucune malchance ne leur arrive, ils seront au Magnetic Hill Inn, vendredi le 7 juin, vers midi. Le duo partira en 13e place dans leur Corvair, et nous nous joignons aux amis de Arnold et Bob, pour leur souhaiter bonne chance dans leur entreprise. (Photo L'Evangeline, par Léo Léger)

Woodstock
Sentinel Review
May 17 1968



Shell 4000 Rally

By DAVE DUNCAN

In 1961, the concept of a car rally across Canada was brought to life. It started as the British Columbia International Trade Fair Rally which began in Montreal and finished in Vancouver. Shell Canada Limited were the sponsors, and thus began the series of annual events now known as the Shell 4000.

The Rally is a contest of skill on the part of the drivers and a test of reliability on the part of the cars. It isn't classed a race, but a point to point timed event with safety first in mind. The event is timed from control points whose position may or may not be known by the drivers.

The drivers start the rally with zero penalty points. The competitor having the least number of penalty points is the winner of the Rally, class, or other award. Penalty points are awarded mainly for arriving late or early at a check point but also for the condition of the vehicles and the driving conduct of the operators.

In 1962, Shell organized and sponsored the 4000-mile trek, covering the same route, and, under difficult spring weather conditions, only 24 of the 42 starters finished the rally.

In 1963, the route was changed to a west-east direction with Vancouver and Montreal being take-off and finishing points. The time schedule was cut to six days and 42 of the 47 starters finished. The prize money this year totalled \$8,000.

The 1964 Shell 4000 introduced closed sections, used in European and other world championship events. This added interest and excitement to the rally and the number of European entries grew. Closed sections are parts of the route which run through areas closed to other traffic. Competitors are required to pass through these in the least possible time or within a specified time.

The 1965 event was the toughest to date with everything from snow to dust storms and only 37 of the 64 entries finished.

In 1966, the route was again west-to-east, starting in Vancouver and ending in Quebec City. The event featured a tough route over a very rigid time schedule. Only 26 cars of the 60 starters that left Vancouver finished the rally.

In Centennial Year, 100 cars were entered but only 93 left the ramp in Vancouver. Only 42 cars crossed the finish line at the site of Expo '67 in Montreal.

77 Cars Entered

This year's event will again be a run in a west-east direction. Seventy-seven cars will go down the ramp at Calgary on June 1st and the survivors will reach Halifax on June 7th.

Canadians Mo Carter, Jim Peters, Klaus Ross, Paul Manson, and John Bird all have a good chance in the 1968 Shell 4000 against an international field.

Paddy Hopkirk of Ireland, 1964 Monte Carlo winner, and England's Tony Fall, ranked among the best rallyists in the world, will provide tough opposition.

Several teams have entered the rally and show formidable driving power. A Quebec team of three Japanese Toyota Corollas will be making a strong bid. American Motors, British Motor Corporation, and Datsun all have entered strong teams and should provide an interesting event.

As well as over-all awards and prizes for individual classes, special awards such as the sportsmanship award, timing award and closed sections award give added incentive to the drivers and add to the interest.

The 1968 version of the Shell 4000 should be very exciting and watched by Canadians with interest as one of its greatest international attractions.

Kingston Whig-Standard May 18 1968



CARS

Bob MacGregor

A real competition

It is about 3,200 miles from Calgary to Halifax. So why will it take competitors in the Shell 4000 Car Rally from June 1 to June 7 to drive the distance? Because they will have problems.

If you were to set out from Calgary to go to the east coast, you would find that there are perfectly good highways all along the way and you would be able to average close to 60 miles per hour without breaking the law.

But you wouldn't have problems like a cowboy on a horse who didn't want to let you past, or a road that was under three feet of water. Those were only two of the difficulties that competitors in last year's Centennial 4000 rally faced and this year they will probably discover many new ones.

The rallyists, unlike the average motorist, do not seek out the easiest and quickest route from point A to point B. On the contrary, they do not seek out a route at all. They are told where to go by the man who organizes the rally, and in this year's 4000 more than half of the trip from Calgary to Halifax will be run on gravel or dirt roads.

The drivers, two to a car, are given their route at the start of each day's section. They are told when to turn left, when to turn right and when to go straight ahead. They are also told to maintain a certain average speed over each part of the route, and this speed varies according to conditions, but it is always below the legal speed limit and anyone who gets caught breaking the law is automatically disqualified.

A speed of 36.75 miles per hour might not seem fast to most motorists, but try to do it some time on a twisting, turning logging trail where you are lucky if you can occasionally get up to a top speed of 40. And remember you always have to keep calculating your exact speed because there are secret check points along the way that will penalize you even if you are only a few seconds early or late.

Then there are mechanical problems. When you bounce a car over rocks and bumps something is bound to break so the rally competitors always carry along a few extra parts and sometime you have to improvise.

I remember stopping my Morris 1100 on a lonely road in Northern Ontario because the gas level was dropping so fast I could see the needle rushing toward "E". I jumped out to find the drain plug had been knocked off the gas tank, and while I stuck my finger in the hole like the Dutch boy at the dike, my co-driver whittled a piece of wood down to the right size and we were able to continue, although having to drive harder to make up the lost time.

Going off the road is the rallyists biggest worry, especially when he is on the special "elapsed time" sections. These are run on roads that are closed to the public and where all out speed counts. If you don't make the run, usually through forestry roads or army camps, in the time the organizer says you should, you are penalized.

Last year, Toronto's attractive blonde rally driver Diana Carter missed a turn and went into the mud at Corkscrew Mountain, Alberta. A tow truck rescued her but she was out of contention after losing 22 precious minutes.

Racing drivers generally do not make good rally drivers, since they are used to practicing on a track which they quickly get to know. In rallying you do not know what is over the next hill or around the next bend, although the drivers instruction sheet usually will tell him of really serious hazards or places where there might be pedestrians or other non-rally traffic.

* * *

What does it all prove? Nothing really. A rally might give some indication whether a car has stamina, but generally the drivers are responsible for winning and losing and to them it is a sports event that calls for real man to man competition, good driving ability and a sharp mind.

You might like driving along a wide, smooth highway, but the rally driver likes to get some excitement out of his driving. And more than 10 dozen of them will on June 1.

I might have my slogans mixed up, but I would like to wish the competitors in this year's Shell 4000: Happy Motoring!!!

Montreal Gazette May 18 1968

Festival Time In Nova Scotia

FROM late May to early November it's fair and festival time in Nova Scotia! A summer-long program of events — coupled with a warm, humidity-free climate and the proximity of the sea — continues to attract vacationers to this part of Canada and to encourage residents to remain in their province.

Toward the end of May, apple blossoms burst into bloom and transform the beautiful Annapolis Valley into a scenic wonderland. To welcome the blossoms (and summer), the annual apple blossom festival offers a four-day round of entertainment and events for visitors.

This year, the festival will take place from May 31 to June 3 and includes parades, dances for all age groups, pageants, musical entertainment, tours to orchards, and a queen contest.

Sports car enthusiasts will want to be in Halifax on June 7 this year to see the finish of the "Shell 4000" rally.

On the same day, the town of Lunenburg celebrates its natal day with day-long celebrations.

June 24 is John Cabot Day at Cape North, Cape Breton, the place where the famous explorer is believed to have landed in 1497 and where commemorative ceremonies

are held each year. A few days later, June 28, in Halifax, Neptune Theatre opens its sixth summer of professional entertainment with the following plays to be shown in repertory through the summer: "The Rainmaker", "Black Comedy" and "White Lies", "Ondine", "Summer of the Seventeenth Doll" and a new Canadian play.

Events begin in earnest with the July 1 holiday. Dominion Day celebrations are held throughout the province and it's also the day for the first highland festival of the season, the Gathering of the Clans and Fisherman's Regatta at Pugwash. This popular event squeezes highland dancing and piping competitions, lobster boat races, entertainment, a parade, a dance and aquatic events all into one day.

On July 2, Acadia Summer Playhouse will begin its summer fare. This year, it will present "Carnival", "Candida", "The Imaginary Invalid", "A Midsummer Night's Dream", "Life With Father", "Luv" and "The Sound of

Music" — each playing for a week until Aug. 17.

Lobster lovers won't want to miss Pictou's Lobster Carnival on July 5 and 6 which is followed the next weekend by the Highland Games at Antigonish. The province's oldest highland event, the games offer massed pipe band concerts, parades, dances, high-

land piping and dancing competitions and a track meet featuring the caber toss, as well as regular track events.

July 24 will be holiday in the province's capital, Halifax, as this historic city celebrates its 219th birthday. There's a full program of events from early morning until late at night.

Outdoorsmen will want to take in the fun and excitement of the Sportsmen's Meet at Sherbrooke on July 26 and 27. Canoe races and log-rolling contests are just two of the events that test the skills of participants.

Prospect Bay, near Halifax, will show some South Shore hospitality with its first "Chowder-Ama" on Aug. 3. Games, a regatta, dancing, a midway and, of course, bowls of home-made fish chowder, are just part of the day's attractions.

The highlands of Cape Breton resemble the highlands of Scotland from Aug. 4-10 when the skirl of the bagpipers tells residents and visitors it's time again for the Nova Scotia Gaelic Mod. Held at St. Ann's on the Cabot Trail, it features special events every day — with the emphasis on highland competitions and displays of handicrafts.



Pat Edwards, 35th apple blossom festival queen, soon to crown new queen.



MO CARTER

★

City Man Is Rally Favorite

Hamilton's Mo Carter has moved from the world of passing footballs to passing automobiles.

Carter, a former play-by-play radio announcer and a native of Winnipeg, has become one of Canada's best and most active motor-sport competitors.

On June 1, Carter and his driving mate Art Dempsey of Weston, Ontario, will go down the ramp at the Calgary Exhibition and Stampede Grounds seeking honors as the overall winners of the 1968 Shell 4000 Car Rally, which concludes in Halifax June 7.

A veteran rallyist, Carter has competed in the Shell event for the past seven years. While he has never won the grand prize, he has always completed the 4,000 mile test of man and machine — a feat in itself.

In 1964 he was second and in 1966 he finished fifth. On two occasions he won his class, which is based on the engine capacity of his car.

This year the cigar-chewing Carter, who will be driving an Oldsmobile F85 Cutlass, is going all-out for top honors despite some bad luck in recent weeks. Carter has suffered a shoulder separation in an accident and has not been able to practice for this year's event.

"However, I expect to be in top shape for the rally," claims the 43-year-old Carter.

Carter is also one of Canada's better sedan racing drivers and has enjoyed successes in some of this country's leading races.