

Sherbrooke La Tribune
May 20 1968

Keith Ronald et John Slade au nombre des concurrents du rallye

SHERBROOKE, (JGP) — Activement, tenteront de se mé-
border d'une Peugeot 404 de 1618 riter les honneurs du Rallye
c.c., Keith Ronald et John Sla- Shell 4000 en juin prochain.
de, de Guelph et Ottawa respec-

Ronald est un biologiste âgé de 39 ans et professeur à l'Université de Guelph. Il a gardé la tête les cinq premiers jours du Shell 4000 l'an dernier pour la catégorie des fabricants, mais n'a cependant pas terminé la compétition. Il fut membre de la première équipe des fabricants et, dans le classement général, 2e de sa classe au Rallye d'Hiver canadien de 1968. Bon second au championnat national canadien en 1967, Ronald fut premier à Alleghany, des Highlands, Québec et à Fall Night, Conestoga.

Slade

Lieutenant de vaisseau des Forces canadiennes, Slade, qui sera le navigateur de cette équipe, a terminé au 28e rang au Shell de l'an dernier. Il était le 11e (3e de sa classe) et membre de la première équipe en 1966. Il a participé au Rallye d'Hiver canadien en 1967, a terminé 11e au classement général et fut deuxième de sa classe en 1968. Bon second navigateur au championnat national en 1967, John Slade fut premier au classement général en 1967 à Alleghany, des Highlands, Québec et à Fall Night, Conestoga en 1968.

Orillia Packet & Times May 21 1968

Orillia Daily Packet and Times, Tuesday, May 21, 1968

Orillia Car Entered In Shell 4000 Rally

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 competitor.

On June 1, Carter and his driving mate Art Dempsey of Weston, Ontario, will go down the ramp at the Calgary Exhi-

bition and Stampede Grounds seeking honors as the overall winners of the 1968 Shell 4000 Car Rally, which concludes in Halifax June 7.

SHOULDER SEPARATION

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 completed 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.

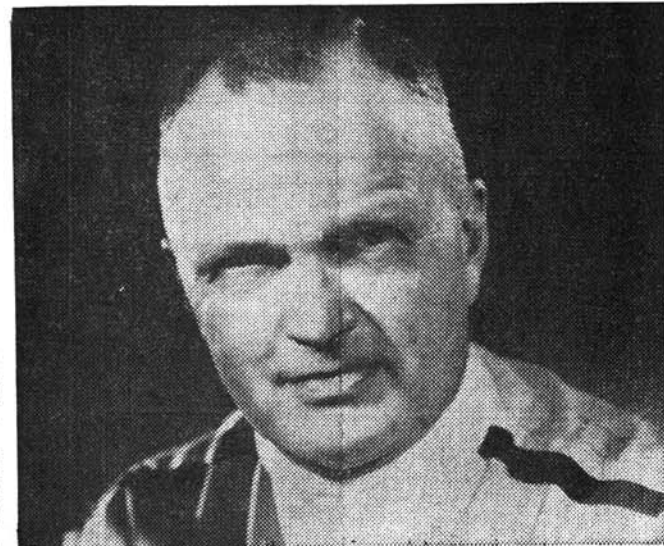
This year, the cigar - chewing Carter, who will be driving an Oldsmobile F85 Cutlass, is going all - out for top honors despite some bad luck in recent weeks. Carter suffered a shoulder separation in an accident and has not been able to

practice for this year's event.

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

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

On the local front, Orillia's Ed Golz and Mark McCutcheon will be in the 73 car that leaves the starting post. The Orillia car will be a 1962 Buick GS 490. This is the first 4000 Rally for this crew and they are looking forward to it with mixed feelings. They feel that the starting position is both good and bad. It is good because you have cars to follow and bad because if it rains you will run into some pretty muddy spots after the first 72 cars have passed over the country roads.



MO CARTER

All about cars



By Bob MacGregor

It is about 3,200 miles from Calgary to Halifax. So why will it take competitors in the Shell 4,000 Car Rally from June 1 to 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 sixty 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 4,000 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 4,000 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 spare 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".

St. John's Telegram May 22 1968

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 of 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.

MIDGENS

Lip Service

Malgré le sort qui s'acharne sur lui:

MO CARTER ESPERE FAIRE BONNE FIGURE AU RALLYE SHELL

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Carter, rallyeur expérimenté participe à l'épreuve

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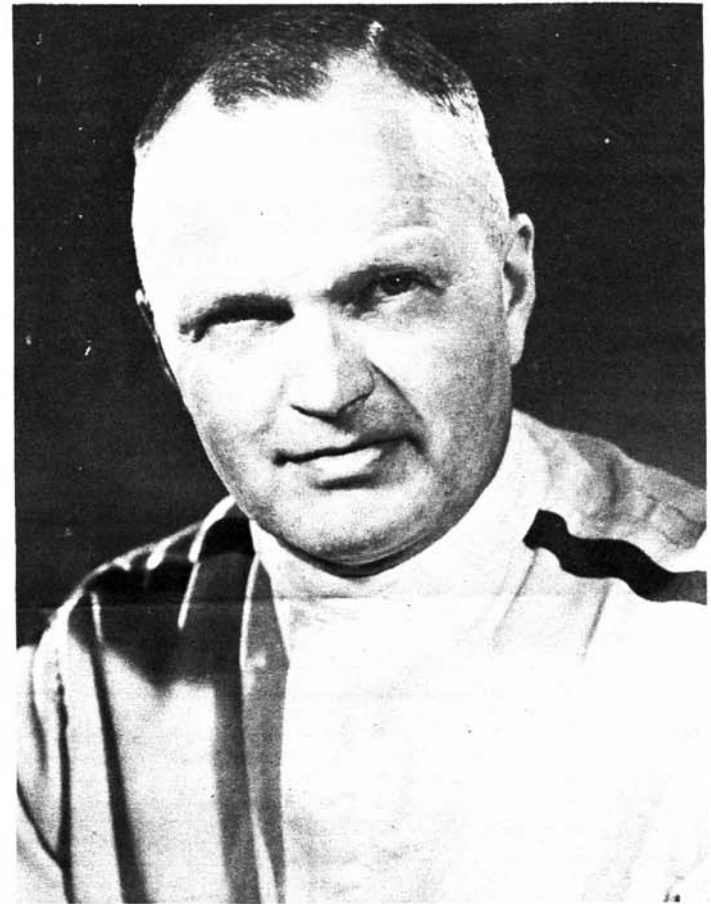
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Le Journal de Montreal

May 23 1968

Un joueur de football dans le sport automobile

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Mo Carter inscrit dans le rallye Shell 400

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The Albertan May 23 1968

City rally crews ready for Shell

By JOHN GRIFFITHS

With less than two weeks to go before the first car heads down the starting ramp at the Stampede grounds on June 1, Calgary's three Shell 4000 rally crews are working feverishly on final preparation of the cars they hope will carry them 4,000 miles across the roughest roads in Canada.

Hundreds of man-hours have already been spent by crew members, mechanics and friends in tearing the cars apart — after their arrival new from the factory — rebuilding, strengthening . . . in fact going over every nut and bolt to make sure everything humanly possible has been done to get the cars to the finishing line in Halifax, Nova Scotia.

But for half the 77 crews entered all over America and Europe, it will be effort wasted.

Rally organizer Jim Gunn expects maybe half the field will finish, and in the seven years of existence of the event he has never been proved wrong.

Until a few days ago Canadians Paul McLennan, winning driver in 1966, and Jim Peters, navigator of last year's winning Lotus Cortina, were favorites to win this year's event in works Ramblers.

Now all eyes are on the devastating British Motor Holdings teams led by Paddy Hopkirk and Tony Fall, being sent in to compete from Ireland and England.

Hopkirk, one of the world's top six rally drivers, will drive a 1275 Austin Cooper S with

navigator Mike Terry of Toronto.

Hopkirk is a past winner of the Monte Carlo Rally, the world's most famous — if not toughest — event, and has dozens of rally and race wins to his credit in events throughout Europe. This is his first event in North America, however.

Tony Fall is only slightly less experienced. He will have Denis Johnson, of Montreal, as his navigator and will drive an Austin 800.

Both cars have been flown into Calgary from England and are now on display in Cooke's Motors showrooms.

At Kramer Chrysler the Sunbeam Arrow to be driven by school teacher and broadcaster Geoff Howe and navigated by Kneale Johnson is in the final stages of preparation.

A full-scale team effort is being thrown behind the Howe-Johnson car. Kramer Chrysler owner Lorne Kramer will drive a support car across Canada. He will be accompanied by Albertan news editor John Griffiths, as team manager, and Peter Matthews, another city newsman.

Pat Stiles and Doug Jackman, in the Hammill Motors Datsun 1600, have their car well tuned and running fast, and private entrants Dave Stratton and Walt Petersen are very happy with their new 1275 Cooper S. This car was run in the Trail of the Bison National Championship Rally in Manitoba a short time ago — netting them first place and valuable national points into the bargain.

SPORTS CAMERA

The one week of excitement during the running of the cross-Canada car rally, an annual event for the last eight years, obscures 51 weeks of hard work by the organizers.

This year's rally, which starts in Calgary June 1 and ends in Halifax June 7, is sponsored by Shell Canada Ltd. which has three full-time employees doing the planning.

Rally organizer Jim Gunn, manager Peter Bone and secretary Nancy Davidge travel thousands of miles, make innumerable telephone calls and handle a huge volume of correspondence annually in their work.

Gunn estimates he has travelled

more than 500,000 miles since the inception of the rally in 1961 when it was sponsored by the British Columbia Trade Fair.

In late 1961 Shell took over sponsorship with Gunn as top man.

Gunn and Bone plan a rally route which must be a severe test for car and driver, but not so tough that no one would finish the rally nor so easy that it would be uninteresting.

Bone drives thousands of miles and sets standards for rally participants to measure their performance against.

He may for example tell drivers that over a 3.87 mile stretch of road they must average

38.5 miles an hour. If they cover the distance too quickly or too slowly they lose points.

Once the route - and alternate routes since some roads may be impassable during the rally - is set Gunn and his secretary start arranging accommodation. About 300 persons must be housed during the rally and reservations must be made months in advance.

Car Damaged

Meanwhile, Bone is travelling across the country arranging for stewards to man control points along the route.

But while this may seem pretty clearcut other problems must be handled at the same time.

Gunn said: "This week we were shipping four official cars to Calgary on a boxcar. Unfortunately, someone broke in and took three cars out, smashing one to the tune of more than \$1,000 damage.

"I have to make sure that the car can be fixed in time to get it out west, or get another car. While I'm trying to figure that out a rallyist phones and wants information on some technical point.

"I guess my greatest problem is making time available to do all the things that must be done."

During the rally, Gunn and his secretary, a doctor and a team of scorekeepers, along with public relations men and newspaper men, travel in Shell's company aircraft from stop to stop along the rally route.

At this time Gunn gets about three hours sleep each night. He has to answer complaints from participants about the route; talk with reporters; interpret rally rules make sure that scorekeepers are on the job and handle other problems which crop up.

Thanks to stay-awake pills he gets through the week and then when it's all over he starts on next year's rally.

Long Program Of Events

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 be-

lieved 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 throughout 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 of 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 August 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, highland piping and dancing competitions and a track meet featuring the caber toss, as well as regular track events.

July 24 will be a 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 Sportmen'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 August 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
(Continued on Page 5)

Long Program

(Continued from Page 4)

resemble the highlands of Scotland from August 4-10 when the skirl of the bagpipes 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.

From August 6-10, the South Shore Exhibition draws visitors to Bridgewater, where the special feature is an international ox pull. It's the first of the annual county fairs. Others throughout the summer and fall are: August 12-17, Western Nova Scotia Exhibition, Yarmouth; August 19-23, Cape Breton County Exhibition North Sydney; August 20-24, Annapolis County Exhibition, Lawrencetown; August 21-24, Halifax County Exhibition, Middle Musquodoboit; August 22-25, Eastern Nova Scotia Exhibition, Antigonish; August 26-31, Nova Scotia Provincial Exhibition, Truro; August 29-31, Digby County Exhibition, Bear River; September 2-5, Pictou County Exhibition, Pictou; September 10-14, Cumberland County Exhibition, Oxford; September 17-22, Hants County Exhibition, Windsor; September 18-21, Shelburne County Exhibition, Shelburne; September 25-28, Queens County Exhibition, Caladonia; November 2-9, Atlantic Winter Fair, Halifax.

The District of Clare, one of the few remaining French Acadian sections of the province, revives some of their forefather's traditions during their annual festival August 8-11. In addition to parades and dances, there will be special commemorative ceremonies this year to mark the bicentennial of the return of the Acadians to their homeland.

August 9-11 are the dates for the Nova Scotia Festival of the Arts, which will be held in Wolfville this year. The best of Nova Scotia's talent in both the performing arts and visual arts will be showcased at this event.

Trips to fossil fields and mineral cliffs are just two features of the Rockhound Round-Up to be held August 16-18 at Parrsboro. Semi-precious stones, rocks and minerals; arts and crafts; fossils—these



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Jusqu'en 1960, Carter ne s'intéressait pas beaucoup aux voitures ou à la course. Pendant six ans, il a été le commentateur pour l'équipe de football des Eskimos à la radio et par la suite il est entré dans le commerce des voitures. En 1960, Paul Cooke, ancien gérant de l'équipe de course Comstock, a suggéré à Carter de s'inscrire au Rallye international d'Hiver Canadien.

"J'ai consenti à m'inscrire si je conduisais" dit Carter. "A partir de ce moment, je devins un entousiasme de ce sport, et étant dans le commerce des voitures, cela faisait une excellente combinaison".

En 1962, il a participé au rallye Shell 4000 pour la première fois, au volant d'une Chevrolet Impala décapotable. "Je voulais courir dans une voiture à la fois de style et aussi confortable", dit-il. En fait, la décapotable allait être livrée à un client de Vancouver, qui sans s'en douter, a eu un démonstrateur de très grande classe. Depuis sa première participation quelque peu fortuite, Carter a considéré le "4000" plus sérieusement.

"Je suis vraiment très enthousiasmé de voir l'itinéraire de cette année qui nous mène dans les Maritimes" de dire Carter. "Etant donné que je n'ai jamais eu l'occasion de participer à un rallye dans l'Est, j'envisage celui-ci avec plaisir, car d'après ce que l'on m'a dit, les Maritimes sont vraiment un endroit idéal pour les rallies.

On s'attend à ce qu'il y ait un total de 77 voitures qui prennent le départ à Calgary avec des points de halte pour la nuit à Régina; Fort William, Ontario; Sudbury, Ontario; Sherbrooke, Québec; et St-Jean Nouveau-Brunswick.

Car Rally Demands Hard Work

By Canadian Press

The **One** week of excitement during the running of the cross-Canada car rally, an annual event for the last eight years, obscures 51 weeks of hard work by the organizers.

This year's rally, which starts in Calgary June 1 and ends in Halifax June 7, is sponsored by Shell Canada Ltd. which has three full-time employees doing the planning.

Rally organizer Jim Gunn, manager Peter Bone and secretary Nancy Davidge travel thousands of miles, make innumerable telephone calls and handle a huge volume of correspondence annually in their work.

Gunn estimates he has travelled more than 500,000 miles since the inception of the rally in 1961 when it was sponsored by the British Columbia Trade Fair.

In late 1961 Shell took over sponsorship with Gunn as top man.

Gunn and Bone plan a rally route which must be a severe test for car and driver, but not so tough that no one would finish the rally nor so easy that it would be uninteresting.

Bone drives thousands of miles and sets standards for rally participants to measure their performance against.

He may for example tell drivers that over a 3.87-mile stretch of road they must average 38.5 miles an hour. If they cover the distance too quickly or too slowly they lose points.

Once the route--and alternate routes since some roads may be impassable during the rally--is set, Gunn and his secretary start arranging accommodation. About 300 persons must be housed during the rally and reservations must be made months in advance.

CAR DAMAGED

Meanwhile, Bone is travelling across the country arranging for stewards to man control points along the route.

But while this may seem pretty clearcut other problems must be handled at the same time.

Gunn said: "this week we were

shipping four official cars to Calgary on a boxcar. Unfortunately, someone broke in and took three cars out, smashing one to the tune of more than \$1,000 damage.

"I have to make sure that the car can be fixed in time to get it out west, or get another car. While I'm trying to figure that out a rallyist phones and wants information on some technical point.

"I guess my greatest problem is making time available to do all the things that must be done.

During the rally, Gunn and his secretary, a doctor and a team of scorekeepers, along with public relations men and newspaper men, travel in Shell's company aircraft from stop to stop along the rally route.

At this time Gunn gets about three hours sleep each night. He has to answer complaints from participants about the route; talk with reporters; interpret rally rules; make sure that scorekeepers are on the job and handle other problems which crop up.

Thanks to stay-awake pills he gets through the week and then when it's all over he starts on next year's rally.

May 23 1968

Mo Carter Shell Rally Enthusiast

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

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

On Jun 1, Carter and his driving mate Art Dempsey of Weston, Ontario, will go down the ramp at the Calgary Exhibition 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



MO CARTER

event for the past seven years. While he has never won the grand prize, the president of City Chevrolet-Oldsmobile 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.

Shoulder Injury

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 suffered a shoulder separation in an accident and has not been able to practice for this year's event.

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 announcer 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.

Fort William Times-Journal
May 23 1968



The Sport Scene

With Bud Tolman

Jim Gunn made his annual pit stop in Fort William Wednesday en route across Canada to set up final arrangements for the Shell 4,000 auto rally.

This year's event will start in Calgary June 1 and finish in Halifax. It's the first time it will be going all the way to the Atlantic coast. Previously it was held between Montreal and Vancouver with the exception of one year when the Easternmost point was Quebec City.

The competitors will be making an overnight stop here June 3.

Gunn, a balding executive-looking type, makes the trip across the country several times each year, including a goodwill junket like the current one, where he reviews last minute details with members of the local autosport club.

The 4,000 mile rally started some eight years ago with the inaugural event part of the British Columbia Trade Fair. The following year the current sponsors picked it up and have been running it since.

Gunn has been involved with the event since its inception, heading the rally for all of the past seven years. In those seven years he estimates he's logged 500,000 miles of travel.

He's obviously a bit proud of the event and justifiably so as it's become one of the top auto rallies anywhere, maybe even THE best. It draws topnotch competitors from all over the world to Canada.

Shell 4000 Starting Here

Prestige Rally Draws World Interest

By PETE MATTHEWS

(Herald Staff Writer)

In just over a week's time Calgary will become the focal point of interest for car rallyists the world over when the first car of the 1968 Shell 4000 heads down the Victoria Park starting ramp for Halifax, N.S.

But this may be the last year that North America's longest car rally carries the name of Shell because the sponsors are reported to be upset with the amount of coverage and return they get on their average \$200,000 annual investment.

But the prestige associated with this, the only North American rally to draw European "stars", is such that there is no danger of the rugged six-day event dying out. Several big companies, some associated with the automotive industry, are reported to be interested in at least partial sponsorship.

Whether or not an automobile manufacturer does take up the sponsorship if it becomes vacant, there is no lack of interest when it comes to entering competition. This year American Motors has entered three Rambler Americans; the Nissan Automobile Company of Japan is putting in three Datsun H-130-U models; A Quebec-based entry of Toyota Corollas has been entered by Norfolk Enterprises Ltd., and British Motor Holdings has an Austin 1800 and a Mini-Cooper S ready to roll.

Big Names In Crews

The manufacturers, of course, provide the big names to crew their cars — the Rambler six-man team this year is headed by 1967 winner Paul MacLennan and 1966 winner Jim Peters; the Datsuns have South African national champion Ewold Van Bergen and Canadian champion Paul Manson in the lead car and the Toyotas have Robin Edwards and Marcel Rainville, two of Quebec's top rallyists, heading the list. The BMW cars have British drivers and Canadian navigators — the 1800 will be driven by Tony Fall with Denis Johnson of Quebec and the Mini Cooper has Paddy Hopkirk backed up by Ontario's Mike Kerry.

The rally also attracts local sponsors — dealerships who usually enter one car crewed by the top rallyists in their area. Calgary has two such entries — a Sunbeam Arrow from Kramer-Chrysler, driven by Geoff Howe and Kneale Johnson, and a Datsun PL 150 with experienced Shell 4000 rallyists Pat Stiles and Doug Jackman carrying the Hammill Motor's banner.

But the bulk of the cross-Canada event starters will be private entries — 60 of them against 17 in the sponsored category — who are willing to give up their holidays, money and perhaps their cars in order to tackle this, the toughest of North American cross-country events.

And this year organizer Jim Gunn promises a route as tough as any since the event was first run in 1961. In that time he has driven more than half a million miles to annually produce the hardest test of cars and drivers that can be found.

This year Gunn and his assistant, Peter Bone, decided that the rugged British Columbia mountain sections were out — they have annually taken a heavy toll of competitors — and the rally heads east from Calgary taking in the Maritimes for the first time.

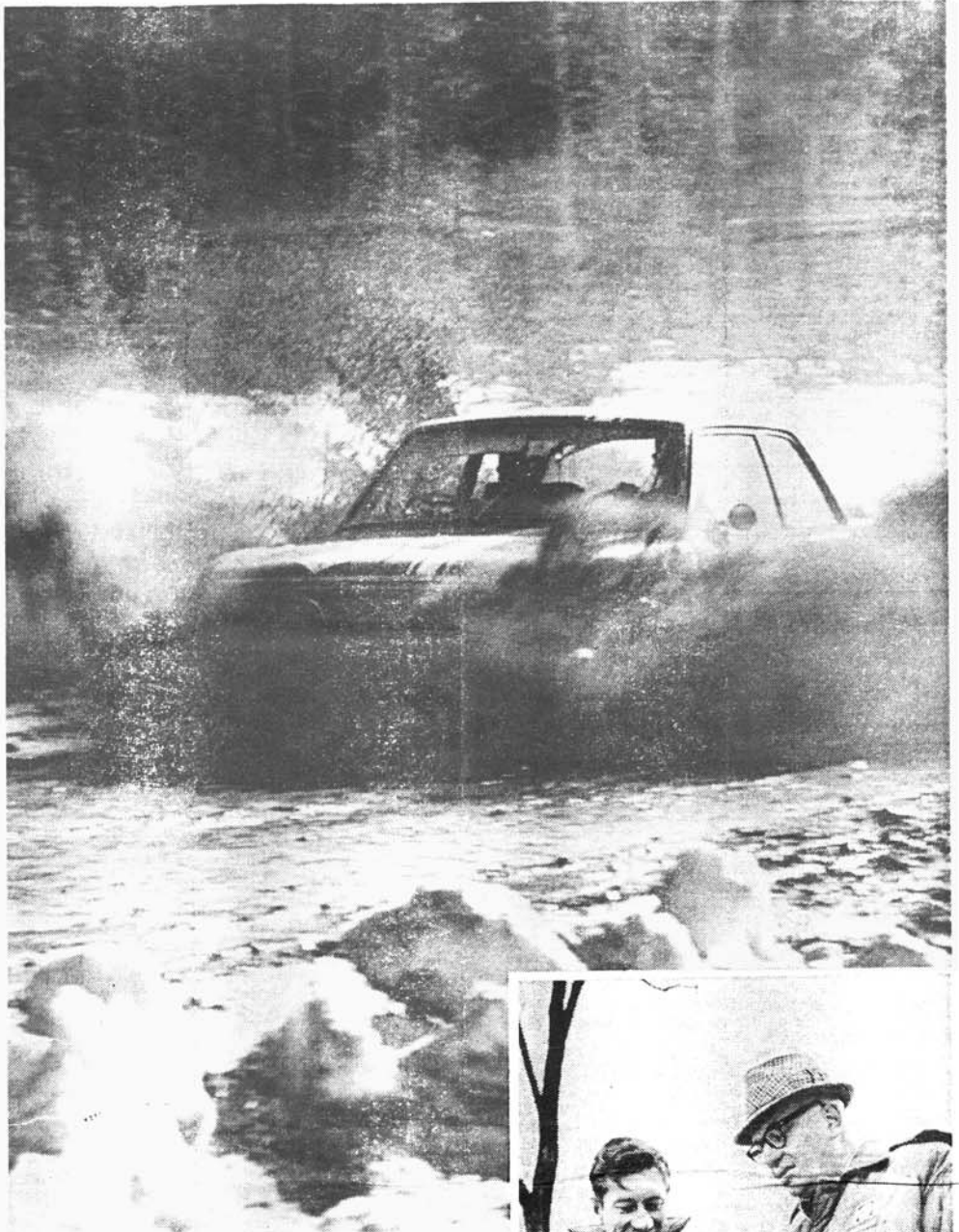
It heads generally east, that is, because initially the route will come within sight of the Rockies. Sixty-five per cent of the event will be on dirt or gravel roads (the highway sections are in merely to carry the competitors from one rough section to another). Much of that percentage will be on closed speed sections where the only requirement is to drive as fast as possible without leaving the road. Some of these flat-out speed sections are over logging roads, trails and rock-strewn military training areas.

Heavy Toll In Past

Generally, though, more competitors are expected to last longer this year. In 1964, the year Shell first brought the rally up to international standards, 44 out of 60 starters survived; in 1965, 37 out of 64 arrived in Vancouver from Montreal; in 1966 only 26 of the original 60 ended the run and last year, the Centennial rally from Vancouver to Expo, 42 hung on out of the original 100.

The Prairies, while providing some damaging speed sections, are not expected to take too heavy a toll. The big trouble will come, Gunn says, in Ontario and Quebec with huge stretches of raw wilderness and matching roads, and in the Maritimes where the sudden rolls and pitches of the countryside are new to most of the rallyists. And the fact that the rally is two months later this year won't help competitors. "If the Maritimes get a late spring," says Gunn, "it's going to be rough."

But that, Gunn adds with a smile, is the whole point. And his success in choosing this year's route would, no doubt, be confirmed by Calgary's Pip Graham who had the task of checking the whole 4,000 miles of the route. Graham, however, is sworn to silence since the route is top secret until the last day of the rally.



WHEN IS A ROAD NOT A ROAD? Laying out a rally route in the depths of winter sometimes provides surprises even for the organizers when competitors follow the directions in spring or summer. Last year's Shell 4000 provided some fine examples of how conditions change including the picture above where Calgaryans Chris Dyer and John Poulsen, driving a Ford Cortina, took on a section of the David Thompson Highway in B.C. which resembled a lake rather than a road. But maybe the organizers are often more cunning than they appear — photo at the right shows Shell organizer Jim Gunn and assistant Peter Bone indulged in some knowing chuckles as they checked out one short but difficult section last winter for the 1968 event which starts here June 1.

The only route information given out is the overnight stopping point list: June 1 start in Calgary's Exhibition Grounds, then to Regina, Fort William, Sudbury, Sherbrooke, Saint John and finally Halifax.

Driving times (not including meal stops) are as follows for each of the six days: 17 hours, 20 hours, 15 hours, 17 hours, 16 hours and 12 hours on the last day. In addition to these schedules drivers must also find time for repairs (30 minutes a day allowed) and enough sleep to keep them awake for the next stretch.

Gunn expects about half the 77 entries will arrive, mud-stained and battered, in Halifax on June 7. But it won't be his fault if they do.





RALLYE SHELL 4000 1968

Cette année l'épreuve par excellence dans le domaine du rallye, le Shell 4000 Milles, se disputera du 1er juin au 7 juin. Les participants prendront le départ à Calgary, Alberta, et termineront à Halifax, Nouvelle-Ecosse. Cette épreuve de statut international se disputera sur quelques 4,000 milles de routes de tous genres. Y sont inscrits des participants de toutes les provinces du Canada, des Etats-Unis et même de l'Europe.

Turmel Automobile commandite une équipe du Karkajou

Deux membres du Karkajou se sont vu confier une Volvo 142 1968 par le garage Turmel Automobile de Québec. Cette équipe est composée de Richard Vézina, pilote, et d'Yvon Turmel, navigateur. Depuis déjà six semaines ces derniers, avec l'aide de Jean-Pierre Martin, mécanicien, ont travaillé plusieurs centaines d'heures pour préparer la voiture pour cette importante épreuve. La voiture a subi de nombreux test et les instruments de rallye ont été vérifiés à plusieurs occasions.

Cette équipe a énormément de potentiel car elle réunit des vétérans du rallye à Québec. Richard Vézina au volant d'une Volvo n'a pas son pareil. Ses talents de conducteurs alliés à ses connaissances en mécanique lui ont toujours permis sinon de gagner plusieurs rallyes, de tous les terminer. Le millage parcouru lors du Shell étant un élément de première importance, nous sommes assurés de voir Richard terminer le rallye et même décrocher une place honorable au classement général. Son nom comme pilote de la voiture commanditée par Turmel Automobile n'est pas le fruit du hasard, car l'an dernier Richard se classait troisième pilote de Volvo au Canada dans les rallyes de statut national.

La navigation de rallye n'a plus de secret pour Yvon; les amateurs de la région de Québec ne sont pas sans savoir que les frères Turmel ont été les pionniers de ce sport à Québec. Incidemment, Yvon en sera à sa deuxième participation au Shell, et l'expérience acquise l'an dernier est certainement un atout en sa faveur.

Richard et Yvon quitteront la Vieille Capitale le dimanche 26 mai à destination de Calgary.

Autres membres du Karkajou inscrits

Pierre Cayer au volant d'une Peugeot 204 participera pour la première fois au Shell 4,000 Milles. Il aura pour navigateur André Beausejour de Montréal. Cette équipe se compose de mordus de rallye. Nous les retrouvons parmi les inscrits de toutes les compétitions reconnues dans la Province et même à l'extérieur.

Marcel Rainville, un vétéran du Shell, tentera de parcourir la distance entre Calgary et Halifax au volant d'une Toyota Corolla, commanditée par les Entreprises Norfolk. Robin Edwards de Montréal sera à nouveau navigateur. Ils forment certainement une équipe des plus redoutables et aspirent aux premières positions.

Les membres du Karkajou et leurs amis souhaitent bonne chance à tous ces valeureux compétiteurs et nous sommes assurés d'une excellente représentation lors de cet événement d'envergure internationale qu'est le Shell 4,000 Milles.

SAISON DE COURSE 1968

Le Karkajou ne présente pas uniquement d'excellents rallyistes mais aussi des pilotes de course.

L'an dernier Léon Alain au volant d'une puissante Mustang 2 + 2 dotée du moteur de 390 pouces cubes en a fait voir de toutes les couleurs aux spectateurs du Mont-Tremblant. Cette année il se présentera au Circuit au volant d'une Camaro Z-28 équipée uniquement pour la compétition. Après plusieurs semaines de mise au point avec ses mécaniciens, Léon a procédé aux essais sur route, et il nous a assurés que sa voiture sera une des plus compétitives cet été à St-Jovite.

Pour sa part Robert "Bob" Paradis a effectué plusieurs modifications sur sa Datsun Sport afin de prouver les mérites de cette voiture japonaise.

Claude Vanier a remonté le moteur de sa Triumph Spitfire et espère bien d'approprier quelques victoires cette année.

Claude Gélinas a abandonné sa MGB pour une toute nouvelle Lotus Elan 1968 et brûle d'impatience de tourner au Circuit.

Les résidents de la région auront cette année le plaisir de voir des pilotes de Québec à St-Jovite et ils sauront certainement les encourager dès le début de la saison.

RICHARD VÉZINA ET YVON TURMEL AU RALLYE SHELL

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Carter Resting Up For Tiring Trek

By BOB SCOTT
Spectator Staff

Mo Carter is trying to get extra sleep these days as he looks forward to his eighth Shell 4000 cross-Canada rally.

"You are just physically exhausted by the time you finish the rally," says Carter. "People just don't realize how demanding the rally is."

"WITH 80 percent of the rally off of the paved roads your car takes an awful pounding. And so do the drivers and navigators. Much of the driving is done at night — starting at 1 a.m. Your whole routine is thrown off so you need as much rest beforehand as possible."

For the organizers, of course, the main idea is to make the rally as non-routine as possible. Their aim is to force the rallyists into mistakes and thereby cost them penalty points.

For Carter, who is entered

with Toronto's Art Dempsey as navigator again this year, the lack of routine even affects his eating habits.

Unable to eat regularly during the week-long ordeal, Mo survives on a diet of Metrecal and cigars. Art, meanwhile, nibbles away on sandwiches.

WITH THEIR radio — and glove compartment — ripped out to provide space for navigational instruments the pair don't even have music to while the hours away.

"We used to take a portable radio, but we hardly had time to listen to it anyway," mused Mo, "you don't have time for it — you have to spend your time concentrating on the race."

With a dash board liberally sprinkled with odometers, gauges, etc., Dempsey is kept well occupied.

The drivers only receive their routes one minute before departure so the naviga-

tor has plenty of map-work and calculating to perform.

AND ONCE the race starts they (and no other mechanics) are only allowed 15 minutes daily to work on their car at the risk of losing penalty points.

A durable car is a necessity because some of them are virtually unrecognizable by the time they complete the 4,000 mile run.

This year Carter is driving an Oldsmobile F85 Cutlass, a sporty job from Detroit that is valued at over \$10,000 with all the extra work done on it.

Considerable tuning was done to the motor by the manufacturers (they've done a great job," says Mo) but any other work must be done by his City Chev-Olds racing team.

Principally this has meant the installation of sheet metal plating underneath the car to help absorb the rugged conditions.

THIS ADDITION has increased the weight of the car to approximately 3,500 pounds or 200-300 pounds heavier than most cars in the rally. It is the heaviest car ever to compete.

This could create a problem in maintaining times at the various checkpoints — and in manoeuvring the car back to solid ground if it ever becomes stuck.

Carter, however, has proved quite durable himself by finishing all seven races that he has entered although he has had some tough times.

Like 1965, for instance, when he sideswiped a lumber truck in British Columbia and was held up for 1½ hours getting the car into working order. The team prize was at stake or he may have pulled out then.

LAST YEAR he finished fifth despite a broken spring near North Bay. His best over all placing was second

in 1964 although he has won his class three times.

The car will use three sets of tires — snow tires front and back — in the rally which starts June 1 in Calgary. With one night and all day driving the rallyists reach Regina for their initial 'overnight' stop.

"The prairies frequently have two rutted trails so your car takes a terrific pounding," says Mo. "GM estimates that the rally is equal to 100,000 miles of regular driving on your suspension and about 50,000 miles on the driving parts of the car."

OTHER STOPS are scheduled for Fort William, Sudbury, Sherbrooke and Saint John, N.B. with 77 cars expected to compete.

Mo is looking forward to the scenery in the Maritimes — the rally has never been east of Montreal — but he might be too tired to enjoy it by the time he gets there.

HAPPINESS IS

As organizer of the Shell 4000 Car Rally, Jim Gunn's job is to find the toughest way to cross Canada by car. During the past eight years, he has travelled more than half a million miles to annually produce one of the world's toughest driving tests.

The 1968 event, June 1-7, starts in Calgary and ends in Halifax.

"Although the event is being staged closer to summer this year, it certainly won't prove to be an easy drive across the country," says Gunn. The rally will be going into the Maritime Provinces for the first time in its eight-year history, and Gunn promises that the driving conditions will be more rugged than ever.

"We've lined up difficult routes in all provinces, particularly the Maritimes. We have also included mountain driving—because even though the rally starts in Calgary, drivers will still see the Rockies," warned Gunn.

Gunn estimated that 65 per cent of the 1968 route will be on rough country roads.

"We went looking for obstacles," he said. "Our one criterion was — can cars get through?"

As a result, Gunn and his assistant, Peter Bone, often wandered more than 100 miles off the direct route. Sometimes they got lost or found themselves driving on roads that were no longer on the map.

"In every province we found that road markings vary," Gunn reported. "We didn't know what we were up against until we tried the route ourselves."

Gunn described the 1968 route as a 'supreme test of driving skill and perseverance.' "It has everything," he says. "In the Maritimes there are sharp turns and sudden pitches. In Ontario and Quebec, drivers face raw wilderness. In the west, there are open stretches mixed with hills, valleys and rutted cowpaths."

As Gunn explains: "Sure, it's a rough course — but that's the whole idea."

The scheduled stop for this area will take place at the Magnetic Hill Inn at approximately 12 noon on June 7. Hopefully a good number of the 77 starters will make it to Moncton.

A 45-minute lunch stop is planned so the Hill will be a very busy and exciting place from noon until 2 p.m. and later on that Friday. For those people in the Sackville - Amherst area a fuel stop is planned near Amherst shortly after the competitors leave Moncton.

The Moncton Motor Sport Club Inc., local co-ordinators of the 4000-mile rally, invites all interested people to come out to the Hill and meet some of these internationally famous Sportsmen and see their equally important rally machines.



CHECK MAP — Jim Gunn (right) and his assistant Peter Bone check the roadmap in preparation for the Shell 4,000 rally to be held in early June. Gunn in the rally co-ordinator.

Bob Pennington

Toronto Telegram May 25 1968

Rally drivers restless because of the natives

NORTH AMERICAN hunters are the legion of the ludicrous. Hated by animal lovers, ridiculed for their excessively male posturing as they cling to Hemingway traditions on a continent where their greatest danger comes from other hunters.

Listening to their pathetic attempts at self-justification in gunning docile deer, one always thought of Africa. There, at least, hunters took very real risks in shooting ferocious wild beasts. The spoor of lions, the cough of leopards. Dio Bwana, Kilimanjaro beckons the brave.

Alas, even this comforting mystique of the great outdoors was shattered rudely yesterday by a 28-year-old world traveler called Tony Fall. After motoring madly in the 3,200-mile East African Safari Rally, Fall confessed:

"All the animals have become so completely conditioned to the motor car that they just ignore it as you drive along. But once they hear the click of a car door opening, they bolt like blazes."

Poor Ernest must be writhing in his grave.

Even in my own Kenya days, rhinos had been known to take aim at a car's headlights and hit. "Today, rhinos are in danger of becoming extinct," said Fall. "Elephants still charge very occasionally, but I only saw one the whole time I was there."

New perils

Though Fall was relieved to view the rump of one retreating leopard, motor rallying in Africa has now replaced the hazards of the hunt with a new range of perils. Of the 100 entries in this four-day event, only seven finished. The natives of these emerging nations, it seems, are far from friendly.

"Their delight is to lob rocks at you," said Fall. "One Japanese driver had broken ribs and required a lot of stitching. We were lucky in several near misses.

"Another of their sports is building

rock barriers across the road in hope you will run into them. There's nothing they like as much as a splendid crash. Poor Pat Moss (sister of Stirling Moss) was driving by moonlight in Uganda after a generator failure, when she hit one of these barriers and wrote her car off. Even with lights, I was only just able to swerve around it."

The course, which forms a figure eight with Nairobi at the centre, has only 150 miles of tarmac road. The remaining 3,050 miles lead through dirt roads, open bush or "animal trails through the forest."

Mud is far from glorious in these conditions. "It can rain an inch in an hour," said Fall. "There was one spot where the mud was halfway up the body of my Austin 1800. Five minutes earlier the cars had been able to get through without trouble.

"In these circumstances, you have to rely on the locals' help to get out. And pay through the nose. They are anti-

white, but they are also very poor. Toss away an oil can and they'll fight for it. The winner drinks the dregs of the oil and then uses the can as a cooking pot.

"You see more human corpses than dead animals. A good rule is never to stop, particularly if you hit anyone. We were advised, you could get torn apart. The danger of animals jumping in front of your car at night, is not as great as hitting a drunk. They really terrify you."

The one humorous memory of his African mission was that of his attempts to take a picture of a dozen maidens bathing in the river: "They all ran away and stayed hidden until their men had agreed on a price for posing."

So much for modesty.

Fall, one of England's rising rally specialists, was sharing his safari memories with Ireland's Paddy Hopkirk, whose 17 years of success at the wheel include an outright victory at Monte Carlo, the Everest of the sport.

Of the Africa adventure, Hopkirk drawled: "You were lucky it didn't rain too much. The year I took part a car was washed away and the driver drowned. I'm hoping Canada will be a little more hospitable."

Hopkirk, in his Austin Cooper S, and Fall in his 1800, will be driving in the Shell 4000, starting in Calgary on June 1 and finishing in Halifax, on June 7. For both, this is a Canadian debut in a team entry by BMH, before joining in the 10,500 mile England-Australian marathon rally in the fall.

A long route

The London to Sydney route includes France, Italy, Yugoslavia, Bulgaria, Turkey, Persia, Afghanistan, Pakistan and then south across India to Bombay. Nine days at sea before the final stage from Perth to Sydney. For one 1,200-mile stage of the rally, the average speed is set at 70 mph.

"There should be around 100 starters," said Hopkirk, "but nobody is sure if there will be a finisher. All I'm looking forward to is the sea voyage. Parts of the route are in such wild country that I'm going to carry a gun."

These are your world class rally drivers. Rarely given the adulation of the Grand Prix fraternity, yet in the science of automobile mastery they are extremely valuable in establishing the reliability and the safety factors of a model under extreme duress.

What have they to say about Toronto drivers? "Good lane discipline, but they drive too damned close."

To be candid, you scare them more than African lions.

RACING FOOTNOTE: The British Empire (?) Motor Club returns to the Harewood Acres circuit, after seven years, for its Spring Trophy races on June 8. The first of nine races starts at 10.30 a.m.