

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.



by GORDON GRANT
Canadian Press Staff Writer

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 gets through the week and then when it's all over he starts on next year's rally.

Calgary Herald May 29 1968



Hal WALKER

... Herald Sports Editor

RALLY DRIVERS OF THE mould which will be tooling down some very suspect secondary roads from Calgary to Halifax within the next few days are a breed apart. The advance guard is filtering into the city for the Shell 4000 and already drivers are re-directing the mechanics who have slaved many hours to tune up the machines the hero competitors will use. And the air is blue in some parts of the city with the traditional driver-mechanic dialogue.

But, as we started out to say, these people are a strange, dedicated breed which has a strong affinity for motors and the many perils which lurk over the next hill — or around the next bend in the road. They punish themselves physically and the returns aren't that magnificent for going without sleep for periods of 30 to 40 hours at a stretch in the cramped, uncomfortable quarters of their gas buggies.

★ ★ ★

ONE OF THE PRIME favorites in this year's 4000 (the distance is actually 3,200 tortuous miles, rally organizer and course plotter Jim Gunn was mentioning) will be Tony Fall, a slender, handsome young Englishman. Fall is a 28-year-old professional who is in his third year of monied competition and he will be behind the wheel of an Austin 1800 entered by Ian Paterson on behalf of British Motor Holdings. Fall's navigator and co-driver will be Denis Johnson of Montreal.

The BMH people have another entry, an Austin Cooper S, and the man at the wheel probably rates an even better chance at winning than Fall. This is Paddy Hopkirk of Ireland, one of Europe's champion rally drivers, a veteran of 14 years on the road. Hopkirk's entry is fraught with uncertainty, however, because he received word here Tuesday his sister in England had suffered a heart attack.

But what exactly IS this rally game?

By JOHN GRIFFITHS

The first thing that comes to mind about rallying is why on earth anybody takes part. Leaving aside the treasure hunt type of event and the ones below the border which run at slow speeds on mostly paved roads, rallying is (a) expensive; (b) exhausting; (c) utterly frustrating; (d) nerve-wracking and, at times, hazardous.

While most normal people are fast asleep in bed, the rallyist in any regional or national event is likely to be doing a wide variety of outlandish things in all kinds of outlandish places.

One thing about rallying. When something goes wrong, it's always way, way out in the boondocks.

On any given overnight rally (most of the bigger, 500 - 1,000 mile events are the following situations are almost certain to occur somewhere, sometime among the competitors:

Two or three rally crews driving around in ever-decreasing circles for hours on end trying to find the "start".

Cursing the organizer when they can't.

The driver kicking his navigator for getting him lost in the first place.

The navigator telling the driver if he hadn't been going so fast HE might have had a chance to see the turn-off.

EFFECTS ... of shake-ups

Somewhere else, almost certainly the mudiest stretch of the whole darn rally, a crew will be up to their eyeballs in slush changing a wheel, putting the exhaust pipe back on, or whatever else it was that fell off in the course of the night's teeth-rattling. For if there's one thing a rally organizer can't stand it's a smooth road.

Elsewhere a red glow in the sky shows where yet another driver forgot to take his foot off the gas and didn't QUITE make it round the corner which leads to that ever-popular pastime in rallying known as de-ditching. Red flares are mandatory, to be lit at the spot where the "inconvenience" has occurred and thus warn following drivers of trouble ahead.

And at the end of it all, providing the car hasn't blown up, fallen to bits or attacked a tree, and providing the crew haven't fallen asleep, got lost forever or attacked each other, is the prospect of a trophy if lucky and a few repair bills if not.

Unless the event is a really major one such as the Shell 4000, there is little, if any, prize money involved.

So why do they do it? Most crews find it hard to explain. They'll mostly shrug their shoulders and mutter something into their beards about it "just being fun".

Actually it all comes under the heading of being a challenge.

A rally is a test of a driver's ability to drive fast and well over rough terrain. It is as test of a navigator's ability to keep the driver on route and on time under pressure, and to recover quickly should a slip in navigation be made.

A beginner's handbook for four-wheeled, financial masochism...



AUSTIN 1800 DRIVER TONY FALL ... man to watch in a closed section

Lastly it is a test of the ability of a vehicle to withstand prolonged pounding of its mechanical components; in other words, of its reliability.

This last factor is of great concern to manufacturers. Thousands of dollars are being spent on advertising by manufacturers as a result of their products winning or placing well in such events as the "Shell". For international rallies provide the toughest test any car can face, and to succeed can mean the sale of thousands more of the marque to the general public.

The principle of rallying is quite simple. To travel a given route at a given average speed without being early or late.

MAKERS

... concerned

Cars generally leave the start line at two-minute intervals. They are given straightforward instructions for a route that will take them across country at varying average speeds. In most rallies, 75 or 80 per cent of the event is run on gravel roads, rocky roads, logging roads and unspeakable roads.

At intervals along the route checkpoints are stationed. Competitors don't know where they will be located, therefore they must be always within a minute of correct arrival time at that checkpoint to avoid being penalized.

As a general rule, one point is awarded for each minute early or late. The rally winner is the crew with the least penalty points.

SIX POINTS ... per minute

Other penalties are picked up for such sins as entering a checkpoint from the wrong direction.

(In cases like this the crew is obviously lost and quite happy just to SEE a checkpoint).

In the Shell 400 scoring is slightly different, in so far as 10 points are lost for each minute early or late on normal—if any part of organizer Jim Gunn's event can be called normal—road directions.

In the dreaded closed sections Shell competitors lose only six points per minute for being late on target times for covering a fixed - mileage course.

The regulations fractionally state that cars which better the target times won't be penalized for being early.

To be early on a famed "Gunn special" requires an extremely fast driver, preferably driving a reinforced Sherman tank with a 300 m.p.h. top speed and running on rails.

The closed section roads are usually gravel, often rough, invariably winding and closed to the public.

The sole object is to propel the car as fast as it will go.

For spectators the whole thing is hair-raising to watch, especially with men like Ireland's Paddy Hopkirk, favorite to win this year's event, at the wheel of the works BMW Mini-Cooper.

Rallying, while one of the most widely publicized and well-known sports throughout Europe and even Africa—home of the East African Safari Rally—has taken a relatively rear seat in Canadian sport as far as the public is concerned.

QUALITY ... rising

However, things are rapidly changing. The quality of events is rising rapidly, the national rally championship is well established and Alberta is entering the second year of its own championship series.

All major rallies in the country are run under the auspices of the Canadian Automobile Sport Clubs, the governing body of motor sport in Canada which also looks after circuit road racing such as the Can-Am group seven sport-racing car races, which will be run at Speedway Park, Edmonton, in September. This event will attract some of the world's top racing drivers.

Cars used in rallying are basically the same as those obtained from the showroom floor of any automobile dealer. Imported vehicles such as the BMW Mini, Datsun, Sunbeam, British Ford, etc., are favored over domestic cars, however, because of their superior handling and maneuverability.

Basic modifications carried out are largely to beef up the suspension, make sure everything — but everything — is bolted up good and tight so that it won't fall apart. Oil pan protection plates are installed (there's many a competitor landed on top of a rock with devastating results to the engine department) and extra headlights are fitted for good visibility at night.

A super-accurate odometer, reading in hundredths of a mile and driven from the front wheel, is necessary for accurate navigation calculations. An added advantage for longer sections of the major rallies is a speedometer which records departures from the desired average speed.

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TONY FALL

BMC's youngest team member is Tony Fall, born 23. 3. 1940, from Bradford in Yorkshire. After completing his education at Bradford Grammar School he worked in a research laboratory for two years and in 1959 joined a firm of car distributors in Leeds where he was in charge of hire cars. In 1962 he joined Appleyards of Bradford as a salesman, and two years later he started rallying in one of their cars. Tony is married, and in his spare time he enjoys photography and water skiing; he drives an MGB GT and an 1800.



PADDY HOPKIRK

Paddy Hopkirk, born 14. 4. 1933 in Belfast, is married, now lives in London and is chairman of his own group of companies based in Peterborough. He started competitive motoring with an Austin Seven while studying engineering at Trinity College, Dublin. He has now had 17 years of rallying experience and outside motoring his interests lie in dancing, music and sailing. He joined BMC in 1962 after driving for most of our rivals.

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Success To All Entrants



THE DRIVING FORCES BEHIND THE ARROW
... Geoff Howe (left) Kneale Johnson and Kramer Chrysler entry

Seven Alberta crews

'Hat man takes plunge first

By JOHN GRIFFITHS
Albertan staff reporter

Dr. E. Skinner of Medicine Hat, his son Mark and their Volvo 123 GT will be first down the ramp at the Stampede grounds Saturday night when the Shell 4000 rally starts its annual thrash across the backroads of Canada to Halifax, N.S.

They are one of seven Alberta entries in the rally, which is part of the world rally championship.

Three of the crews are from Calgary: Geoff Howe and Kneale Johnson in the Kramer Chrysler-entered Sunbeam Arrow; Pat Stiles and Doug Jackman in Hammill Motors' Datsun 1600; and Dave Stratton and Walt Petersen in their privately entered BMW Mini Cooper S.

With just two days to go before the off, competitors are 'tuckering' into town, notable events being England's Tony Fall and Ireland's Paddy Hopkirk, who will drive an Austin 1800 and Mini-Cooper S respectively. Final preparation of the Kramer Sunbeam was completed last night, following the removal of the entire engine. The removal of the engine was necessary to fit new components. Driver Geoff Howe had the car out on back roads Wednesday and reports that everything is shaken down well and the car running in satisfactory manner.

This is the first time Howe and Johnson have rallied together in an international event. Both men have a long string of rally successes under their belts, however, and expect to do well.

Howe is currently ahead in the Alberta rally championship. He took no less than six team prizes last season with John Lacey as co-driver.

With the 1968 season barely under way, Howe, again with Lacey, had an outright win in the Carlsberg Rally out of Red Deer, took the team prize and was second overall in the Klondike Trail Rally out of Edmonton with Pip Grahame navigating.

The Datsun-mounted Stiles-Jackman crew has had a consistently good record in rallying at provincial and national levels for the last three years. They were in five winning teams last year, and seven the year before.

Jackman is a past winner of the Calgary Sports Car Club champion navigator title and has been second overall in the prairie region championship, while Stiles has placed high up in the prairie region drivers championship.

The pair ran the Shell last year but dropped out through engine failure. Jackman had the same problem in 1966 when co-driving with Renault driver Chris Dyer, but Stiles was more fortunate that year gaining a respectable finish in a Mustang out of Medicine Hat.

Walt Petersen and Dave Stratton, dogged by bad luck last year in their Lotus Cortina, are extremely pleased with their new 1275 Cooper S and their hopes are running high.

An element of mystery shrouds this year's Shell 4000, according to rally organizer Jim Gunn.

He was referring to the 300-year old roads of the Maritimes which will be the feature of the last leg of the rally.

"This is where the intrigue starts," Gunn predicted. "We are using some roads in the Maritimes that were cart tracks for the Acadians, Canada's earliest settlers."

This year 70 cars will start and Gunn predicts that less than 35 will finish.

"Most of the trouble," he said, "will again start in Northern Ontario and the weatherman agrees."

Good weather on the prairies is expected and the roads in this area are quite dry. But it

has been raining in Northern Ontario and the Dominion Weather Bureau expects a storm to be waiting for the rally. The Vancouver-based Datsun team will defend its three-year title in the Shell 4000 and the St. Lawrence Valley into car manufacturers team championship, the most coveted title is \$14,000.



HAMMILL MOTORS' DATSUN SET TO GO
... Pat Stiles, Doug Jackman make check preparation lists



Flying best ...

Most people go flying in airplanes. Paddy Hopkirk does it in cars. The Austin 1800 on the left had a pretty rough time in undergoing trials for the Shell 4000 starting here Saturday. Irish Hopkirk is undoubtedly one of the world's top-line rally drivers and himself plus the potent Mini he is driving in the Shell provide a fair formula for winning the event.

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Nobody's fooling when they talk about rough roads in the Shell 4000. They're as rough as they come and it takes an extremely high standard of driving skill to negotiate them.

The vehicles which Calgaryans are going to be seeing quite a lot of in these last, hectic 48 hours before the start can't be written off as those "funny little cars" which get in the way of the big domestic jobs in the downtown traffic jams.

Small, yes, but they're fast, they're rugged and can do things with corners which dad in the wild-tracker would be hard pressed to imagine let alone carry out.

The Austin 1800 being put through its paces above by Paddy Hopkirk is a good example. In the six days of the event the cars and drivers must endure 92 hours of flat-out driving.

Four hours after leaving Calgary the cars will be at Crestholm, then press on to Regina via Medicine Hat and Swift Current, and that's just the first day, with practically none of the route on pavement.

From there the rally will proceed via Winnipeg, Fort William, Sault Ste. Marie, Sudbury, Sherbrooke, St. John, Moncton and on to Halifax.



PADDY HOPKIRK
... look, no wings!

tive Africans and wandering wild animals.

Several drivers have been hurt by rocks, spears and other material being thrown at their cars in this event, and it's not unknown for a car to be retired after clouting the odd elephant, buffalo, antelope or other fauna.

The Safari is the toughest of them all. Example? Nine cars finished this year... out of 94. And they were all local drivers.

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of the Datsun Team for
the SHELL 4000:
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PAUL MANSON
KLAUS D. ROSS
JOHN BIRD
JOHN HORTON
EDMUND DEAK



Hammill Motors entry in this year's Shell 4000 is pictured above. The car, a Datsun 1600 SS will be on display in Hammill's showroom at 4611 Macleod Trail until 9:00 p.m. Friday evening. The whole Datsun team (8 drivers and navigators) will be on hand.

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Le Journal de Quebec
May 30 1968

AUTOMOBILE

Rallye Shell 4000

Les Ralligators ne sont pas des "BEATLES"

Lorsqu'un groupe décide de s'appeler les Ralligators, l'on pense tout de suite qu'il s'agit d'un ensemble musical comme les Jefferson Airplane ou les Beatles. En fait, il s'agit d'une association contenant peu de membres, mais exclusive de Détroit, qui a inscrit 16 rallyeurs au rallye Shell 4000. Connue officiellement sous le nom de Ralligators Inc., ce groupe est l'un des groupes les plus enthousiastes qui doivent prendre part à l'épreuve de 4000 milles de Calgary à Halifax, qui se tiendra du 1er au 7 juin.

L'Association a été formée en 1961 quand trois équipages se sont inscrits au rallye d'hiver canadien, sous le nom de équipe Ralligators internationale, une affiche montrant un alligator portant une montre et devenue la Mascotte de l'Association et le succès remporté par l'emblème amené en partie la création de l'association, qui comprend maintenant 50 rallyeurs de bonne trempe.

En plus de courir en tant que groupe, les Ralligators organisent deux rallyes d'importance par an aux Etats Unis. Les épreuves sont le rallye sno-drift qui a lieu en janvier et le moonlight monte, qui a lieu la nuit pendant l'été.

Les membres de l'association aiment les difficultés que présente un rallye de renommée internationale, comme le Shell 4000 La 4000. La plupart des rallyes aux Etats-Unis n'ont pas lieu dans des conditions dures comme celles que l'on trouve au cours des épreuves en Europe ou au Canada. Mais les Ralligators attendent que des rallyes de même envergure que ceux que l'on trouve en Europe soient tenus aux Etats-Unis et lorsque ceci se produira, l'association sera disposée à remporter la plupart des honneurs.

D'excellents chauffeurs de renommée internationale tels que Scott Harvey de Détroit ont remporté des honneurs pour les Ralligators. Harvey, ingénieur en technique automobile, est un vétéran du Rallye Shell 4000. L'an dernier, il s'est classé deuxième au classement général et a gagné la classe 5. Les voitures sont divisées en classes selon le rendement du moteur.

Parmi les 16 Ralligators de l'épreuve de 4000 milles de cette année, treize d'entre eux y ont déjà participé. En plus de la victoire au classement général, l'association peut remporter certains des trophées spéciaux. En effet, on a inscrit une équipe formée de trois voitures ce qui rend les Ralligators éligibles à l'obtention d'un trophée de catégorie privée. Stan et Suzanne Crews, qui en sont à leur deuxième Shell 4000, sont dans la course pour le trophée des couples, tandis qu'Harvey sera un concurrent à surveiller dans la division commanditée.

Sherbrooke La Tribune
May 30 1968

Les Ralligators, un groupe de 16 rallyeurs, au Rallye 4000

MONTREAL — Lorsqu'un groupe décide de s'appeler les Ralligators, l'on pense tout de suite qu'il s'agit d'un ensemble musical comme les Jefferson Airplane ou les Beatles. En fait, il s'agit d'une association peu nombreuse mais exclusive de Détroit, Michigan, qui a inscrit 16 rallyeurs au rallye Shell 4000. Connus officiellement sous le nom de Ralligators Inc., ce groupe est l'un des groupes les plus enthousiastes qui doivent prendre part à l'épreuve de 4000 milles de Calgary à Halifax, qui se tiendra du 1er au 7 juin.

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Granby La Voix de L'est May 30 1968

Les Ralligators dans le Shell

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Le Journal de Montreal May 30 1968

LES "RALLIGATORS" DANS LE RALLYE SHELL 4000

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sont inscrits au Rallye d'Hiver Canadien, sous le nom de Equipe Ralligators Internationale une affiche montrant un alligator portant une montre est devenue la mascotte de l'association et le succès remporté par l'emblème a amené en partie la création de l'association, qui comprend maintenant 50 rallyeurs de bonne trempe.

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SPORTS COMMENT

Orillia Entry In Cross-Canada Rally

By CHRIS AYLOTT



THE MANY MONTHS of planning and travelling involved in preparing that week-long cross-Canada auto safari, the Shell 4000, reach a climax this Saturday evening, when 77 aspirants take off in an easterly direction from Calgary Alberta's Stampede Grounds.

For the first time in its eight-year history, organizer Jim Gunn has mapped out a route through the Maritime Provinces, as the finish is slated for seven days later at Halifax, Nova Scotia. The big switch involves overnight stops at Regina, Sask.; Fort William and Sudbury, Ont.; Sherbrooke P.Q. and Saint John, New Brunswick.

THE MAJOR CHANGES has a direct effect on regional participation, a task which annually befalls the Twin Lakes Motor Club. Unlike last year, when all cars came right through Simcoe County and ran through a closed speed section at the Base Borden driver training track, the route will only skirt central Ontario. Barrie resident Dale Kitchen of the Twin Lakes club will be manning a check point somewhere near Huntsville. This community is on the list as a breakfast stop on the Sudbury-Sherbrooke leg, and Kitchen will be car watching with the sunrise next Wednesday.

The strong field of 77 cars will be going all out for a total of \$14,000 prize money as well as the manufacturers' endurance test prestige. Among the favorites are Montreal's Klaus Ross and ace navigator John Bird of Toronto in a Datsun; Paul MacLennan (Toronto) and Jim Peters (Burlington), entered in a Rambler American and colorful Irishman Paddy Hopkirk. The latter, who is teamed with navigator Mike Kerry of Toronto in a BMC Mini-Cooper, won the famous Monte Carlo rally in 1964.

SIMCOE COUNTY'S colors will be carried by a private entry from Orillia. Driver Edgar Golz, a 38-year-old metallurgist with Canadian Winter Rally experience, is currently heading for Calgary with his Buick GS-400. Handling the navigating will be 24-year-old Mark McCutcheon. This team managed second in their class at the 1967 winter rally and fifth overall in the 1967 Allegheny run. Golz won 21 trophies for finishing third or better in 1966 and was the best Canadian entry in the Corvair Grand Prix Rally the same year.

The Golz-McCutcheon combination is one of 60 private entries of the 77-car total. This title is being defended by Agincourt's Fritz Hochreuter in a Porsche 911T, who this year has six-time cross-Canada Rally man Ron Carney of Huntsville as navigator.



IRELAND'S PADDY HOPKIRK

AMC FAVORED

Brampton Times & Conservator May 30 1968

Ross, MacLennan, Hopkirk Men To Beat In 4000 Rally

Although the Shell 4000 Car Rally is eight years old, the 1968 version of this gruelling event could be considered the "year of firsts".

For example, the start and the finish lines of Calgary and Halifax, respectively, are brand new as far as the rally is concerned. In past years this 4000-mile test of man and machine has started and finished in either British Columbia or Quebec.

This year rally organizer, Jim Gunn, decided to change the route considerably by starting in Calgary and then going into the Maritimes for the first time in rally history.

But that's not all. Even the dates of the event, June 1 - 7, are new. Past rallies have been held during the months of March,

April or May. This year, however, the event is scheduled almost into the summer. And, according to Gunn, it should change the whole complex of the rally.

"Naturally the veteran competitors are going to find a difference in this year's event," explains Gunn. "Mind you, some of them are counting on easier rallying because of the possibility of better conditions which should prevail in June."

"However, I know they are in for a few surprises," says Gunn, who warns he has mapped out one of the toughest routes since the rally was started back in 1961.

A total of 77 cars will leave the Stampede Grounds on June 1, with overnight stops planned for Regina, For William, Sudbury, Sherbrooke, Saint John, New Brunswick, and Halifax.

Competitors will be after \$14,000 in prize money, which has been put up by Shell Canada Limited.

Montreal's Klaus Ross and Toronto's John Bird, driving a Datsun; Paul MacLennan of Toronto and Jim Peters of Burlington in a Rambler American and Ireland's great rallyist Paddy Hop-

kirk, 1964 Monte Carlo winner, are being tagged as the men to beat for this year's overall championship. Hopkirk will be driving a Mini-Cooper S.

Ross and Bird are two-time winners of the rally while MacLennan and Peters have each experienced victory, although this is the first time they have driven together as a crew. MacLennan took overall honors with John Wilson in 1966 while Peters navigated for winning driver Roger Clarke of England last year. In the other two AMC team cars will be Tom Jones of Port Arthur and John Medwell of Toronto, and Hunter Floyd of Edmonton and Lutz Ecker of Toronto.

The big battle for the Manufacturers Team Award is expected to be between American Mo-

tors (Canada) Limited and the Nissan Automobile Company, winner of last year's Manufacturers prize. Besides Ross and Bird, Nissan's team of three Datsuns will also have South African Rally Champion Ewold Van Bergen teamed with Canadian Rally Champion Paul Manson of Toronto. British Columbia's Norm Matovich and Ed Deak will crew the other Datsun.

The third team entered in the Manufacturers category by Norfolk Enterprises of Hudson, Quebec, is led by Quebec's Marcel Rainville and Robin Edwards in one of three Toyota Cerollas. Rounding out the Toyota team will be Florent Guilbeault of Hudson, Quebec, and Paul Rainville of Ille Perrot, and John Smith of Kingston and John Catto of Ottawa.

But what exactly IS this rally game?

By JOHN GRIFFITHS

The first thing that comes to mind about rallying is why on earth anybody takes part.

Leaving aside the treasure hunt type of event and the ones below the border which run at slow speeds on mostly paved roads, rallying is (a) expensive; (b) exhausting; (c) utterly frustrating; (d) nerve-wracking and, at times, hazardous.

While most normal people are fast asleep in bed, the rallyist in any regional or national event is likely to be doing a wide variety of outlandish things in all kinds of outlandish places.

One thing about rallying. When something goes wrong, it's always way, way out in the boondocks.

On any given overnight rally (most of the bigger, 500 - 1,000 mile events are the following situations are almost certain to occur somewhere, sometime among the competitors:

Two or three rally crews driving around in ever-decreasing circles for hours on end trying to find the route;

Cursing the organizer when they can't;

The driver kicking his navigator for getting him lost in the first place . . .

The navigator telling the driver if he hadn't been going so . . . fast HE might have had a chance to see the turn-off;

EFFECTS

. . . of shake-ups

Somewhere else, almost certainly the muddiest stretch of the whole darn rally, a crew will be up to their eyeballs in slush changing a wheel, putting the exhaust pipe back on, or whatever else it was that fell off in the course of the night's teeth-rattling. For if there's one thing a rally organizer can't stand it's a smooth road. . .

Elsewhere a red glow in the sky shows where yet another driver forgot to take his foot off the gas and didn't QUITE make it round the corner which leads to that ever-popular pastime in rallying known as de-ditching. Red flares are mandatory, to be lit at the spot where the "inconvenience" has occurred and thus warn following drivers of trouble ahead.

And at the end of it all, providing the car hasn't blown up, fallen to bits or attacked a tree, and providing the crew haven't fallen asleep, got lost forever or attacked each other, is the prospect of a trophy if lucky and a few repair bills if not.

Unless the event is a really major one such as the Shell 4000, there is little, if any, prize money involved.

So why do they do it? Most crews find it hard to explain. They'll mostly shrug their shoulders and mutter something into their beards about it "just being fun".

Actually it all comes under the heading of being a challenge.

A rally is a test of a driver's ability to drive fast and well over rough terrain. It is as test of a navigator's ability to keep the driver on route and on time under pressure, and to recover quickly should a slip in navigation be made.

financial masochism . . .



AUSTIN 1800 DRIVER TONY FALL
. . . man to watch in a closed section

Lastly it is a test of the ability of a vehicle to withstand prolonged pounding of its mechanical components; in other words, of its reliability.

This last factor is of great concern to manufacturers. Thousands of dollars are being spent on advertising by manufacturers as a result of their products winning or placing well in such events as the "Shell." For international rallies provide the toughest test any car can face, and to succeed can mean the sale of thousands more of the marque to the general public.

The principle of rallying is quite simple. To travel a given route at a given average speed without being early or late.

MAKERS

. . . concerned

Cars generally leave the start line at two-minute intervals. They are given straightforward instructions for a route that will take them across country at varying average speeds. In most rallies 70 or 80 per cent of the event is run on gravel roads, rocky roads, logging roads and unspeakable roads.

At intervals along the route checkpoints are stationed. Competitors don't know where they will be located, therefore they must be always within a minute of correct arrival time at that checkpoint to avoid being penalized.

A beginner's handbook for four-wheeled, financial masochism . . .

For spectators the whole thing is hair-raising to watch, especially with men like Ireland's Paddy Hopkirk, favorite to win this year's event, at the wheel of the works BMH Mini-Cooper.

Rallying, while one of the most widely publicized and well-known sports throughout Europe and even Africa—home of the East African Safari Rally—has taken a relatively rear seat in Canadian sport as far as the public is concerned.

QUALITY

. . . rising

However, things are rapidly changing. The quality of events is rising rapidly, the national rally championship is well established and Alberta is entering the second year of its own championship series.

All major rallies in the country are run under the auspices of the Canadian Automobile Sport Clubs, the governing body of motor sport in Canada which also looks after circuit road racing such as the Can-Am group seven sport-racing car race, which will be run at Speedway Park, Edmonton, in September. This event will attract some of the world's top racing drivers.

Cars used in rallying are basically the same as those obtained from the showroom floor of any automobile dealer. Imported vehicles such as the BMH Mini, Datsun, Sunbeam, British Ford, etc., are favored over domestic cars, however, because of their superior handling and maneuverability.

Basic modifications carried out are largely to beef up the suspension, make sure everything—but everything—is bolted up good and tight so that it won't fall apart. Oil pan protection plates are installed (there's many a competitor landed on top of a rock with devastating results to the engine department) and extra headlights are fitted for good visibility at night.

A super-accurate odometer, reading in hundredths of a mile and driven from the front wheel, is necessary for accurate navigation calculations, and an added advantage for longer sections of the major rallies is a speedpit which records departures from the desired average speed.

As a general rule, one point is awarded for each minute early or late. The rally winner is the crew with the least penalty points.

SIX POINTS

. . . per minute

Other penalties are picked up for such sins as entering a checkpoint from the wrong direction.

(In cases like this the crew is obviously lost and quite happy just to SEE a checkpoint.)

In the Shell 4000 scoring is slightly different, in so far as 10 points are lost for each minute early or late on normal—if any part of organizer Jim Gunn's event can be called normal—road directions.

In the dreaded closed sections Shell competitors lose only six points per minute for being late on target times for covering a fixed-mileage course.

The regulations facetiously state that cars which better the target times won't be penalized for being early.

To be early on a famed "Gunn special" requires an extremely fast driver, preferably driving a reinforced Sherman tank with a 200 m.p.h. top speed and running on rails.

The closed section roads are usually gravel, often rough, invariably winding and closed to the public.

The sole object is to propel the car as fast as it will go.

Sherbrooke Record May 30 1968

ET Motor Club to man check points in area for Shell 4000 car rally

The Eastern Townships Motor Club will be manning a Time Control Point in the vicinity of South Bolton on June 5th as part of the gruelling Shell 4000, a car rally this year running from Calgary to Halifax.

On the morning of June 6th the Auto Club Sherbrooke will man the closed section of the course when the cars will be leaving for St. John, New Brunswick at 5.02 a.m. The rally drivers and navigators will spend the evening at the University of Sherbrooke. At this time the Sherbrooke club will also watch the "Parc Ferme" where the competing cars are impounded for the night.

The Drummondville Motor Club will be assisting somewhere in the Drummondville area.

Naturally, said Vincent Lee, secretary of the ETMC, the route cannot be divulged as competitors do not know the course to be followed until the start of each day. He said two members of the ETMC have checked out the route on behalf of Shell organizers, Jim Gunn and Peter Bone, from about 100 miles west of Sherbrooke. It is felt this portion of the course will be a test both driver and machine.

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Calgary Herald
May 30 1968

Rally Official Shocks Teams

By **PETE MATTHEWS**
[Herald Staff Writer]

Shell 4000 Rally organizer Jim Gunn handed his 71 entrants a shock Wednesday.

No less than four of the six-day event's eight special speed sections will take place in the first day of driving.

Worse than that — they'll all be run at night.

Gunn's intention — whether he admits it or not — is obviously to cut down the field drastically before it gets too deep into the wilderness and he went on record Wednesday as saying that he expects at least 10 cars to drop out in the wild first eight hours after leaving Calgary Saturday night.

Earlier, Gunn had said that the rally would probably find comparatively easy going for the first day or two with the sterner stuff coming in the Northern Ontario and Maritime sections. Experienced rallyists took that statement with a grain of salt, of course, but Wednesday's revelation left many of them stunned.

Special speed sections are closed to the public while the rally passes and competitors are expected to maintain an extremely-high target speed over a route which is usually rougher than an Andalusian goat track.

Gunn terms the opening

speed sections as "brutal" and for those cars that survive them there is more bad news in store.

The weatherman has struck at nearly all sections of the route.

It's damp here and in Saskatchewan and the forecast there doesn't see much change before next weekend. But in Northern Ontario, where the going was already causing much finger-crossing among competitors, it's raining — hard.

So the opening four days looks like speed and Prairie mud followed by more speed and wheel-grabbing gumbo. And the Maritimes are having a late spring.

Gunn is still sticking to his estimate of about 35 finishers but he smiles when he says it.

Woodstock Sentinel Review
May 30 1968

Schmidts Top Rally Entry Among Five In Shell 4,000

Five area teams have entered the gruelling Shell 4000 car rally beginning Saturday in Calgary.

Three crews have entered as a private team named "Ecurie Renault" and are driving French-built Renault Gordinis. The members include Jim Potts of London and Ingersoll's Ernie Wilson; Haydn and Sylvia Gozzard of London and Jim Cross and Charles McLaren, also of London.

Doug Chute and Bob Tanner of London have entered for the first time in a 1500 c.c. Ford Cortina GT.

Bruce and Betty Schmidt of Tavistock are again competing in the Volkswagen 1500 with which they placed 14th overall, third private entry and second mixed crew in last year's 4000. They won two national championship rallies last year, the Red Cap out of Toronto and the

Lobster Rally from Moncton, N.B.

The Potts-Wilson car is a 1300 Gordini, capable of 110 miles per hour. The car has a strengthened body, iodine vapor long-range driving lights set into the body, four instead of the normal two shock absorbers at the rear, a five-speed transmission, powered-disc brakes and twin fuel tanks.

Wilson, navigator for Potts, has been rallying for 10 years and teams up with his mate several times a year. He entered the 4000 in 1961 with his father, Harold, one of the organizers of the Canadian Automobile Sports Club, the governing body of Canadian motorsport.

The rally runs from Calgary to Halifax, finishing Friday, June 7. It is hoped the local hopefuls will fare well in this year's event against top international competition.

The Albertan May 31 1968

Harvey envisions Shell rally win

By **BILL POWERS**

Scott Harvey is tired of finishing up the track in the Shell 4000 Rally.

In fact he's convinced this time he'll finish on top of the six-day test which starts at the Stampede Grounds Saturday night.

Actually, finishing up the track is not the custom of the 38-year-old father of five children. Last year he was the first driver up the ramp at Expo but ended second overall due to penalty points picked up over the route. But he did win his class as he did in 1965 and 1966.

He contends it won't be the same this time around.

The staff engineer at Chrysler Canada Ltd. in Windsor, will be at the wheel of a 1967 Barracuda Formula S machine when the action starts around 7 p.m. Saturday. "I'll be shooting for first spot overall," Harvey said at a press conference in the Calgary Inn Thursday. "I could say right now that if I don't get top spot I'll probably not finish. I'll be trying that hard."

A native of Peoria, Ill., he and navigator Ralph Beckman contend the winner of the 1968 Shell event could be determined in Alberta, the starting point.

Said Harvey, "Four of the eight special stages will be held Saturday in Southern Alberta. A

special stage is a race against time for the car, driver and navigator.

"The weather around here hasn't been too good the past few days and I can see a lot of the top cars dropping out right at the start."

"Ralph and I have been practising and have seen the area over which the first four special stages will be held," said the veteran of seven of the eight Shell competitions.

Harvey figures Paddy Hopkirk and Tony Fall will be among the toughest of the 70-some competitors to beat.

Vancouver Sun
May 31 1968
Cross-Canada
Rally Goes
Saturday

Seventy cars will set out from Calgary Saturday on the grueling \$14,000 Shell 4000 rally. However, Jim Gunn, organizer of the event, predicts that less than 35 cars will make the finish line in Halifax June 7.

"Most of the trouble," he said, "will again start in Northern Ontario and the weatherman agrees."

Good weather on the prairies is expected and the roads in this area are quite dry. But it has been raining in Northern Ontario and the Dominion Weather Bureau expects a storm to be waiting for the crews and should follow them down the St. Lawrence Valley into Quebec.

Unsettled weather conditions are also expected over the Maritime roads.

The last leg of the Rally in the Maritimes will really test the tired and tattered cars and drivers, Gunn says in Calgary.

"While many of our veteran competitors are familiar with much of our rally country between B.C. and Quebec, New Brunswick and Nova Scotia will be a new experience for all of them."

The Vancouver-based Datsun team will be out to defend its three-car manufacturers team championship, the most coveted title in the rally. The team is headed by Klaus Ross and John Bird, of Toronto, winners of the 4000 in 1963 and 1964.

Two of the world's best rally drivers, Paddy Hopkirk of Ireland, winner of the Monte Carlo, Alpine and Acropolis rallies will be at the wheel of a Mini-Cooper, and his team-mate Tony Fall of England will be handling an Austin 1800 in the overall division.

Red Deer Ad-Viser May 31 1968

SHELL 4000 RALLY '68

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

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THE SHELL GAME

ONE OF THIS country's most unusual sports events hits town this weekend. Unusual in the fact that it has had considerable impact on the nation during its eight-year history for an activity that is scarcely understood by the average sports fan.

The Shell 4000 Car Rally starts in Calgary Saturday night with the 77 entrants stopping in Regina Sunday afternoon. For the first time in this cross-country tour, Regina is designated as an "over-night" stop, if you can class "over-night" as leaving here at midnight the same day.

The gruelling hours and tough grind of 4,000 miles are the thing in car rallies. It isn't speed but the indestructibility of the automobile that is the paramount item in such a test. Penalty points at numerous check-stations determine the result.

★ ★ ★



JIM GUNN

The route is carefully charted and examined in advance and provides diversified driving conditions. Approximately one-third of the route is over main highways, another third over secondary roads and the final one-third is where the fun is. That is where cars must navigate dirt roads, fields, swamps and mud holes.

The rallyists consider organizer Jim Gunn a Dr. Jekyll and Mr. Hyde. The friendly, personable director, they believe, turns fiendish when he plots and schemes over some parts of the speci-

fied route. Many hopes for a share of the \$14,000 in prize money have been buried on the backroads of Canada.

★ ★ ★

Gunn, who was in Regina last week, smiles disarmingly when he says, "Certainly, we plot roads that are difficult, but we never know how difficult they are until the rally starts. We never plan on mud holes and such. That depends on the weather.

"Many of the drivers think it is going to be easier this year because the race is a little later in the spring," says Gunn as the smile turns to a bit of a smirk. "But I don't know . . . I've checked weather records and there's usually more rain at this time of the year than in May."

The rugged route takes its toll. More than half the cars expire along the way, such as last year when only 42 of 93 entrants completed the Vancouver-to-Montreal course. While many of the participants are sponsored by manufacturers, major repair or replacement on a car is not permitted during the rally.