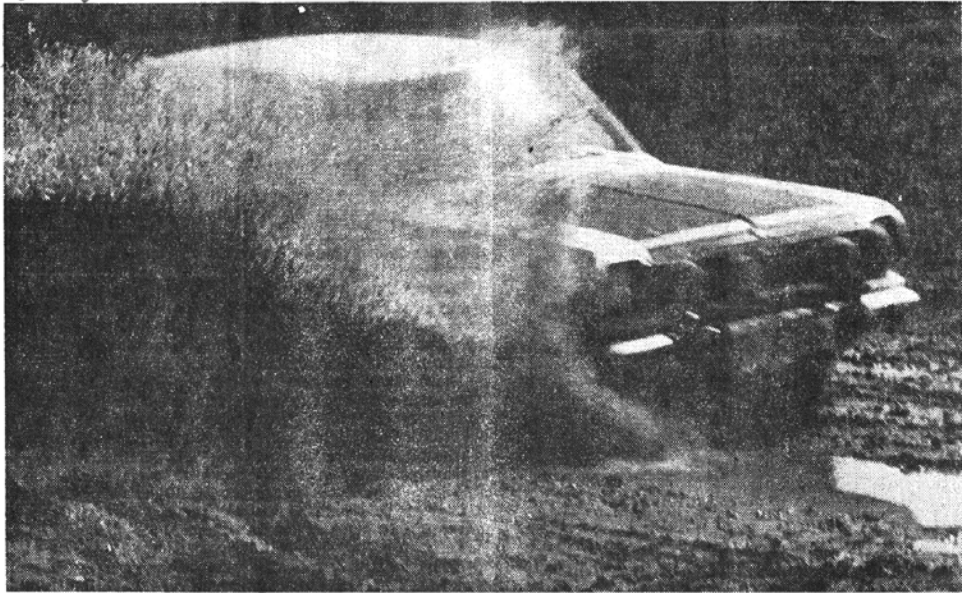


# Muck, mire, dust, cantankerous cattle part of Shell 4000



THIS RALLY ENTRY FOUND MUCK, MIRE



CANTANKEROUS CATTLE COST MacLENNAN, PETERS

## Hopkirk, Kerry snare lead in Shell 4000 rally

By GORDON GRANT  
CP Staff Writer

Despite engine trouble, Paddy Hopkirk of Ireland and Mike Kerry of Toronto in a Mini-Cooper took the lead Sunday in the cross-Canada rally.

Hopkirk, regarded as the world's best rally driver, was assessed only three penalty points in the 600-mile run from the start at Calgary to the first overnight stop in Regina.

Scott Harvey and Ralph Beckman of Detroit were close in

second place with eight points in a Barracuda.

Third place was held by Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rambler American.

Hopkirk's engine was overheating and threatening to blow up. He said that had the first day not been easy, he wouldn't have made it to Regina. However, Hopkirk expects that the difficulties will be overcome.

Harvey had his problems too, but it was with cows. In a

closed section where speed is the important factor, cows crossing the road forced Harvey to stop and lose time which cost him seven points. The cows cost Hopkirk 2 points.

Of the 99 starters in the six-day grind which ends in Halifax next Friday, only two fell by the wayside on the first leg—far fewer than anticipated by Jim Gunn, rally organizer.

Roads which Gunn had expected to be muddy had been dried

by summer weather conditions and the route was described by many drivers as "easy."

The MacLennan-Peters car was the first to arrive for the overnight stop and Peters said the 17-hour drive was "boring and no real test."

"There was no snow, no rain and no mud. It was dusty and hot and rocks—flying rocks from other cars—caused more problems than anything else," he said.

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absorber as did the Rambler American driven by Hunter Floyd of Saint Albert, Alta., and Lutz Ecker of Toronto.

In the 15 minutes crews are allowed to work on their cars at the end of each day the "shocks" were replaced.

Richard Wallace of Hull, Que., and Denny Quirk of Mont Apica, Que., in a Saab escaped injury, but dropped out of the rally when their car fell over a 20-foot cliff on a speed section at Highwood, Alta., 80 miles southwest of Calgary.

Leon Lawrence of Lodi, N.J., and Russel Gluck of Riverdale, N.J., also in a Saab dropped out with generator and voltage regulator trouble.

In the team competition, American Motors held the lead with a total 85 penalty points while Datsun was second with 96.

The cars leave today for the next overnight at Fort William and few are expected to drop out along the way since driving conditions are good.

The leading private entry is Fritz Hochreuter of Toronto driving a Porsche. He won the category last year in a Volkswagen.



HOPKIRK AND KELLY  
CHURN UP THE DUST

## *Sault Ste. Marie Star June 3 1968*

# Eight women are headed here in 4000

A dietician, geologist, engineer and teacher are among eight women competing in the eighth annual Shell 4000 Car Rally.

The rally began Saturday on the grounds of the Calgary Stampede and finishes Friday in Halifax. It's the first time the start and finish haven't been in either British Columbia or Quebec.

First car to reach Sault Ste. Marie is expected at 2.30 p.m. Tuesday at an east end shopping plaza where crews will stop for a 45-minute lunch break.

**Back again is Suzanne Crews of Waukesha, Wisc., who navigated for her husband, Stanley, in last year's Shell 4000. She's also been with him in Canadian Winter rallies.**

Also back is Sylvia Gozzard

of London, Ont., who, with her husband, Haydn, finished 15th in the 1967 Shell 4000. A secretary, Mrs. Gozzard has crewed with her husband since 1965.

Barbara Bickham of Upper Sandusky, Ohio, has navigated for her husband, Jim, in all Shell 4000s and Canadian winter rallies. When we talked to her at a checkpoint north of Iron Bridge last year, she said it was the furthest they'd gone since they began rallying together.

Gail McGuire, a teacher of Webster, New York, has been rallying since 1956 but, according to the roster, hasn't competed in a Shell 4000 before. She's listed as first driver and Harry Handley of Westport, Conn., as second driver.

**Elizabeth Keller, an engi-**

**neer of Richardson, Texas, appears to be another newcomer to the rally. A regional ladies gymkhana champion, she's second driver for Steven Mera, also a Texan.**

Second driver for her brother, Jean-Paul Perusse, is 21-year-old Monique Perusse, a dietician of Laval-des-Rapides, Quebec. It's their first time in the 4000.

Although it's her first try in the 4000, Kay Edmond of Ottawa, a government geologist, finished fourth as driver in the 1967 Labatt 500 Rally. First driver with her is Terry Reid, an Ottawa university student.

Susan Hesser of Fort McMurray, Alberta is second driver for her husband, Craig, a chemical engineer. Neither has competed previously in rallies.

# Cows, Boredom Are Big Problems In Auto Rally

By GORDON GRANT

REGINA (CP) — Cows and boredom were the toughest problems faced by drivers who arrived here Sunday after the first leg of the 1968 cross-Canada auto rally which started in Calgary.

Wandering cows cost many drivers points while most rallyists said it was tough to stay awake because the 700-mile run was uninteresting.

Paddy Hopkirk of Ireland, regarded as one of the world's best rally drivers, quickly

showed his class by taking the lead into today's 900-mile-plus run to Fort William, which will take 20 hours.

Hopkirk and his navigator, Mike Kerry of Toronto, in a Mini Cooper S, lost only three points—two when they were held up during a speed test by cows crossing the road.

But a greater problem, so far as Hopkirk was concerned, was that his car was overheating.

"It's a good job the first leg was easy. Otherwise we wouldn't have made it to Regina. We're not sure what the problem is, it may be a bad block, or a bad radiator, but we hope we can get it straightened out today."

## Use A Train?

Hopkirk complained of boredom while driving on the straight Prairie roads and suggested that after leaving the foothills of the Rocky Mountains the cars should be "put on a train" to be transported to the tough rallying country of Northern Ontario and Quebec.

Scott Harvey and Ralph Beckman of Detroit held second place with eight points—seven lost because of cows.

Harvey said: "we were in a closed section when four calves wanted to cross the road in front of us. It looked as though they were looking for their mother. I was just about to wind up the car when these things plugged the road and I had to come to a complete stop. That cost us time and the lead."

Paul MacLennan, who drives a Toronto fire engine for a living, wheeled his Rambler American into third spot with 16 points. He and navigator Jim Peters of Burlington, Ont., said the day's run was "no test at all."

"We had been told there was mud, snow and rain along the route but all we got was dust."

## Rambler Also 4th

Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American, held fourth place with 18 points.

Ewold van Bergen, South African champion, and Paul Manson of Toronto were fifth with 20 points in their Datsun. Tony Fall of England and Denis Johnson of Montreal in an Austin 1800 took seventh place with 34 points. Fall said the run from Calgary was easy, but that he lost points in the speed sections because his car lacks power.

Only two of the 69 starters dropped out on the first leg, well below the number expected. Roads which had been muddy had dried up with sum-

mer conditions in the West.

One casualty was Rixhard Wallace of Hull, Que., who rolled his Saab over a 20-foot cliff. He said the car rolled at least three times. Because of his safety equipment neither he nor team-mate Denny Quirk of Mont Apica, Que., was injured.

## AM In Front

Leading the team standings was American Motors with 85 points followed by Datsun with 96.

In the private entry category, Fritz Hochreuter of Toronto in a Porsche was leading with 39 points—eighth over all.

The husband and wife team of Hayden and Sylvia Gozzard of London, Ont., were close behind with 43 points. Should they win the private class they would pick up \$1,000 and an additional \$1,000 for winning the mixed crew class.

Jim Gunn, rally organizer, said that if the good weather continued in today's run he did not expect many cars to drop out.

The rally ends in Halifax Friday.

# RESULTS

REGINA (CP) — Results of the 4000 rally Sunday:

1. Paddy Hopkirk, Berkshire, England, Mike Terry, Toronto, Cooper "S"—three points.

2. Scotty Harvey, Dearborn Heights, Mich., Ralph Beckman, Ann Arbor, Mich., Barracuda—eight.

3. Paul MacLennan, King, Ont., Jim Peters, Burlington, Ont., Rambler—16.

4. Tom Jones, Port Arthur, Ont., John Medwell, Toronto, Rambler, 18.

5. Ewold Leonard Van Bergen, South Africa, Paul Manson, Toronto, Datsun—20.

6. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—31.

7. Tony Fall, Berkshire, England, Denis Johnson, Mt. Royal, Que., HMC 1800—34.

8. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont., Porsche—39.

9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutless—43.

10. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont., Renault—43.

14. Florent Guilbault, Hudson, Que., Paul Rainville, Ile Perot, Que., Toyota—53.

17. Pierre Cayer, Quebec, Que., Andre Beausejour, Longueuil, Que., Peugeot—67.

24. Marcel Rainville, Quebec, Que., Robin Edwards, Pierrefonds, Que., Toyota—86.

33. Richard Vezina, Quebec, Que., Yvon Turmel, Quebec, Que., Volvo—95.

34. Charles Parent, Ste. Anne des Monts, Que., Conrad Bouffard, Matane, Que., Chevelle—96.

37. Arnold Hoar, Moncton, N.B., Bob Cox, West Riverview, N.B., Corvair—111.

38. Kuno Wittmer, Terrebonne Heights, Que., Gilles Lacharite, La Salle, Peugeot 204 GT—115.

42. Arno Hansen, Dartmouth, N.S., Donald MacKenzie, Dartmouth, N.S., Volvo—125.

June 3 1968

## ***4,000 Car Rally In Sault Tuesday***

The cross-Canada car rally starts arriving in the Sault at 2:30 Tuesday afternoon.

They'll be docking at the Churchill Plaza for 45 minutes before moving onto Sudbury for the next overnight stop.

Jim Callon, formerly of the Canadian Sault and now a resident of Sault Michigan, is the only local entry in the 70-car field. He teamed with local veteran rally driver Herb Felton last year and had victory within their grasp in the private car class when they broke down on the last leg of the 4,000 miles between Kingston and Montreal.

Herb is not entered this year. Callon is paired with a New York physician in this year's rally.

After the cars leave here they will hit the secondary roads back of Echo Bay and return to the main highway at Iron Bridge. All local time

checks and controls are being manned by members of the Sault Sports Car Club.

The rally, running from west to east across Canada this year, began in Calgary Saturday evening and will wind up in Halifax Friday.

It's the first year, in the eight annual rallies, that the start wasn't in British Columbia and also the first time the Maritimes were included in the itinerary.

Teams to watch going through the Sault are former rally champions Klaus Ross and John Bird, and Paul MacLennan and Jim Peters, all of Toronto. Paddy Hopkirk, Ireland's great international driver, is also a threat.



# L'Irlandais Paddy Hopkirk en tête de file au rallye

La Press June 3, 1968

REGINA — Le rallye Shell difficile en Amérique du Nord, 4000, le plus long et le plus a pris le départ à Calgary, en

Alberta, samedi soir. A l'issue de la première étape, Paddy Hopkirk d'Irlande mène au classement général. Toutefois, il a repris la route ce matin (lundi), avec le moteur de sa minuscule Mini-Cooper S, fort surchauffé.

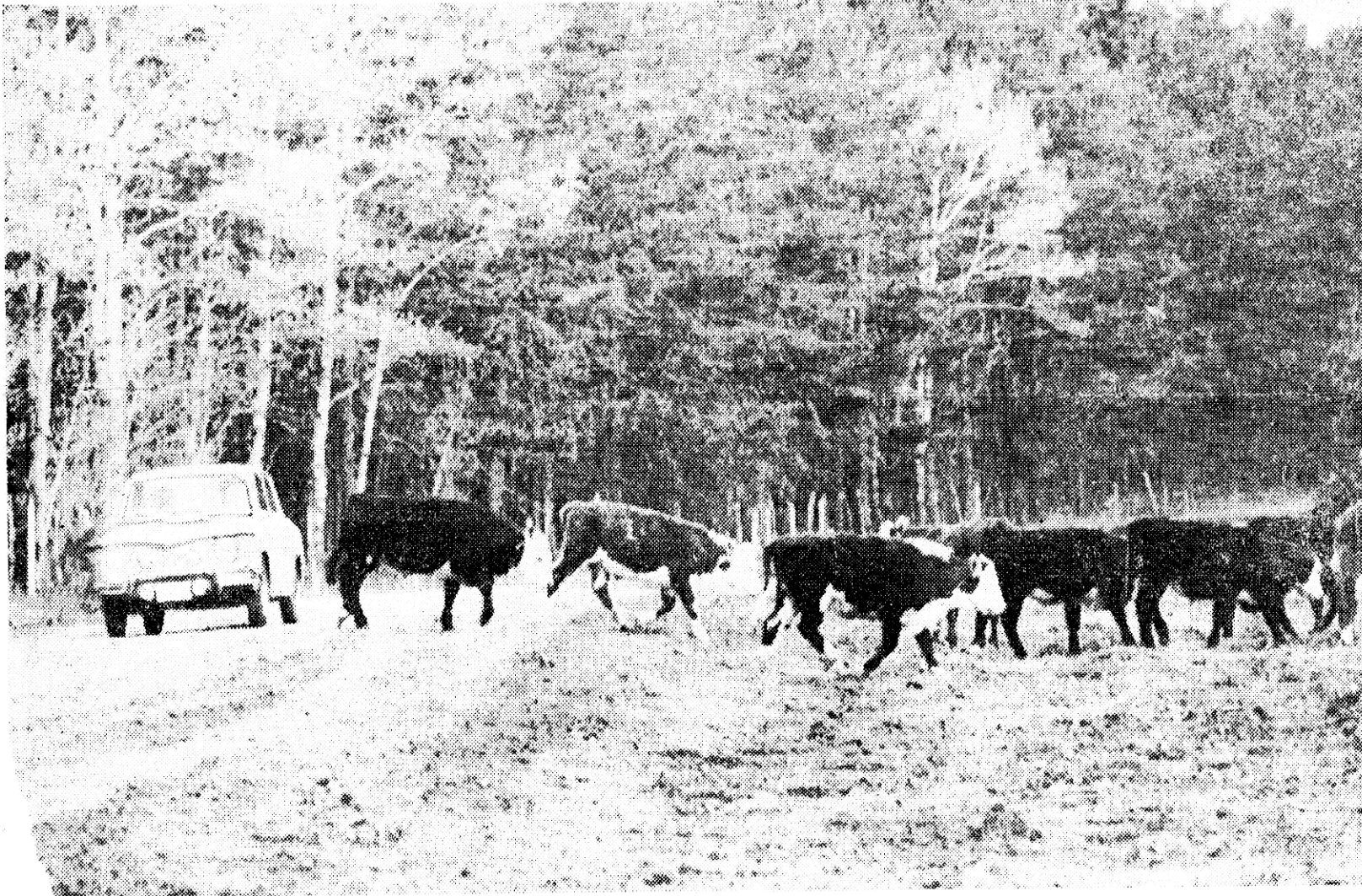
En effet, durant cette étape de 600 milles de Calgary à Regina, la voiture de Hopkirk a chauffé, lui causant ainsi de sérieux problèmes. Il a quand même réussi à s'emparer de la tête, avec seulement trois points de pénalisation, malgré les obstacles habituels des Prairies, à savoir des vaches hargneuses, des vents violents et une poussière étouffante.

On s'attendait à une première manche fort difficile du rallye Shell, en raison des pluies. Mais une forte chaleur combinée à des vents de 60 milles à l'heure ont rapidement transformé la boue en poussière.

Des 69 voitures qui ont démarré à tour de rôle à Calgary samedi soir, deux ont déjà abandonné au terme de cette première étape. Celle-ci comprenait au programme, quatre des huit épreuves en secteur ferme du rallye.

Derrière Hopkirk et son navigateur Mike Kerry de Toronto, on retrouve Scott Harvey de Détroit, ancien champion de rallye des Etats-Unis, au volant d'une Barracuda, avec huit points de pénalisation. Il est talonné en troisième place, à huit points de différence, par Paul MacLennan, vainqueur du Shell 4000 en 1966.

MacLennan pilote une des trois Rambler American d'American Motors, qui a réussi à prendre une mince avance sur l'écurie Datsun, dans la lutte pour le championnat des constructeurs.



## Difficultés imprévues dans le rallye 4000

Concurrents dans le rallye Shell 4.000 ont rencontré des obstacles imprévus au cours de l'étape séparant Calgary de Regina. Parmi les obstacles se trouvaient des vaches hargneuses,

des vents violents et une poussière étouffante. Des 69 voitures qui ont démarré au départ, deux ont abandonné hier.

# Hopkirk, Kerry share rally lead

REGINA — (CP) — Despite engine trouble, Paddy Hopkirk of Ireland and Mike Kerry of Toronto in a Mini Cooper S took the lead yesterday in the Shell Cross-Canada Rally.

Hopkirk, regarded as the world's best rally driver, was assessed only three penalty points in the 600-mile run from the start at Calgary to the first overnight stop here.

Scott Harvey and Ralph Beckman of Detroit were close in second place with eight points in a Barracuda.

Third place was held by Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rambler American.

Hopkirk's engine was overheating and threatening to blow up. He said that had the first day not been easy he wouldn't have made it to Regina. However, Hopkirk expects that the difficulties will be overcome.

Harvey had his problems, too, but it was with cows. In a closed section where speed is the important factor, cows crossing the road forced Harvey to stop and lose time which cost him seven points. The cows cost Hopkirk 2 points.

Of the 69 starters in the six-day grind which ends in Halifax next Friday, only two fell by the wayside on the first leg — far fewer than anticipated by Jim Gunn, rally organizer.

Roads which Gunn had expected to be muddy had been dried by summer weather conditions and the route was described by many drivers as "easy."

The MacLennan-Peters car was the first to arrive for the overnight stop and Peters said the 17-hour drive was "boring and no real test."

"There was no snow, no rain and no mud. It was dusty and hot and flying rocks from other cars caused more problems than anything else," he said.

The car broke a back shock absorber as did the Rambler American driven by Hunter Floyd of St. Albert, Alta., and Lutz Ecker of Toronto.

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allowed to work on their cars at the end of each day, the shocks were replaced.

Richard Wallace of Hull, Que., and Denny Quirk of Mont Apica, Que., in a Saab escaped injury but dropped out of the rally when their car dropped over a 20-foot cliff on a speed section at Highwood, Alta., 80 miles southwest of Calgary.

Leon Lawrenco of Lodi, N.J., and Russel Gluck of Riverdale, N.J., also in a Saab, dropped out with generator and voltage regulator trouble.

In the team competition, American Motors held the lead with a total of 85 penalty points while Datsun was second with 96.

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The leading private entry is Fritz Hochreuter of Toronto

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*Halifax Chronicle Herald June 3 1968*

# Hopkirk-Kerry Team Leading Calgary To Halifax Car Rally

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## ONLY TWO DROP OUT

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## FALL OVER CLIFF

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Kamloops Sentinel

June 3 1968

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# Cows, Boredom Rally Problems

REGINA (CP) — Cows and boredom were the toughest problems faced by drivers who arrived here Sunday after the first leg of the 1968 cross-Canada auto rally which started in Calgary.

Wandering cows cost many drivers points while most rallyists said it was tough to stay awake because the 700-mile run was uninteresting.

Paddy Hopkirk of Ireland, regarded as one of the world's best rally drivers, quickly showed his class by taking the lead into today's 900-mile-plus run to Fort William, which will take 20 hours.

Hopkirk and his navigator, Mike Kerry of Toronto, in a Mini Cooper S, lost only three points—two when they were held up during a speed test by cows crossing the road.

But a greater problem, so far as Hopkirk was concerned, was that his car was overheating.

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# Calgarians survive Day 1 of rally

By JOHN GRIFFITHS

REGINA (Staff) — All three Calgary crews were still in the running this morning as the Shell 4000 car rally left here on the second leg of its 4,200-mile journey from Calgary to Halifax, N.S.

Sixty-nine crews were waved off the start line by Alberta's

highway minister Gordon Taylor at the Stampede grounds Saturday night, and headed straight into 17 hours of almost non-stop driving over a 700-mile route which comprised the first day's run to Regina.

Geoff Howe and Kneale Johnson, driving the Kramer Chrysler Sunbeam Arrow; Pat Stiles

and Doug Jackman in Hamill Motors' Datsun 1600, and Walt Peterson and Dave Stratton in their privately entered Mini Cooper S were holding down, 18th, 22nd and 60th places respectively in the 67 crew contingent that started the 900-mile, 20-hour second leg this morning to Fort William, Ont.

Only two crews had been eliminated by the time the rally reached here and Howe was among others who actually complained of being bored despite the inclusion of four flat-out speed sections in the first eight hours.

Datsun works drivers Klauss Ross and John Bird, currently lying sixth with 31 penalty points, broke two wheels and badly damaged their car when it shot 10 feet into the air and landed front end first after missing a corner. But the crew

is staying in the rally.

A Saab driven by a Quebec crew somersaulted 20 feet down a cliff, without injury to either crew member, and a Volkswagen flipped onto its roof also after failing to negotiate a bend. Again the crew escaped injury. These are the only cars among the starters which will not head out for the second leg.

Ireland's Paddy Hopkirk and Mike Kerry of Toronto were leading the rally this morning with only three penalty points. However, overheating problems are worrying the crew and they are by no means sure they will finish today's run still in the lead.

In second place are Scott Harvey and Ralph Beckman, both from Michigan, driving Chrysler Canada's Barracuda.

Formula S. They have eight penalty points.

Today the rally crews face two more high speed sections, a forestry road through Riley Mountain National Park north of Brandon and Sandilands forestry reserve, 50 miles east of Winnipeg. The rally ends Friday.