

Vancouver Province June 3 1968

THE SHELL RALLY:

Mini nearly too hot

Canadian Press

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

Third were **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. He expects the difficulties will be overcome.

Harvey had his problems, too — with cows. In a closed

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

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

Roads which Gunn expected to be muddy had dried, and the route was described as easy by many drivers.

The MacLennan-Peters car was the first to arrive for the overnight stop. 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."

The car broke a back shock absorber. So 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 after 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 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.

American Motors led the team competition with 85 penalty points. Datsun was second with 96.

The cars leave today for the next overnight at Fort William.

The leading private entry is **Fritz Hochreuter** of Toronto, driving a Porche.



DUSTY CORNER — Paddy Hepkirk of Berkshire, England, who finished Sunday in the lead of the Shell 4000 rally, throws up dust as he rounds a corner Sunday

morning in the Cypress Hills in the southwestern Saskatchewan. The rally began Saturday in Calgary and ends Friday in Halifax. (CP Wirephoto).

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TWO DROP DROP

Hopkirk, Kerry Hold Shell Lead

By GORDON GRANT

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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.

Only Two Drops Out

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Brampton Ontario Times & Conservator June 3, 1968

American Motors Leads Rally Team Standings

By GORDON GRANT

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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."

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

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 summer conditions in the West.

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.

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Calgary Albertan June 3, 1968

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 Hammill 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.

Prince George Citizen June 3 1968

Cows And Boredom Bother Cross-Canada Auto Rallyists

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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 North-

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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."

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JUST DUST

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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.

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pected. Roads which had been muddy had dried up with summer 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

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The husband and wife team of Hayden and Sylvia Gozzard of London, Ont., were close behind with 43 points.

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LEADERS

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—2.

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.

Nelson BC News June 3 1968

World's Best Leads "Boring" Canada Rally

By GORDON GRANT

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

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Victoria Times June 3, 1968

IRISH DRIVER LEADS FIRST LEG . . .

. . . IN CROSS-CANADA CAR CONTEST

Wandering Cows Bother Drowsy Rally Drivers

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Aiming for Fort William

Belleville Intelligencer June 3 1968

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One Problem Was The Cows

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600 DUSTY MILES BEHIND THEM

Vancouver Sun June 3 1968

Vancouver Duo Second in 4000 Rally

Special to The Sun

REGINA — The Vancouver-based Datsun team stood second Sunday night in the manufacturers' championship section of the Shell 4000 Cross-Canada rally.

Datsun drivers John Horton and Ed Deak of Vancouver were also 10th in the over-all standings at the end of a gruelling 600-mile first-day run from Calgary.

But they and other Datsun drivers were nosed out in the team championship by the American Motors team, which picked up only 85 penalty points on the first day out, compared with 96 for the Datsun drivers.

Paul MacLennan of Toronto, winner of the 1966 individual championship, and Jim Peters of Burlington, Ont., was also in

third place over-all in their American Motors Rambler.

Others on the Datsun team are Klaus Ross and John Bird, of Toronto, winners in 1964 and 1965; Ewold Van Bergen, South African rally champion, and Paul Manson, of Toronto.

Two other Vancouver entries, Ray Middlemiss, driving independently in another Datsun, and Gerry Thompson, in a

Toyota Corona, were well back.

First-day leader Paddy Hopkirk of Ireland headed for Fort William today with the engine of his tiny Mini-Cooper threatening to blow up.

The car developed an overheating problem, but he picked up only three penalty points in spite of such Prairie obstacles as cantankerous cows, howling winds and choking dust.

London duo rally threat

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14. Florent Guilbault, Hudson, Que., Paul Rainville, Ile Perott, 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.
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.

Car rally results

REGINA, June 3 — (CP) — Results of the Shell 4000 Rally yesterday:

1. Paddy Hopkirk, Berkshire, England, Mike Kerry, 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., BMC 1600—34.
8. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont., Porsche —39.
9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass—43.
10. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont., Renault—43.

Daily Gleaner June 3 1968

Cows And Boredom Toughest Problems In Rally

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 summer conditions in the West.

On casualty was Richard 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.

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.

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 dropped 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 of 35 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.

SHELL 4000

The Telegram June 3 1968

Paddy's Mini is sick

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 4000 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 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 American Motors Javelin.

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