

North Bay Nugget June 8 1968

Scott Harvey man of his word, captures top honors in rally

By GORDON GRANT

HALIFAX (CP) — Scott Harvey is a man of his word—and he proved it Friday by winning the cross-Canada rally — something he said he would do a week ago.

Harvey and his navigator Ralph Beckman, both of Detroit, lost only eight points on

the six-day grind which started last Saturday night in Calgary.

Their point total was the second lowest in the eight-year history of the event—Richard Doyen and Clay Gibbs of Milwaukee, Wis., lost no points in 1963.

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or drop out because of pushing his car too fast.

"I'm tired of winning class, but never over-all. This year I will go all out from the start and win, or finish back in the pack," he said.

He pushed hard and lost eight points on the first leg, from Calgary to Regina. All were lost in speed sections on roads which

are closed to the public. He lost no points on the regular sections which make up most of the course.

WINNER FEELS GREAT

After learning that he had finished first, Harvey, sipping champagne on the ramp set up outside the Hotel Nova Scotian, said: "I've waited a long time for this and I feel great."

He has been in seven other cross-Canada rallies sponsored by Shell Canada Ltd., but never finished higher than seventh, which he did last year.

"This was the best rally I have been on. The first night there were three speed sections and that was tough. But the car, which I have been working on since last year, held up beautifully."

His blue 1967 Barracuda was in top shape when he arrived after he had done a little work on it during the rally.

He had changed his exhaust system and replaced tires and a rear engine mount.

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other Rambler American were third with 18 points, also all lost on the first day.

The Rambler American team, sponsored by American Motors (Canada) Ltd., won the manufacturers award with 85 points. The third member of the team was Hunter Floyd of Edmonton and Lutz Ecker of Toronto with 51 points and fifth place overall.

The husband-and-wife team of Haydn and Sulvia Gozzard of London, Ont., in a Renault, won the private entry category while finishing sixth over-all.

Many rally competitors described this year's event as the easiest cross-Canada they had ever been on, and the 55 finishers from 69 starters bears out their opinion. This was the largest percentage of finishers in the rally's history.

HAD EXTRA RADIATOR

One of the highlights was the action of Paddy Hopkirk of Ireland and Mike Kerry of Toronto in their Mini-Cooper. They were disqualified after the fourth day because of an extra radiator installed on the front bumper.

The radiator appeared after the first night's run from Calgary to Regina when the car was overheating. On arrival at Fort William, Hopkirk, the world's best rally driver, said the radiator was a decoration,

St. John Telegraph Journal

June 8 1968

Detroit's Harvey Wraps Up Rally

HALIFAX (CP) — Scott Harvey and Ralph Beckman, both of Detroit, were named unofficial winners of the cross-Canada rally which started in Calgary last Saturday and ended here Friday night.

The Americans, in a Barracuda, sponsored by Chrysler (Canada) Ltd., lost only eight points on the 4,125-mile trip, half the total of the second place team.

Jim Gunn, rally organizer, presented Harvey and Beckman with a \$1,000 cheque and the Shell trophy.

The winners lost all their

points on speed sections on the first leg of the rally between Calgary and Regina.

Harvey, competing in the event for the seventh time, said: "I've waited a long time for this and I feel great. I guess you could call this a special stage rally. All first four cars were clean on the road, we all lost points where speed was the most important factor."

Had Doubts

Beckman, a 22-year-old engineering student, said: "I knew Scott was the greatest, but I wasn't sure if I could navigate for him. I suppose I did all right."

He added that the last section of the rally which brought drivers from Moncton was the toughest section. "We had two flat tires and the roads were rough with large rocks littered on them. But Scott made up time when we got behind."

This was Harvey and Beckman's first time together as a team in the cross-Canada, although they had entered two other rallies without winning.

Tom MacLennan of Toronto, and Jim Peters, of Burlington, Ont., were unofficially second with 16 points in a Rambler American.

"J'ai attendu ce triomphe très longtemps et je suis très heureux de mon succès" - Harvey



INCONVENIENT — Ces démenageurs "de maison" se foutaient bien du Rallye transcanadien mais Al Catinus et Otto Schreiber dans l'auto 177 pensaient autrement car il leur a fallu contourner cette maison sur

roues, qui était arrêtée au beau milieu d'une rue dans la province du Nouveau-Brunswick, en empruntant le côté du chemin.

(Téléphoto PC)

HALIFAX (PC) — Les Américains Scott Harvey et Ralph Beckman ont été déclarés officiellement hier les vainqueurs du Rallye transcanadien qui avait débuté à Calgary samedi dernier et a pris fin à Halifax vendredi soir.

Les vainqueurs, dans une Baracuda commanditée par Chrysler Canada Ltd., n'ont perdu que huit points sur une distance de 4,125 milles.

L'organisateur du Rallye, Jim Gunn, a remis aux vainqueurs un chèque de \$1,000 et le trophée Shell.

Harvey, qui en était à sa 7e

participation au Rallye, a déclaré:

"J'ai attendu ce triomphe très longtemps et je suis très heureux de mon succès. On peut qualifier ce rallye de spécial quant à son organisation, car les quatre premières voitures n'ont perdu des points que dans les tests de vitesse."

Son navigateur Beckman a révélé que la dernière section, de Moncton à Halifax, s'était avérée la plus difficile. "Nous avons été victimes de deux crevaisons sur des routes pierreuses, mais Scott a repris le temps perdu."

Tom MacLennan, de Toronto, et Jim Peters, dans une Rambler, ont pris officiellement le deuxième rang avec seulement 16 points de pénalisation, suivis de Tom Jones, de Port Arthur, et John Medwell, de Toronto, dans une autre Rambler, avec 18 points.

Les résultats seront officiels aujourd'hui après qu'on ait vérifié chaque voiture afin de s'assurer que les cachets attachés aux parties importantes sont intacts. Aucun vainqueur n'a perdu de point lors de ces vérifications au cours des huit ans du Rallye.

Un total de 55 voitures a traversé le fil d'arrivée, soit le plus grand nombre dans l'histoire de l'épreuve.

Gunn a expliqué ce rendement général par la belle température, car il avait prédit avant le départ que moins de la moitié des 69 partants terminerait la course.

La plupart des concurrents ont qualifié le Rallye comme le plus facile disputé au Canada tandis que d'autres critiquaient la location des postes de vérification, laquelle a permis à plusieurs de reprendre le temps perdu après une dure section, car ils pouvaient disposer d'une distance d'une quinzaine de milles avant d'atteindre un poste de vérification.

"L'an dernier, ces postes étaient situés dès la sortie des sections difficiles et c'est pourquoi on a perdu de nombreux points", a précisé Peters.

Vancouver Sun
June 8 1968

U.S. Driver First Home In Rally

Special to The Sun

HALIFAX—It was the seventh time lucky for Scott Harvey, winner of the 1968 Shell 4000 car rally.

The 38-year-old Detroit engineer and his co-driver, Ralph Beckman, 22, led the remaining 55 cars into the Nova Scotia capital late Friday to climax six days on Canada's toughest roads.

Sixty-nine cars started the rally last Saturday in Calgary.

Despite two flat tires on the tough last 40-mile stretch between Moncton and Halifax, Harvey and Beckman in their purring Barracuda finished the rally with only eight penalty points, second lowest ever recorded.

Canada's top rally team, Paul MacLennan of Toronto and Jim Peters of Burlington, led American Motors to the manufacturers' championship.

Second in the team event were Toyota Corollas from Hudson Heights, Que., followed by the Vancouver-based Datsuns, winners of the team event last year.

The big slice of the \$14,000 purse was won by Sylvia and Haydn Gozzard, the husband-and-wife team from London, Ont., who won three categories.

Sixth over-all in the individual championship, the Gozzards picked up more than \$2500, winning first in class, leading couples and the top private entry.



HITTING HAPPY NOTE

Coming off the "high road," a 4,000-mile stretch from Calgary to Halifax, Detroit's Scott Harvey won cross-Canada rally Friday. He was greeted by bagpiper Shirley Keenan. (CP Wirephoto)

Detroit Driver Kept Promise With Rally Win

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Their point total was the second lowest in the eight-year history of the event—Richard Doyen and Clay Gibbs of Milwaukee, Wis., lost no points in 1953.

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"I'm tired of winning class, but never over-all. This year I will go all out from the start and win, or finish back in the pack," he said.

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Many rally competitors described this year's event as the easiest cross-Canada they had ever been on, and the 55 finishers from 69 starters bears out their opinion. This was the largest percentage of finishers in the rally's history.

Final results:

1. Scott Harvey, Dearborn Heights, Mich., Ralph Beckman, Ann Arbor, Mich. Barracuda—8 points.
2. Paul MacLennan, King, Ont., Jim Peters, Burlington, Ont. Rambler—16.
3. Tom Jones, Port Arthur, Ont., John Medwell, Toronto, Ont. Rambler—18.
4. Ewald Leonard Van Bergen, South Africa, Paul Manson, Toronto. Datsun—23.
5. Hunter Floyd, St. Albert, Alta., Lutz Ecker, Don Mills, Ont. Rambler—31.
6. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont. Renault—39.
7. Tony Fall, Berkshire, England, Denis Johnson, Mt. Royal, Que. BMC 1500—61.
8. James Potts, London, Ont., Ernest Wilson, Ingersoll, Ont. Renault—66.
9. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont. Porsche—73.
10. John Smith, Kingston, Ont., John Catto, Ottawa. Toyota—97.

Montreal Star June 8 1968

Shell rally results

Canadian Press

HALIFAX, June 8 — Provisional final results in the 4,000-mile, cross-Canada car rally.

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7. Tony Fall, Berkshire, England, Denis Johnson, Mt. Royal, P.Q., BMC 1800 — 64 points.
8. James Poots, London, Ont., Ernest Wilson, Ingersoll, Ont. Renault — 66 points.
9. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont. Porsche — 75 points.
10. John Smith, Kingston, Ont., John Catto, Ottawa, Ont. Toyota — 97 points.
11. Norm Van Louie, Ottawa, Ont., Sieg Galk, Vancouver, B.C. Datsun — 119 points.
12. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont. F85 Cutlass — 132 points.
13. Bruce Schmidt, Tavistock, Ont., Betty Schmidt, Tavistock, Ont. Volkswagen — 142 points.
14. Keith Ronald, Guelph, Ont., John Slade, Ottawa, Ont. Peugeot 404 — 160 points.
15. David Kuehne, Rochester, N.Y., David Cady, Rochester, N.Y. Saab — 166 points.
16. Richard Vezina, Quebec, P.Q., Yvon Turmel, Quebec, P.Q. Volvo — 180 points.
17. Henri Blard, Montreal, Guy Lesperance, Montreal, Renault — 242 points.
18. Marcel Rainville, Quebec, P.Q., Robin Edwardes, Pierrefonds, P.Q. Toyota — 224 points.

19. Stan Crews, Waukesha, Wisc., Suzanne Crews, Waukesha, Wisc. Saab — 239 points.
20. John Horton, Vancouver, B.C., Ed Deak, Vancouver. Datsun — 249 points.
21. Pierre Cayer, Quebec, P.Q., Andre Beausejour, Longueuil, P.Q. Peugeot — 269 points.
22. Ray Middlemiss, Vancouver, B.C., Ron Lynch, Red Deer, Alta. Datsun — 287 points.
23. Florent Guilbault, Hudson, P.Q., Paul Rainville, Ile Perrot, P.Q. Toyota — 319 points.
24. Gerry Thompson, Vancouver, B.C., Ken Hawkins, Rexdale, Toyota — 339 points.
25. Al Catinus, Ottawa, Ont., Otto Schreiber, Ottawa. Volkswagen 1600 — 480 points.
26. Gene Henderson, Dearborn, Mich., Kenneth Pogue, Detroit, Mich. Barracuda — 481 points.
27. Michael Barnett, Sudbury, Ont., David Knee, Sudbury. Peugeot 204 — 521 points.
28. Terrance Reid, Ottawa, Ont., Kay Edmont, Ottawa. Toyota — 629 points.
29. Ralph Reid, Spokane, Wash., Robert Sherry, Seattle. Porsche — 631 points.
30. Doug Sutton, Port Credit, Ont., Bryan MacKenzie, Mississauga, Ont. VW311 — 638 points.
31. Pat Stiles, Calgary, Alberta, L. D. M. Jackman, Calgary. Datsun — 664 points.
32. Bruce McHenry, Cookeville, Ont., Jim Kurtin, Burlington, Ont. Peugeot 204 — 679 points.
33. Robert Henderson, Rochester, N.Y., Philip Henderson, Williamsville, N.Y. Datsun — 689 points.
34. Henry Roehl, Holland, N.Y., Don Short, Toronto. Volvo — 727 points.
35. Lou Batori, Middle Village, N.Y., David Preston, New York, N.Y. Volvo — 739 points.
36. Arno Hansen, Dartmouth, N.S., Donald MacKenzie, Dartmouth. Volvo — 761 points.
37. Edgar Golz, Orillia, Ont., Mark McCutcheon, Orillia. Buick GS400 — 825 points.
38. Zenon Ouellet, Rimouski, P.Q., Raymond Joncas, Rimouski, Beaumont — 936 points.

Pembroke Observer June 8 1968

LOST EIGHT POINTS

Scott Harvey Wins Cross-Canada Rally

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Montreal Matin June 8 1968

Richard Vézina et Yvon Turmel en tête chez les Québécois

Harvey et Beckman vainqueurs au Rallye Shell

HALIFAX (Spécial à "Montréal-Matin") — Scott Harvey et Ralph Beckman, tous deux de Detroit, ont été couronnés hier vainqueurs du rallye Shell 4,000 dont le départ a été donné à Calgary et qui a pris fin hier à Halifax.

Les deux Américains, au volant d'une Barracuda commanditée par Chrysler du Canada, ont perdu seulement huit points sur le parcours de 4,125 milles, soit la moitié moins de l'équipe de deuxième place.

Jim Gunn, organisateur du rallye, a présenté un chèque de \$1,000 aux vainqueurs, ainsi que le trophée Shell. Ils ont perdu leurs huit points entre Calgary et Regina.

Harvey, qui prenait part à cette classique pour la septième fois, a déclaré à l'issue de son triomphe : "Il y a longtemps que j'attends ce jour. Aujourd'hui, j'ai atteint mon premier objectif. Je crois que l'on peut qualifier ce rallye de "spécial". Les quatre premières équipes ont toutes perdu leurs points où le facteur vitesse était en évidence".

Quant à Beckman, un étudiant de 22 ans, il s'est contenté de dire : "Je savais que Scott comptait parmi les meilleurs con-

ducteurs, mais je n'étais pas certain de pouvoir lui servir de copilote. Je suppose que je me suis bien comporté".

Il a ajouté que la dernière section du parcours a été la plus difficile, soit celle entre Moncton et Halifax. "Deux crevaisons nous ont retardés et la route présentait plusieurs embûches. Mais Scott nous a tiré d'affaire."

Tom MacLennan et Jim Peters ont été les deuxièmes à franchir le fil d'arrivée. Ils sont respectivement de Toronto et Burlington.

Les représentants du Québec se sont bien comportés, comparativement aux années antérieures. Le duo Richard Vézina-Yvon Turmel est celui qui s'est classé premier chez les Québécois avec 130 points. Ils ont mérité la 16e position au classement général et le trophée "Meilleure performance du Québec" du MMRC.

Henri Biard et Guy L'Espérance ont perdu 204 points et se sont classés 17e, tandis que Pierre Cayer et André Beauséjour ont pris la 20e place avec 249 points. Florent Guilbeau et Paul Rainville se sont classés 23e avec 319 points.

Un total de 57 voitures ont franchi le fil d'arrivée. Soixante-neuf avaient pris le départ à Calgary.

US Team Winner; Record 55 Finishers In Rally

By GORDON GRANT

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The Americans, in a Barracuda, sponsored by Chrysler (Canada) Ltd., lost only eight points on the 4,125-mile trip, half the total of the second place team.

Jim Gunn, rally organizer, presented Harvey and Beckman with a \$1,000 cheque and the Shell trophy.

The winners lost all their points on speed sections on the first leg of the rally between Calgary and Regina.

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HAD DOUBTS

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He added that the last section of the rally which brought drivers from Moncton was the toughest section. "We had two flat tires and the roads were rough with large rocks littered on them. But Scott made up time when we got behind."

This was Harvey and Beckman's first time together as a team in the cross-Canada, although they had entered two other rallies without winning.

Tom MacLennan of Toronto, and Jim Peters, of Burlington, Ont., were unofficially second with 16 points in a Rambler American.

Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American, were third with 18 points.

Results are unofficial until the cars have been checked today and to make sure that seals that were attached to major components at Calgary are intact.

Sealed parts include the engine, transmission, drive

axle assembly and the generator or alternator. If the seals are broken or frayed penalty points are assessed. However, a winner has never lost points in these tests in the rally's eight-year history.

Harvey said: "We didn't take any penalty points Friday so there's no way we can be replaced as winners."

"This was the best rally I have been on. The first night

there were three speed sections and that was tough."

55 FINISHED

A total of 55 cars finished the long grind, the largest number ever to finish the event.

Gunn said unexpectedly good weather was responsible for the large number of finishers. Prior to the start he had estimated that less than half the 69 competitors would finish.

Most competitors said this was the easiest cross-Canada they had been involved in and many were critical about the placing of check points.

After coming out of a tight section there would not be a checkpoint for about 15 miles so you could fly along the highway and make up for the time lost in tight spots," Peters said.

"Last year the checkpoints were placed at the ends of the tough sections and plenty of points were lost. I don't know why it was changed this year. I have no real complaints, though, because Harvey is a great driver and his car was extremely well prepared," he added.

Haydon and Sylvia Gozzard, a husband and wife team from London, Ont., were the top private entry in a Renault. This was their second try at the cross-Canada, last year they finished 15th.

They finished sixth over-all after being in fifth place when they left the overnight stop at Saint John, N.B., Friday morning.

They arrived at a checkpoint five minutes early and were waiting to check in when another car arrived. Mrs. Gozzard says she was told by another navigator that it was time to check in and she did no. It cost the Gozzards 10 points because they still were one minute early.

The Gozzards also finished first in their class and picked up a total of \$2,350.

American Motors (Canada) Ltd. won the manufacturers trophy with Toyota second and Datsun third.

Rally Results

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8. James Potts, London, Ont., Ernest Wilson, Ingersoll, Ont. Renault—66.

9. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont. Porsche—75.

10. John Smith, Kingston, Ont., John Catto, Ottawa, Toyota—97.

Eastern Canadian results included:

16. Richard Vezina, Quebec City, Yvon Turmel, Quebec, Volvo—180.

18. Marcel Rainville, Quebec City, Robin Edwardes, Pierrefonds, Que., Toyota—224.

21. Pierre Cayer, Quebec City, Andre Beausejour, Longueuil, Que., Peugeot—269.

36. Arno Hansen, Dartmouth, N.S., Donald MacKenzie, Dartmouth. Volvo—761.

Harvey wins 4000 after seven bids, decides to quit

HALIFAX, June 8 — Scott Harvey of Detroit, has competed in his last Shell 4000 Car Rally.

As he accepted the award last night as the outright winner of this year's 4,000-mile event, Harvey said he didn't plan to run the event, again. The presentation was made by J. E. Hughes, vice-president general counsel, Shell Canada Ltd.

"After seven years of trying I finally reached my objective which was winning the event," said Harvey.

Harvey and his navigator Ralph Beckman, a University of Michigan engineering student, finished the six-day grind with only eight penalty points.

Although Harvey doesn't plan to compete in the Shell again, he will manage a team of cars in next years event.

Toronto's Paul MacLennan and Burlington's Jim Peters, in a Rambler American, were second and instrumental in helping American Motors (Canada) Ltd. win the manufacturers prize in only their second year in the event. Tom Jones of Port Arthur, Ont., and John Medwell

of Toronto, with 18 penalty points, two more than MacLennan and Peters were third. Hunter Floyd of Edmonton and Lutz Ecker of Toronto were fifth in the third AMC car.

The London, Ont. husband and wife team of Sylvia and Haydn Gozzard were the big winners in the event, capturing three individual prizes and \$2,500. The Gozzards won the couples award, the private entry award and they were first in their class—decided by engine capacity.

The rally was generally considered an easy six-day run this year mainly due to lack of poor weather conditions. The drivers biggest problem was dust, although Harvey pointed out that the last 40 miles proved to be the toughest of the rally.

It was in this section that Harvey's Plymouth blew two tires, but he still managed to clean the 475 miles from Saint John, without suffering any penalty points. This was the fourth consecutive day that Harvey and Beckman went through the sections without a penalty point.

The man, however, that found the rally to be the toughest

est was Hamilton's Mo Carter. The former Edmonton Eskimo play-by-play football announcer suffered a shoulder separation three weeks ago, was operated on a week before the rally and has been bothered by Severe pain throughout the event.

"It wasn't bad for the first two days, but it has been getting worse since and it was really painful during the last day of the rally," said Carter. The Ontario driver, who finished 10th, has been wearing a hockey shoulder pad throughout the rally to protect the injury.

Carter has completed and finished every Shell 4000 since its inception eight years ago.

Ewold van Bergen of South Africa, competing in his first Shell 4000, finished fourth. Van Bergen, South African rally champion, said he found the conditions of the roads relatively easy and certainly didn't feel that his Japanese-made Datsun was put through much of a tough test.

Toronto's Paul Manson, who navigated for van Bergen was probably the best equipped navigator in the rally.

Manson carried a total of 1,100 maps with him all across the country. The maps, worth over \$500, took over five years to collect.

The most excitement in the rally came in the early stages when Ireland's Paddy Hopkirk showed up with a radiator on his Mini-Cooper. The radiator was used as a means of assisting the car's cooling system.

However, once the legality of the radiator was questioned then it disappeared. Meetings were held on Monday, but still no decision was reached. Then on Wednesday, the car showed again with the radiator and the next day after investigation the car was ruled ineligible to continue in the rally. The decision was handed down jointly by Ribin Wright, Canadian Automobile Sports Car Club steward and rally organizer Jim Gunn.