

REACHES ONTARIO

Rally Puzzled By Extra Rad

By GORDON GRANT

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Gunn and Wright discussed the two radiators and talked with Hopkirk and officials of British Motor Holdings, sponsors of the car.

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At this overnight stop he had lost only four points and held a four-point bulge on Scott Harvey and Ralph Beckman, both of Detroit, in a Barracuda.

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rambler American, were third with 16 points.

On a speed section, MacLennan, Canada's best rally driver, went nine miles with a

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MacLennan and Harvey lost no points on the 900-mile-plus run here.

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Tony Fall of England and Denis Johnson of Montreal, in an Austin 1800, slipped to eighth place with 50 points after rolling the car in Saskatchewan.

Both escaped injury and the car was able to continue the race.

DROP TO 62ND

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They went as quickly as possible to Winnipeg and had the transmission fixed, but after the repairs, realized they couldn't make a check-point at normal speed without being disqualified.

Bird called the Winnipeg police and got an escort which took him through five red lights at speeds up to 60 miles an hour in the downtown area.

However, they lost 1,300 points and now have a total of 1,331.

American Motors holds first place for the manufacturers award with 85 points. Norfolk Enterprises of Hudson, Que., is second with 294 points and the Datsun team is third with 1,433 points.

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Calgary Albertan June 4 1968

Valley proves a rough test

FORT WILLIAM, Ont. (CP) — The Qu'Appelle Valley of Saskatchewan gave drivers their roughest test so far in the cross-Canada rally Monday.

Two cars rolled over in mud while others got lost after children apparently turned directional arrows around.

The cars left Regina late Sunday night on a 900-mile run to the Lakehead, the longest leg of the 4 000 mile rally.

Early Monday, a Renault driven by John Cross, of London, Ont., and Charles McLaren of Toronto, rolled over and was demolished in the valley.

Tony Fall of England and Denis Johnson of Montreal in an Austin 1800 rolled their car, but got it back on its wheels and continued on the route. There were no injuries in either accident.

Hopkirk Faces Disqualification Over Extra Equipment on Car

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PADDY HOPKIRK
.... Faces Disqualification

Calgary Herald June 4 1968

Rally Leader Jeopardized By Use Of Extra Radiator

By **PETE MATTHEWS**
(Herald Staff Writer)

FORT WILLIAM — Paddy Hopkirk's Mini-Cooper S still leads the Shell 4,000 Rally but Scott Harvey's Barracuda Formula S and the rulebook may yet knock him out of the running.

Ireland's Hopkirk, driving for British Motor Holdings with Mike Kerry of Toronto, arrived at Winnipeg, halfway through Monday's gruelling 900-mile section, with an extra radiator hung on the front of his car to boost its over-taxed cooling system.

Rally organizers held meetings throughout Monday night and early this morning before deciding to pass the problem of possible disqualification to the Federation Internationale de l'Automobile — the governing body of world motor sport — in Paris.

Hopkirk and Kerry started the third day of the six-day event this morning with only four penalties and will continue all the way to Halifax unless the FIA decides they have broken the rules.

OVER-HEATING

The Irish rallyist said the extra radiator was being used in an effort to solve over-heating problems his Mini-Cooper S has been experiencing since Saturday's departure from Calgary.

Elimination of the Mini would put Harvey and Ralph Beckman's Barracuda into the lead — they had only eight penalties — closely followed by third place runners Paul MacLennan and Jim Peters in an American Motors Rambler with 16 penalties. MacLennan-Peters drove for some miles Monday at 75

mph with a flat tire to save valuable time.

Calgary's Pat Stiles and Doug Jackman in the Hammill Motors Datsun were in top shape, having improved their position to 15th place. They had a total of 86 penalties and Stiles said "the car is running like a dream".

The other BMH entry of Tony Fall and Dennis Johnson, driving an Austin 1800, slipped from sixth to eighth position in Monday's running after they rolled their car in Saskatchewan's Qu'Appelle Valley in the morning.

REPLACED WINDSHIELD

The Austin landed on its wheels and, stopping only to pick up the navigator's route book, Paul drove it to the end of the stage before replacing a shattered windshield with one of temporary plastic.

The Renault of Ontario's John Cross and Charles McLaren also rolled on the Qu'Appelle section and was written off. All four involved in the accidents escaped injuries.

Klaus Ross and John Bird, driving one of the Datsun team entries, managed to reach here this morning with only two minutes to spare before disqualification time.

The Datsun had arrived at Winnipeg in the afternoon with a police escort and Ross then replaced his transmission before continuing.

The other two Calgary entries had mixed fortunes Monday.

ARROW DELAYED

The Kramer Sunbeam Arrow driven by Geoff Howe and Kneale Johnson also managed to squeeze into this Lakehead

city minutes before the cutoff time. The Arrow had encountered mechanical problems west of Winnipeg but a two hour delay in that city enabled the pair to carry on. They had 1,333 penalties.

Dave Stratton and Walter Petersen's Mini-Cooper S is still running well after Sunday's mechanical difficulties and the Calgary pair headed for Sudbury this morning with 800-plus penalties.

Tom Jones and John Medwell's American Motors Rambler is in fourth place with 18 penalties; South African rally champion Ewold van Bergen and Canada's Paul Manson took their Datsun into fifth place with 24 penalties, and the husband and wife team of Haydn

and Sylvia Gozzard of London, Ont., in a Renault Gordini is tied for sixth place with another Ontario pair, Fritz Hochreuter and Ron Carney in a Porsche. Both have taken 69 penalties.

STARTER 57TH

Medicine Hat's entry of Dr. E. G. F. Skinner and son Mark, first off the ramp in a Volvo to start this affair, is still going strong although its 1,273 points has put it into 57th place.

The rally was reduced to 61 of its original 69 starters Monday but many of the competitors and their cars are showing wear and tear after 1,600 miles. Today's 600 miles through northern Ontario's wilderness may well cut down the field considerably.



STILL THE LEADER. Possible disqualification doesn't seem to bother Ireland's Paddy Hopkirk as he and Toronto's Mike Kerry wheeled their Mini-Cooper S into Fort William as Shell 4,000 Rally leaders late Monday. Officials turned the case (Hopkirk has carried an extra radiator) over to the world's governing body of motor sports, the FIA, which had made no ruling this morning.

Prince Albert Herald

June 4 1968

Cross-Canada Rally Dispute Goes To Governing Body

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DROVE WITH FLAT

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MacLennan and Harvey lost no points on the 900-mile-plus run here.

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Ewold van Bergen of South Africa lost four points but held on to fifth place in a Datsun with 2 points.

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Sudbury Star June 4 1968

Rally Car Radiator Cause of Concern

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Shell 4,000 Rally Drivers Here Tonight

The Shell 4,000 mile cross-country rally moves into Sudbury tonight. Drivers of the cars are scheduled to arrive starting about 8 p.m. at the Sheraton - Caswell Motor Inn on Highway 69 S.

Cars will be arriving at regular intervals for about an hour and a half. Rally drivers will be staying here overnight after driving from Fort William this morning.

In the event is a Sudbury car driven by Michael Barnett and David Knee who are in a Peugeot.

Hopkirk Maintains Lead By Adding New Radiator

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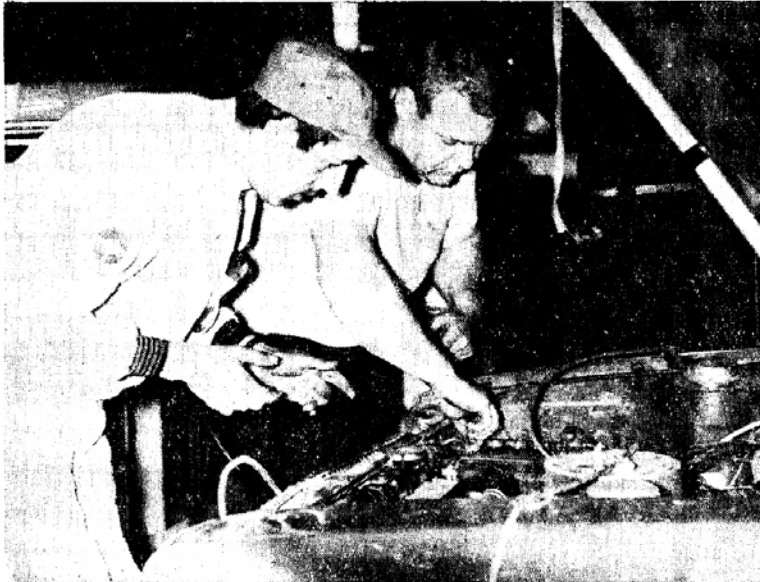
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IRELAND'S PADDY HOPKIRK



CHECK MOTOR — Navigator Paul Rainville, of Ile Perrot, Que., left, and driver Florent Guilbault of Hudson, Que. check the engine of their Toyota Corolla upon arriving here last night.

—T-J Staff Photo.

Radiator Legality Questioned

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MacLennan and Harvey lost 10 points on the 900-mile-plus run here.

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Rally Results

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

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—24.

6. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont., Porsche—49.

7. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont., Renault—49.

8. Tony Fall, Berkshire, Denis Johnson, Mt. Royal, Que., BMC 1800—50.

9. Hunter Floyd, St. Albert, Alta., Lutz Ecker, Don Mills, Ont., Rambler—51.

10. James Potts, London, Ont., Ernest Wilson, Ingersoll, Ont., Renault—56.

Winnipeg Free Press June 4 1968

Two Cars 'Rolled' As Rally Continues

By GORDON GRANT

FORT WILLIAM, Ont. (CP) — Pardy Hopkirk of Ireland, led the cross-Canada rally here Monday night, but he may be disqualified because an additional radiator has been mounted on the front bumper of his Mini-Cooper.

Hopkirk arrived here from Regina with four points after losing only one on the day's 900-miles-plus from the Queen's city.

In the first two stages of the rally, Hopkirk had problems with his engine overheating. After leaving Regina the new radiator was installed to give the engine greater cooling power. Whether this move is in accordance with rallying regulations is not clear.

Rally organizer Jim Gunn held a meeting with Robin Wright, steward for the Canadian Automobile Sport Clubs, governing body of motorsport in Canada. The two heard from British Motor Holding, sponsors of the Mini-Cooper, and could not arrive at a decision as to the radiator's legality.

Gunn said he would phone the Paris headquarters of the Federation Internationale de l'Automobilisme, world governing body of motorsport "for an interpretation of the rule" covering additions to cars.

Scott Harvey of Detroit in a Barracuda was second with eight points while Paul MacLennan of Toronto in a Rambler American was third with 16 points.

Harvey and MacLennan both had penalty-free rides on the route Monday, which included two special speed sections.

MacLennan drove one nine-mile stretch with a flat rear tire hitting speeds up to 75 miles an hour.

Early in the day the Qu'Appelle Valley in Saskatchewan gave drivers their roughest test since the cars left Calgary Saturday night.

Two cars rolled over in mud while others got lost after children apparently turned directional arrows around.

Early Monday, a Renault driven by John Cross, of London,

Ont., and Charles McLaren of Toronto, rolled over and was demolished in the valley.

Tony Fall of England and Denis Johnson of Montreal in an Austin 1800 rolled their car, but got it back on its wheels and continued on the route. There were no injuries in either accident.

At the end of the valley, some

directional arrows were changed and many rallyists went on a detour which took them miles off course.

After talking with drivers at the Winnipeg lunch stop, rally organizer Jim Gunn said there would be no penalties for that section, pending a check with officials on the rally route about the sign changes.

Montreal Gazette
June 4 1968

Two cars roll in Shell rally

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At Winnipeg, Paddy Hopkirk of Ireland and Mike Kerry of Toronto in a Mini Cooper S were in first place with three points, all picked up on the first leg which started Sunday night in Calgary.

Klaus Ross of Montreal and John Bird of Toronto, in a Datsun, apparently fell by the wayside.

Kamloops Sentinel

June 4 1968

Second Radiator Causes Controversy In Car Rally

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Fort William
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11. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont.,—F85 Cutlass—58.

Will phone France for ruling in car rally

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Drove with flat

On a speed section, MacLennan, Canada's best rally driver, went nine miles with a flat rear tire at speeds up to 75 miles an hour.

MacLennan and Harvey lost no points on the 900-mile-plus run here.

Tom Jones of Port Arthur, Ont., and John Medwell of Toronto, in a Rambler American, are fourth with 18 points.

Ewold van Bergen of South Africa lost four points but held on to fifth place in a Datsun with 24 points.

Tony Fall of England and Denis Johnson of Montreal, in an Austin 1800, slipped to eighth place with 50 points after rolling the car in Saskatchewan.

Both escaped injury and the car was able to continue the race.

Drop to 62nd

Klaus Ross of Montreal, and John Bird of Toronto, in a Datsun, dropped from

sixth to 62nd place. They had transmission problems and had to drive a speed section with only fourth gear.

They went as quickly as possible to Winnipeg and

had the transmission fixed, but after the repairs, realized they couldn't make a check-point at normal speed without being disqualified.

Bird called the Winnipeg police and got an escort

which took him through five red lights at speeds up to 60 miles an hour in the downtown area.

However, they lost 1,300 points and now have a total of 1,331.

Lethbridge Herald
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TWO RADIATORS

FORT WILLIAM, Ont. (CP)
— The outcome of the cross-Canada rally may depend on a decision from France because of the actions of an Irishman in an English car.

Paddy Hopkirk of Ireland Monday added a new wrinkle in cooling systems to his Mini-Cooper, installing a radiator on the front bumper to boost the car's cooling capacity.

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