

Charlotteown Patriot June 4 1968

Rally outcome seen as being intercontinental

.... By GORDON GRANT
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.

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Whether the move is within regulations is under question. If it is not, Hopkirk will be disqualified.

Rally organizer Jim Gunn held a meeting with Robin Wright, steward for the Canadian Automobile Sport Clubs, governing body of motor sport in Canada.

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

REACH NO DECISION

No decision was reached and Gunn said he will discuss the matter with other manufacturers running cars in the rally and phone the world governing body of auto sport in Paris for an interpretation of the rule regarding additions to cars.

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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.

DROVE WITH FLAT

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

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

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.

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.

Fritz Hochreuter of Toronto and Ron Carney of Huntsville, Ont., have 49 points and are tied for first place in the private category in their Porsche with the husband and wife team of Haydn and Sylvia Gozzard of London, Ont., in a Renault.

Fort William
Times-Journal
June 4 1968

Grievance Upheld By Jim Gunn

Jim Gunn, rally organizer for Shell Canada Ltd. and Robin Wright, steward for the Canadian Automobile Sport Clubs, have upheld a grievance presented by a United States team in the cross-Canada event.

Robert Henderson of Rochester, N.Y., and Philip Henderson of Williamsville, N.Y., said they had been unfairly assessed a 300-point penalty.

The Hendersons' argument was that they checked into a gasoline stop at Claresholm, Alta., 180 miles southeast of Calgary, which was crowded with other rally cars and spectators. They said they waited the allotted five minutes for gasoline and a stretch and then carried on.

They did not see a control point because of the crowd and lost 300 points for not checking in.

Wright argued that the complaint was legitimate. Gunn's view was that every other rally driver saw the control point and that the penalty was fair.

However, Gunn went along with Wright Monday and the Hendersons moved to 30th place with 92 points from 52nd place.

CROSS-CANADA RALLY

Nanaimo Free Press

June 4 1968

Double Radiators Stump Officials

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Hopkirk Leads Rally But May Be Disqualified

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Guilbault et Rainville, la meilleure équipe du Québec

FORT WILLIAM — L'homme le plus heureux du rallye Shell 4000 est sans conteste le Québécois Florent Guilbault, de Hudson Heights, Québec, qui participe au rallye, au volant d'une Toyota Corolla, des Entreprises Norfolk, avec Paul Rainville, de l'île Perrot au poste de navigateur.

Guilbault a déjà participé au rallye Shell en quatre occasions sans jamais pouvoir terminer cette épreuve d'endurance, en raison de difficultés techniques. Cette année, Dame Fortune semble lui sourire, puisqu'il a terminé l'étape de Regina à Fort William, en Ontario. Il est actuellement en tête des participants québécois, en 13e

position au classement officiel, avec 53 points de pénalisation.

L'étape d'hier, lundi, longue de quelque 900 milles, a été très ardue, en raison de la boue dans la vallée de Qu'Appelle (Sask.), et de la poussière

re dans la région est du Manitoba.

Deux épreuves en secteur fermé étaient inscrites au programme. La première a eu lieu au Parc Riding Mountain National, à 50 milles au Nord de Brandon, d'une longueur de 19

milles. La seconde s'est déroulée à la Réserve Sandilands Forest, une route forestière à 50 milles à l'Est de Winnipeg, d'une longueur de 31 milles. Cette dernière est la plus longue épreuve en secteur fermé du rallye Shell.

Quelque cinq voitures furent les victimes des éléments et des problèmes inhérents à des épreuves en secteur fermé, sur des routes cahoteuses qui mettent à rude épreuve tant l'homme que le véhicule.

Ross Klaus, de Montréal, au

volant d'une Datsun, occupait la 6e position, avant le départ de cette étape. Il semble avoir perdu beaucoup de terrain, éliminant virtuellement ainsi toutes chances pour l'écurie Datsun de rééditer son exploit de l'an dernier.

En effet, en 1967, dans le cadre du rallye Shell 4000 du Centenaire, l'écurie Datsun avait remporté le championnat des constructeurs. Dans cette catégorie tant convoitée, la lutte semble donc se limiter aux porte-couleurs d'American Motors et des Toyota Corollas.

Au classement individuel, Paddy Hopkirk, d'Irlande, mène toujours au volant de sa Mini-Cooper S, avec seulement

trois points de pénalisation. Il avait éprouvé de sérieux ennuis mécaniques dans l'étape précédente, mais sa minuscule voiture tient toujours le coup.

Il est suivi de Scott Harvey, de Détroit, dans une Barracuda, qui a récolté 8 points de pénalisation, et du Torontois Paul MacLennan, dans une Rambler American, qui a couru une étape parfaite. Ils sont tous deux ex-aequo en deuxième position.

Le 5 juin au soir, le rallye Shell fera arrêt de nuit à Sherbrooke, avant de continuer vers Saint-Jean (N.B.), et Halifax, point d'arrivée du rallye, où l'arrivée est prévue le 7 juin prochain.

How to cool a rally row

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

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Montreal Gazette
June 4 1968

Two cars roll in Shell rally

FORT WILLIAM, Ont. — (CP) — The Qu'Appelle Valley of Saskatchewan gave drivers their roughest test so far in the Shell 4,000 car rally yesterday.

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 yesterday, 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.

Moved Signs

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.

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.

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St. John's Telegram June 4 1968

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Scott Harvey and Ralph Beckman of Detroit in a Barracuda lost eight points and shared second place with Paul MacLennan of Toronto and Jim Peters of London, Ont., in a Rambler American.

Winnipeg Tribune June 4 1968

Additional radiator may finish Hopkirk

FORT WILLIAM, Ont. (CP) — Paddy 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.

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

Ewold van Bergen, South African rally champion, held onto fifth place with 20 points in a Datsun.

Klaus Ross of Montreal and John Bird of Toronto, also in a Datsun, apparently fell by the wayside. Some drivers, arriving at the Winnipeg lunch stop said Ross and Bird were having engine trouble.

Question Hopkirk Action

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Halifax Mail Star
June 4 1968

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Two Cars 'Rolled' As Rally Continues

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Vancouver Sun
June 4 1968

Leader Finds Way to Keep His Cool

By GORDON GRANT

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Rally organizer Jim Gunn said the world governing body of auto sport in Paris would be consulted by phone to determine if the radiator addition is within the rules. If it isn't, Hopkirk will be disqualified.

At this overnight stop Hopkirk was leading the rally, four points ahead of Scott Harvey and Ralph Beckman, both of Detroit, in a Barracuda.

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New Glasgow News
June 4 1968

Grievance Upheld By Organizer

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Robert Henderson of Rochester, N.Y., and Philip Henderson of Williamsville, N.Y., said they had been unfairly assessed a 300-point penalty.

The Hendersons' argument was that they checked into a gasoline stop at Claresholm, Alta., 180 miles southeast of Calgary, which was crowded with other rally cars and spectators. They said they waited the allotted five minutes for gasoline and a stretch and then carried on.

They did not see a control point because of the crowd and lost 300 points for not checking in.

Wright argued that the complaint was legitimate. Gunn's view was that every other rally driver saw the control point and that the penalty was fair.

However, Gunn went along with Wright Monday and the Hendersons moved to 30th place with 92 points from 52nd place.

Toronto Telegram June 4 1968

'Elephant-proof Mini' may be illegal

FORT WILLIAM — (Special) — An Irish driver, with a Canadian navigator in a British car is waiting for a decision from France regarding his position in the Shell 4000 car rally.

Ireland's Paddy Hopkirk driving with navigator Mike Kerry of Toronto became the centre of a heated controversy as the rally completed its second leg.

Hopkirk's Mini-Cooper S,

which suffered overheating problems during the first stage of the rally Saturday and Sunday, has suddenly appeared with a new radiator mounted on the bumper.

The net effect is provide a double cooling system for his car. The question buzzing among rallyists today is can the extra cooling system be classified as a legal repair or illegal addition to the car.

"Actually I put it on to scare away the elephants," Hopkirk quipped, referring to the cows which held up the rally yesterday.

However, it is believed to be a violation of the International Rally Rule Book.

Rally organizer Jim Gunn will check with the Federation de L'Automobile in Paris. The FIA is the world governing body of motorsport and it will probably

take at least 24 hours before a final decision is reached.

Meanwhile, Hopkirk still holds the lead with only four penalty points followed by the team of Scott Harvey and Ralph Beckman with eight penalty points.

Toronto's Paul MacLennan and Burlington's Jim Peters hold third place with 16 penalty points. The Ontario crew was nearly eliminated yesterday when forced to drive nine miles on a high speed, closed section with a flat tire. The left rear wheel of their Javelin was destroyed.

The pair, however, finished the section and replaced the wheel to continue

along the route to this overnight stop.

Meanwhile, Klaus Ross of Montreal enlisted the services of the Winnipeg police to stay in the rally. Ross and his navigator John Bird of Toronto damaged their transmission during a closed section and had to limp into Winnipeg. However, Ross went to the nearest gendarmes, asking for an escort, which he received and from there drove through five red lights with police assistance to make it to the Winnipeg time deadline within two minutes of being disqualified. As a result the three-car team of Datsuns are still in the running for the manufacturers award although the American Motors team is well out in front in the battle for the manufacturers' prize.

Fewer than 60 cars leave for Sudbury today over some of Canada's toughest rally roads.

Skinner in 57th place

Hopkirk's lead questioned

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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.

Whether the move is within regulations is under question. If it is not, Hopkirk will be disqualified.

Rally organizer Jim Gunn held a meeting with Robin Wright, steward for the Cana-

were third with 16 points.

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.

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.

Fritz Hochreuter of Toronto

and Ron Carney of Huntsville, Ont., have 49 points and are tied for first place in the private category in their Porsche with the husband and wife team of Haydn and Sylvia Gozzard of London, Ont., in a Renault.

The rally today goes to Sudbury for its next overnight stop.

Dr. E. G. F. Skinner of Medicine Hat and his son, Mark, as navigator, were in 57th place when the rally reached Fort William last night. Driving a Volvo, they have 1,273 penalty points.

dian Automobile Sport Clubs, governing body of motor sport in Canada.

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

REACH NO DECISION

No decision was reached and Gunn said he will discuss the matter with other manufacturers running cars in the rally and phone the world governing body of auto sport in Paris for an interpretation of the rule regarding additions to cars.

He said a decision probably will be reached before the rally ends Friday in Halifax.

Hopkirk had problems with his engine overheating on the first leg—from Calgary to Regina—and added the new radiator shortly after the cars left Regina for the Lakehead on the second leg.

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,