



## AT LEAST THE VIEW'S GREAT . . .

Spinning off road, Californians Bill Huber and Zeke Lenn had to sit on sidelines and watch some of the action in cross-Canada car rally. Their car ran off

road during speed section of rally, near Winnipeg. Rally, which started in Calgary, ends Friday in Halifax. (CP Wirephoto.)

### IRISH LEADER

# Ticklish Driving Problem

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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 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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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, were third with 16 points.

### 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.

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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.

## **HOPKIRK ADDS NEW WRINKLE**

Prince George Citizen June 4 1968

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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.

### **THE LEADERS**

Monday:

1. Paddy Hopkirk, Berkshire, England, Mike Kerry, Toronto, Cooper S—four points.

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.

Saskatoon Star-Pheonix June 4 1968

# Leader in car rally may be disqualified

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.

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.

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.

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.

Owen Sound Sun-Times  
June 4 1968

**WINS PROTEST**

FORT WILLIAM (CP) — 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 spec-

Ottawa Journal June 4 1968

# Hopkirk Holds Rally Lead But May Be Disqualified

By GORDON GRANT

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

Hopkirk arrived here from Regina with a total of only four points after losing only one on the day's 900 mile plus.

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 was in accordance with rallying regulations was not clear.

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

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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 the Lakehead here's the way Ottawa entries stand: John Catto and John Smith, 59 penalty points, 15th over-all; John Slade and Keith Ronald, 74 penalty points, 18th over-all; Terry Reid and Kay Edmond, 81 penalty points, 19th over-all; Al Catinus and Otto Schreiber, 39th over-all and Robin Conway and Norm Cramp-ton are 50th over-all.

Regina Leader Post June 4 1968

# Car rally quandary over extra radiator

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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.

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.

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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 20 points on the 900-mile-plus run here.

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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.

Nelson News June 4 1968

## Qu'Appelle Valley Hard On Rally Cars

By GORDON GRANT

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.

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### NO PENALTIES

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.

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.

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.

Moncton Transcript  
June 4 1968

# Leader May Be Disqualified

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North Bay Nugget June 4 1968

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Sudbury Star June 4 1968

## 4000 Rally Leaders

FORT WILLIAM (CP) — Results of the cross-Canada rally Monday:

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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.

## Ontario Standings

11. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont.,—F85 Cutlass—58.
  16. John Smith, Kingston, John Catto, Ottawa, Toyota—87.
  17. Keith Ronald, Guelph, John Slade, Ottawa, Peugeot 404—92.
  18. Norm van Louie, Ottawa, Sieg Galk, Vancouver, Datsun—99.
  20. Terrance Reid, Ottawa, Kay Edmond, Ottawa, Toyota—113.
  22. Bruce Schmidt, Tavistock, Betty Schmidt, Tavistock, Volkswagen—121.
  27. Bruce McHenry, Cooksville, Jim Kurtin, Burlington, Peugeot 204—133.
  31. Al Catinus, Ottawa, Otto Schreiber, Ottawa, Volkswagen 1600—168.
  32. Doug Sutton, Port Credit, Bryan MacKenzie, Mississauga, VW311—170.
  36. Gerry Thompson, Vancouver, Ken Hawkins, Rexdale, Toyota—190.
  39. Michael Barnett, Sudbury, David Knee, Sudbury, Peugeot 204—310.
  43. Edgar Golz, Orillia, Mark McCutcheon, Orillia, Buick GS400—444.
  45. Henry Roehl, Holland, N.Y., Don Short, Toronto, Volvo—474.
  46. J. R. Conway, Ottawa, Norm Crampton, Stittsville, Volkswagen—580.
  51. Sean Power, Cooksville, Jim Lapp, Willowdale, Sunbeam Im—818.
  58. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—1331.
- Retired:
- John Cross, London, Ont., Charles McLaren, Toronto, overturned—No injury.
- Ken Hill, Weston, Philip Hockley, Willowdale, electrical trouble.
- Doug Chute, London, Ont., Bob Tanner, London, Ont., accident—No injury.

# Cooling System Change Worries Rally Officials

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