

Montreal Star June 4 1968

Rally leader awaits ruling

Special to The Star

FORT WILLIAM, June 4 — 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-Copper 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.

As a result there has been some question about the legality of the radiator and it is believed to be a violation of the International Rally rule book. However Rally organizer Jim Gunn will first be checking 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 down third place with 16

penalty points. The Ontario crew almost became eliminated yesterday when they were forced to drive nine miles on a high speed closed section with a flat tire destroying the left rear wheel of their Rambler American.

The pair, however, finished the section and then 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 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 Datsun's 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.

American Motors holds down first place with 85 points with Norfolk Enterprises of Hudson, Que., second with 294 points. The Datsun team is third with 1,433 points.

CROSS-CANADA RALLY

Rad On Bumper May Be Illegal

By LORDON LRANT

FORT WILLIAM, Ont. (CP)

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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.

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, 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.

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.



TOM JONES of Port Arthur, in fourth place in the Shell 4000 Car Rally, is greeted warmly by his friends and

family after arriving last night in Fort William for an overnight stop. Tom's two sons

rush over to give him a big hug. On the left is his wife and right his mother.

—Staff Photo

Will Check Rules On Rally Leader

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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.

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.

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Dispute marks '4000' rally, Londoners share lead in class

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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.

Johnson said they were driving behind another car when it threw up a thick cloud of dust. When the air cleared Fall had missed a curve in the road and their car rolled over twice, but it landed on its wheels.

Fall and Johnson, who were unhurt, made a windshield out of plastic and continued.

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Charlottetown Guardian June 4 1968



DUSTY CORNER IN AUTO RALLY

Paddy Hopkirk 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 southwestern Saskatchewan. The rally began Satur-

day in Calgary and ends Friday in Halifax.

(CP Wirephoto)

Brockville Recorder & Times
June 4 1968

US Team Wins Protest Over Rally Penalty

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 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.

Woodstock Sentinel Review June 4 1968

Ruling From France Needed Settle Major Rally Problem

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Sylvia and Haydn Gozzard of London, shown with their Renault, are tied for the lead in the private class in the trans-Canada car rally.

Sarnia Observer June 4 1968

New Cooling System Needs French Ruling

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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.

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.

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.