

Red Deer Advocate June 4 1968



SPEED SECTION TAKES ITS TOLL IN RALLY

... Californians William J. Huber and E. M. (Zeke) Lenn watch from sidelines.

Souped-Up Cooling System Ignites Rally Controversy

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.

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.

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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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 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.

Ron Lynch of Red Deer, navigating a Datsun for Ray Middlemiss of Vancouver, pulled up from 39th place into 19th. They now have 109 penalty points, going through Monday's run with only 17 penalty points.

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.

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.

Rally Car Radiator Cause of Concern

Sudbury Star June 4 1968

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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.

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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.

4000 Rally Leaders

FORT WILLIAM (CP) — Results of the cross-Canada rally 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.
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, over-returned—No injury.
Ken Hill, Weston, Philip Hockley, Willowdale, electrical trouble.
Doug Chute, London, Ont., Bob Tanner, London, Ont., accident—No injury.

Globe and Mail June 4 1968

New radiator may oust rally leader

Kerry, Hopkirk in front

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

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

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 said he would telephone the Paris headquarters of the Federation Internationale de l'Automobilisme, world governing body of motor sport, for an interpretation of the rule covering additions to cars.

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

Harvey and MacLennan each had penalty-free rides on the route yesterday, 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. Other drivers became 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 rally.

Early yesterday, a Renault driven by John Cross, of London, Ont., and Charles McLaren of Toronto, rolled over and was wrecked 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 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 stop said Ross and Bird were having engine trouble.

Armed farm couple stalls rallyists

SHERBROOKE — (Gazette)

— Paddy Hopkirk has been in some tough spots. After all, he won the Monte Carlo Rally four years ago and they rate that one as hard as they come.

But this was ridiculous.

"Here we are coming over the brow of a hill," explained Paddy in his soft musical brogue "and there's one large truck right across the road and Marcel Rainville pleading with the man to move it but the man's got a rock in his hand and he's not having any of it."

"So I get out and I'm pleading with the man too and then Fritz Hochreuter arrives and he drives his Porsche round the back of the thing and what does the man do but back up the truck and almost flatten Fritz."

"Well, Fritz runs over and jumps in the cab and he's almost strangling the man and all of a sudden there's this daughter and she's screaming 'Daddy's being murdered' and here comes the mother and she has a gun and it's just a terrible thing. It could have been a real punchup."

It wasn't a truck but a 1965 maroon Chevrolet Impala with a home-built trailer behind it. But Paddy Hopkirk's confrontation with the farming fraternity of Huntsville, Ont., was the highlight of another dull day as competitors wound up the fifth leg of the Shell 400

By CHRIS ALLAN

car rally from Calgary to Halifax.

And though police ultimately had the obstruction moved, the loss in time dropped Ireland's gift to rallying from a fourth-place tie to 11th in unofficial standings here last night.

"I don't think the penalties should stand," offered Hopkirk in self-preservation. In this case the organizers should have reconnoitered the course properly and this farmer should have known the rally was coming through."

Officials did not comment on Hopkirk's assertion here, but other rallyists claim that the incident was occasioned when an earlier car reportedly almost struck a child in that area.

Americans Scott Harvey and Ralph Beckman continued to lead the rally here in a Barracuda with only eight penalty points despite their own share of trouble. A broken mounting supporting the drivetrain had to be roped together but held up during the afternoon leg from Ottawa.

"We decided to run clean or bomb out," said Harvey, "a perennial Shell competitor, "and our luck held. We replaced the mounting in 15 minutes when we got here."

The 15 minutes is the maximum allowed for repairs each evening with only the driver and the navigator permitted to work on the car.

In second over-all was the lead car of the American Motors team driven by former winner Paul MacLennan and navigator Jim Peters of Toronto with 16 points. Teammates Tom Jones of Port Arthur, Ont., and John Medwell in another Rambler American held third with 18 points.

They were followed by South African rally champion Ewold van Bergan and Toronto's Paul Manson in a Datsun.

None of the leaders lost

points yesterday in the run here from Sudbury.

Hochreuter of Agincourt, Ont., and navigator Ron Carney of Huntsville, who were in the farming ruckus with Hopkirk, also dropped in the standings from ninth at the lunch stop leaving the husband-and-wife crew of Hayden and Sylvia Gozzard from London, Ont., as the leading private entry.

Standings of Montreal area crews at yesterday's mid-morning point included Florent Guilbeault and Paul Rainville in Toyota in 12th place, Marcel Rainville and

Robin Edwardes in another Toyota, 20th; Pierre Cayer and Andre Beausejour in Peugeot, 27th; Kuuno Wittmer and Gilles Lacharite in another Peugeot 34th; and Klaus Ross and John Bird among the tailenders in 48th driving a Datsun.

Ross and Bird, two-time Shell 4000 champions, dropped out of contention Tuesday after mechanical trouble.

Today's leg is a 15-hour, 720-mile run to Saint John, N.B., with crews hoping for tougher conditions they had met today.

The rally ends in Halifax Friday.

Guelph Mercury
June 4 1968
**Judges Reverse
Points 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.

Moncton Times June 4 1968

Hoar, Cox Out Of 4,000 Rally

FORT WILLIAM, ONT. (Special) — The hopes of a Moncton — or even a New Brunswick rally team — winning or finishing the Shell 4,000 were quashed Monday night with the news that the team of Arnold Hoar and Bob Cox went off an embankment in the 990 mile-plus, day-long run.

The Moncton duet was 37th overall and sixth in their class before the accident.

Both escaped injury.

The pair are expected to be in Moncton by the end of the week after they build a tow line for the car.

Cornwall Standard-Freeholder

June 4 1968

Ireland's Hopkirk Leads Rally

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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

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four-point bulge on Scott Harvey and Ralph Beckman, both of Detroit, in a Barracuda.

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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.

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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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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.

Calgary Albertan June 4 1968

HAMMILL'S

SHELL 4000 DAILY REPORT

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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lost eight points and shared second place with Paul MacLennan of Toronto and Jim Peters of London, Ont., in a Rambler American.

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Vancouver Sun
June 4 1968

Leader Finds Way to Keep His Cool

By GORDON GRANT

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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.

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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Montreal-Matin June 4 1968

Une équipe du Québec aux premiers rangs du Shell 4,000

Fort Williams. (Spécial à Montréal-Matin) — Malgré de nombreuses déconfitures dont sont victimes les équipages du Québec, depuis les débuts du rallye Shell Trans-Canadien, à Calgary, samedi soir dernier, toute une équipe de la région montréalaise s'inscrit parmi les meneurs. Il s'agit de l'équipe Norfolk-Toyota dirigée par Florent Guilbault. Après l'étape de Regina, dimanche soir, soixante-trois concurrents étaient encore en lice. Cette journée de lundi, qui s'achèvera tard dans la soirée, devrait réduire le peloton considérablement.

Au moment d'écrire ces lignes, Paddy Hopkirk détient toujours le premier rang. Mais depuis dimanche soir, plusieurs accidents se sont produits. Tony Fall, d'Angleterre, pilote d'une Austin 1800, a capoté deux fois. Il a réparé sa voiture tant bien que mal et il était en route pour Fort Williams.

Une Renault Gordini a, elle aussi, fait deux tonneaux et le navigateur, Charles McLaren, a été blessé sérieusement à la tête.

Jean-Paul et Monique Pérusse, du Québec, qui formaient une équipe mixte sur Volks 1600,

ont raté un virage, huit milles après Regina, et ils ont endommagé lourdement leur véhicule. Ils ne furent pas blessés.

André Beauséjour et Pierre Cayer ont eu des difficultés avec le système d'échappement de leur Peugeot 204. Ils l'ont réparé pendant la nuit. Ils ont essuyé un retard de 70 minutes. Après un tour de force de Cayer, ils ont passé à leur dernier poste de vérification avec seulement trois minutes de retard.

Les Montréalais Trottier et Roland Poitras sont tombés en panne de carburateur et ont perdu au delà de trente minutes.

Un des équipages de la Gaspésie, Conrad Bouffard et Charles Parent, sont surnommés "les rois de la crevalson". Sept en deux jours.

L'équipe Norfolk se comporte de mieux en mieux. Il est à penser que les trois voitures de cette équipe termineront parmi les dix premiers. Les frères Rainville, Florent Guilbault, John Cato et compagnie sont à l'heure actuelle les meilleurs représentants du Québec.

Il serait bon de mentionner l'équipage Henri Biard-Guy L'Espérance qui se maintient au quinzième rang.

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.

Globe and Mail June 4 1968

Wrong signs confuse drivers in rally

Kerry; Hopkirk in front

FORT WILLIAM (CP) — The Qu'Appelle Valley of Saskatchewan gave drivers their roughest test so far in the Shell 4000 rally yesterday.

Two cars rolled over in mud. Other drivers became 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 rally.

Early yesterday, a Renault driven by John Cross, of London, Ont., and Charles McLaren of Toronto, rolled over and was wrecked 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.

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The 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

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