

Toronto Daily Star June 6 1968

Extra radiator illegal

Hopkirk ruled out of rally

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In a letter to British Motor Holdings, sponsors of Hopkirk's car, rally organizer Jim Gunn said the car was no longer eligible to continue.

The letter was delivered at 3:45 a.m. EDT, only 90 minutes before Hopkirk and his navigator, Mike Kerry, of Toronto, were due to take off on today's run to Saint John, N.B.

The radiator was installed because Hopkirk's car was experiencing overheating problems.

The problem began on the rally's first leg from Calgary to Regina. When Hopkirk's car left Regina Monday morning, it looked much like any other Mini Cooper, but when it arrived at the overnight stop at

Fort William, it had a new radiator on the front bumper.

At this point the question arose as to whether the addition complied with international rally rules.

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He lost the lead Tuesday to Scott Harvey and Ralph Beckman, both of Detroit, in their Barracuda. Harvey held his position yesterday and had eight points at the start of today's run.

Meanwhile, a farmer's wife holding a shotgun caused Hopkirk and Fritz

Hochreuter points yesterday —although it now is of little consequence to Hopkirk.

Hochreuter, driving a Porsche, dropped from six to 10th over-all and from first to third in the private entries class.

The trouble started when a farmer who didn't like cars blocked a road near Huntsville with his tractor just as Hopkirk and Hochreuter were approaching.

Hopkirk tried to drive around the obstruction, but Hochreuter decided the best way to handle the situation was by using blunt talk—he told the farmer to get the tractor out of the way or else.

The farmer grabbed a large pair of shears and moved to hit Hochreuter with them, whereupon he was grabbed in a stranglehold and wrestled to the ground.

The farmer's wife ran into the house and emerged with a shotgun which promptly ended the fight. The farmer and the rallyists decided the police should be called and eventually the tractor was ordered off the road.

Paul MacLennan of Toronto in a Rambler American holds second place with 16 points, while teammate Tom Jones of Port Arthur is third with 18.

**Brande Prairie
Daily Herald-Tribune**

June 6 1968

**Radiator
boils over
for racer**

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STANDINGS YESTERDAY

1. Scott Harvey, Dearborn Heights, Mich., Ralph Beckman, Ann Arbor, Mich., Barracuda - eight points.

2. Paul MacLennan, King, Ont., Jim Peters, Burlington, Ont., Rambler-16.

3. Tom Jones, Port Arthur, Ont. John Medwell, Toronto, Rambler - 18.

4. Ewold Leonard van Bergen, South Africa, Paul Manson, Toronto, Datsun- 24.

5. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont., Renault-49.

6. Tony Fall, Berkshire, England, Denis Johnson, Mt. Royal, Que., BMC 1800-50.

7. Hunter Floyd, St. Albert, Alta., Lutz Ecker, Don Mills, Ont., Rambler-51.

8. James Potts, London, Ont. Ernest Wilson, Ingersoll, Ont., Renault - 66.

9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass - 68.

10. Paddy Hopkirk, Berkshire, Mike Kerry, Toronto, Cooper S-74.

North Bay Nugget

June 6 1968

Second radiator added to car disqualifies Irish driver Hopkirk

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Paul MacLennan of Toronto in a Rambler American holds second place in the rally with 16 points while team-mate Tom Jones of Port Arthur is third with 18.

Lethbridge Herald
June 6 1968

Officials

Disqualify

Hopkirk

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Guelph Mercury June 6 1968

Tractor Ordered Off Road 4000 Rally Able To Continue

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Hopkirk tried to drive around the obstruction, but Hochreuter decided that the best way to handle the situation was by using blunt talk—he told the farmer to get the tractor out of the way or else.

The farmer grabbed a large pair of shears and moved to hit Hochreuter with them, whereupon he was grabbed in a strangle hold and wrestled to the ground.

Globe and Mail June 6 1968

Rally stalled

And the farmer took another road away

Special to The Globe and Mail

SHERBROOKE, Que. — All was well for Shell 4000 rally entrant Paddy Hopkirk of Ireland until he came across a roadblock near Huntsville, Ont., yesterday.

Parked across the highway was a truck. Beside it stood a grim-faced farmer.

In the tradition of Horatio, he was determined that no cars would get through. He backed up his stand with four-foot long shears.

"We've been held up by cows and our car has been running hot," said Hopkirk. "And now this!"

As car after car stopped at the blockade, the farmer remained adamant. Tempers began to climb.

Fritz Hochreuter of Agincourt, Ont., wasn't having any of the blockade. The leading private entry, he tried to drive his Porsche past the truck twice and failed.

Hochreuter then advanced upon the farmer, took the shears away to set off a tussle. Hochreuter pinned the farmer to the ground before the farmer received unexpected help.

The farmer's wife came running from their nearby house, waving a rifle.

The scuffle came to an end and, with his wife lending support, the farmer agreed to call police to settle the dispute.

Police ordered the road cleared for the rallyists on their way to Sherbrooke.

Hopkirk triumphantly drove his Mini-Cooper past the farmer and protected his fourth-place standing.

Scott Harvey of Detroit leads with only eight penalty points in a Chrysler. Paul MacLennan of Toronto is second with 16 in his Rambler American.

Rambler also held third place as Tom Jones of Port Arthur had only 18 penalty points.

Rally officials are not expected to penalize competitors held up by the roadblock.

The cars will leave today for Saint John, N.B., in the fifth leg of the event, which is expected to end tomorrow in Halifax.

SAINT JOHN, N.B. THURSDAY, JUNE 6, 1968

Rally Hits N.B. Today

SHERBROOKE, Que. — Entrants in the 4,000-mile Cross-Canada Rally were scheduled to begin leaving here at 5 o'clock this morning for their first-ever foray into the Maritime Provinces.

The rallyists will hit Edmundston late this afternoon after turning south at Riviere du Loup. They'll come straight down to Saint John, where Thursday's leg is to end at 9 p.m.

Scott Harvey of Detroit in his Plymouth Barracuda was still leading the pack as they neared Sherbrooke late last night.

This is the first time the rally has come farther east than Montreal.

Toronto Telegram June 6 1968

A new rally danger

SHERBROOK, Que. — (GP) — A car-hating farmer and his shotgun-toting wife provided the Cross-Canada rally with some of its most exciting moments yesterday.

After the first three rally cars whistled along a country road near Huntsville, Ont., the farmer blocked the road with his tractor, holding up a number of drivers including Fritz Hochreuter of Toronto.

Hochreuter argued with the farmer, who grabbed a large pair of shears and threatened to hit the rallyist. That appears to have been a mistake.

Hochreuter wrestled the farmer to the ground with a strangle-hold, at which point the farmer's wife dutifully appeared with a shotgun and the fight ended.

Hochreuter and the farmer then agreed to phone the police, who ordered the road cleared.

Rally officials have not yet decided whether penalty points will be assessed because of lost time.

Scott Harvey of Detroit, in a Barracuda, continued in first place with eight penalty points.

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rammer American, were second with 16, while the Rammer of Tom Jones of Port Arthur, Ont., is third with 18.

Paddy Hopkirk of Ireland, centre of a controversy because an additional radiator was installed in his car, was disqualified early today by rally officials.

Because of overheating problems the radiator was put on the front bumper of Hopkirk's Mini-Cooper shortly after the cars left Regina early Monday morning.

At that time rally officials said they were debating whether the addition conformed with rally regulations.

While they were debating, the radiator disappeared after the cars left Fort William Tuesday.

Hopkirk said it fell off.

The Saint John Evening Times June 6 1968

Irishman Disqualified From Cross-Canada Rally

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Re-appears Again

On the next leg of the rally—from Fort William to Sudbury—the radiator disappeared. Then, when the car arrived here Wednesday, the radiator was back on the car.

Hopkirk was in 10th place with 74 points when he was told he was out of the rally. He had led on the first two stages.

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Hopkirk tried to drive around the obstruction, but Hochreuter decided that the best way to handle the situation was by using blunt talk—he told the farmer to get the tractor out of the way or else.

The farmer grabbed a large pair of shears and moved to hit Hochreuter with them, whereupon he was grabbed in a strangle hold and wrestled to the ground.

Rally Results

SHERBROOKE (CP) — Results in the cross-Canada rally Wednesday:

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

2. Paul MacLennan, King, Ont., Jim Peters, Burlington, Ont., Rambler—16.

3. Tom Jones, Port Arthur, Ont., John Medwell, Toronto, Rambler—18.

4. Ewold Leonard van Bergen, South Africa, Paul Manson, Toronto, Datsun—24.

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

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8. James Potts, London, Ont., Ernest Wilson, Ingersoll, Ont., Renault—66.

9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass—68.

10. Paddy Hopkirk, Berkshire, Mike Kerry, Toronto, Cooper S—74.

12. Florent Guilbault, Hudson,

Que., Paul Rainville, Ile Perrot, Que., Toyota—82.

15. Charles Parent, Ste. Anne Des Monts, Que., Conrad Bouffard, Matane, Que., Chevelle—131.

17. Henri Biard, Montreal, Guy Lesperance, Montreal, Renault—149.

21. Marcel Rainville, Quebec City, Robin Edwardes, Pierrefonds, Que., Toyota—165.

23. Richard Vezina, Quebec City, Yvon Turmel, Quebec City, Volvo—179.

25. Pierre Cayer, Quebec City, Andre Beausejour, Longueuil, Que., Peugeot—230.

32. Arno Hansen, Dartmouth, N.S., Donald Mackenzie, Dartmouth, Volvo—393.

39. Kuno Wittmer, Terrebonne Heights, Que., Gilles Lacharite, La Salle, Que., Peugeot 204 GT—629.

42. Serge Trottier, Vieux Montreal, Roland Poitras, Montreal, Volkswagen—788.

45. Zenon Ouellet, Rimouski, Que., Raymond Joncas, Rimouski, Beaumont—885.

54. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—1,381.

Moncton Transcript
June 6 1968

OUT OF RALLY

By GORDON GRANT

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The farmer's wife ran into the house and emerged with a shotgun which promptly ended the fight. The farmer and the rallyists decided the police should be called and eventually the tractor was ordered off the road.

Regina Leader-Post June 6 1968

Hopkirk bounced using extra radiator

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Quebec L'Action June 6 1968

Drame évité de peu dans le Rallye Transcanadien

Les quatre concurrents québécois prenant part au Rallye Shell 4000 sont toujours qualifiés car ils étaient parmi la quarantaine d'équipage rescapés parvenus à Sherbrooke hier soir et devant en repartir à 4 heures du matin.

Richard Vézina et Yvon Turmel ont continué à progresser dans le classement en passant de la 28^e à la 25^e place. Il était même possible que leur position soit encore meilleure une fois compilés les temps et les pénalisations de la quatrième journée car ils ont été arrêtés comme plusieurs autres par un cultivateur en furie.

Un fermier qui déteste les automobiles et une femme brandissant un fusil de chasse se sont mis en effet en évidence au cours de la journée.

Après que les trois premières voitures eurent franchi un certain point sur une route rurale près de Huntsville, en Ontario, le fermier a décidé de mettre fin à tout ce vacarme en bloquant la voie avec son tracteur, et plusieurs concurrents, y compris le Torontois Fritz Hochreuter, ont dû suspendre momentanément leur activité.

Hochreuter s'est disputé avec le fermier qui l'a immédiatement menacé en brandissant une grosse paire de ciseaux. Ça semblait être une erreur de la part du fermier.

Hochreuter l'a expédié au sol comme un lutteur dans l'arène, mais la femme du fermier a fait irruption sur la scène fusil en main et sur ce, s'est terminé le combat.

Hochreuter et le fermier ont convenu de communiquer avec la police qui a ordonné au fermier de libérer la route.

Les organisateurs n'ont pas encore décidé s'ils allaient imposer des points de punition contre les concurrents pour avoir perdu du temps.

Quoi qu'il en soit, Scott Harvey, de Détroit, au volant d'une Barracuda, continuait d'occuper la première position avec un total de huit points de punition.

Paul MacLennan, de Toronto, et Jim Peters, de Burlington, en Ontario, dans une Rambler American, se trouvaient

en deuxième place avec 16 points de punition, alors que le Rambler de Tom Jones, de Port Arthur, était en troisième rang avec 18 points.

Marcel Rainville et Pierre Cayer ont également atteint Sherbrooke. Ils concourent séparément avec d'autres coéquipiers.

L'épreuve se poursuivra en direction de St-Jean, via Rivière-du-Loup et Edmundston. Le rallye doit s'achever vendredi soir à Halifax.



Richard Vézina et Yvon Turmel.
(Photo L'ACTION, par Marcel Laforce)

Hopkirk est disqualifié, un fermier veut bloquer le rallye



Le radiateur controversé

L'Irlandais Paddy Hopkirk doit surmonter plusieurs obstacles dans les derniers jours du rallye Shell. Ses adversaires ont vivement protesté parce que sa voiture est dotée d'un radiateur auxiliaire, afin de pallier au problème de chauffage. Hier, Hopkirk a été le premier participant à affronter le fermier entêté du nord de l'Ontario.

SHERBROOKE (PC)—Paddy Hopkirk, d'Irlande, a été disqualifié aujourd'hui du rallye Shell trans-Canada pour avoir installé un radiateur additionnel sur le pare-choc avant de sa Mini Cooper-S.

Dans une lettre adressée à la British Motor Holdings, commanditaires de Hopkirk, l'organisateur de l'épreuve de 4,000 milles, Jim Gunn, déclare que la voiture n'est plus éligible.

Hopkirk et son navigateur Mike Kerry, de Toronto, devaient prendre le départ ce matin pour l'étape qui les aurait menés à Saint-Jean, N.B.

Il avait installé ce radiateur supplémentaire après avoir connu des difficultés à refroidir son moteur.

Cet étrange appareil est fixé sur le pare-chocs avant de sa minuscule voiture dans le but de pallier au problème de chauffage qui menaçait de l'éliminer de cette impitoyable épreuve d'endurance.

Le premier rallyste à être stoppé par ce blocus d'un nouveau genre fut Paddy Hopkirk, d'Irlande, au volant de sa mini-Cooper qui de nouveau était dotée de son radiateur auxiliaire. Le mystérieux radiateur avait fait son apparition lundi dernier pour disparaître le jour suivant, et finalement réapparaître hier.

L'incident du jour au rallye

Par ailleurs, un fermier qui détestait les automobiles, et une femme brandissant un fusil de chasse, ont fait les frais du rallye, hier.

Lorsqu'il se vit face à face avec le camion et le fermier enragé, Hopkirk ne savait plus à quel saint se vouer. "Nous avons été retenus par des troupeaux de vaches, nos voitures ont chauffé à quelques reprises, mais ça c'est le bou-quet", de déclarer le rallyste de réputation internationale, d'un air exaspéré.

Sur ces entrefaites, Fritz Hochreuter d'Agincourt, Ont. s'amena au volant de sa Porsche. Le meneur au classement des inscriptions privées n'entendait nullement se laisser intimider.

Le fermier au sol

Après avoir essayé à deux reprises mais en vain de contourner l'obstacle il décida d'apporter les grands moyens. Voyant que le fermier se dirigeait vers lui d'un air menaçant, en faisant tout rhoyer dans sa main des cisailles en guise de tomahawk, Hochreuter décida qu'aux "grands maux, il fallait les grands remèdes".

Avec une dextérité peu commune, il parvint en deux temps, deux mouvements, à désarmer le fermier et à lui river les épaules au sol. Voyant son mari dans une dangereuse posture, du moins elle le croyait, son épouse courut à la maison chercher du renfort.

Pendant ce temps, plusieurs voitures commençaient à arriver et à s'aligner accumulant par le fait même des points de pénalisation. Toutefois, la plupart des conducteurs semblaient fort intéressés par cette tragi-comédie inédite. "C'est l'incident le plus cocasse du rallye Shell", devait commenter plus tard l'un des participants.

La police fut mandée sur les lieux et les esprits s'étant calmés, la route fut rapidement débloquée. On ne sut jamais la raison de ce geste inconsidéré, car les rallystes n'étant pas trop friands de points de pénalisation, s'empressèrent de reprendre leur chemin.

A la suite d'une erreur de calcul commise par le meneur des premiers jours, Hopkirk, c'est actuellement Scott Harvey, de Détroit, au volant d'une Barracuda qui mène avec quatre points de pénalisation.

Il est suivi de Paul MacLennan, de Toronto, avec 16 points et de Tom Jones, de Port Arthur, avec 18 points, tous deux au volant de Rambler American.

L'écurie Rambler détient toujours une confortable avance sur les Toyota et les Datsun dans la course pour le convoité trophée des constructeurs.

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British Consols



Tabac de Virginie doux et suave



AUJOURD'HUI

Ligue Nationale

Détroit à Peterborough

Vancouver à New West.

Ligue du Québec

Caughnawaga à Drummondville

Sorel à Valleyfield

HIER

CLASSEMENT

Ligue Nationale

Toronto 7 - Peterborough 12

Ligue Nationale

(DIVISION EST)

	J	G	P	B	Bc	Pts
Détroit	8	7	1	110	80	14
Peterborough	8	5	3	104	75	10
Toronto	10	3	7	88	110	4
CANADIENS	4	1	3	56	90	2

(DIVISION OUEST)

	J	G	P	B	Bc	Pts
Vancouver	4	4	0	3	44	48
Portland	7	4	3	89	64	8
Victoria	7	4	3	64	75	4
New West.	4	2	2	58	70	4

Ligue du Québec

	J	G	P	B	Bc	Pts
Drummondville	5	5	0	51	34	10
Valleyfield	6	3	3	54	60	6
Sherbrooke	7	3	4	71	64	6
Caughnawaga	6	2	4	61	67	4
Sorel	6	2	4	44	55	4

Harada gagne

TOKYO (PA) — L'ancien champion mondial des poids coqs, Fighting Harada, du Japon, l'a emporté par décision aux dépens de l'Américain Dwight Hawkins.

Il s'agissait du premier combat de Harada chez les poids légers.



**Fort William
Times-Journal
June 6 1968**

Rally Results

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9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass—68.

10. Paddy Hopkirk, Berkshire, Mike Kerry, Toronto, Cooper S—74.

Disqualify Irish Driver For Adding A Second Rad

By GORDON GRANT

SHERBROOKE (CP) — Paddy Hopkirk of Ireland today was disqualified from the cross-Canada rally because of the addition of a second radiator to his Mini Cooper.

In a letter to British Motor Holdings, sponsors of Hopkirk's car, rally organizer Jim Gunn said the car was no longer eligible to continue in the rally.

The letter was delivered at 3:45 a.m. EDT, only 90 minutes before Hopkirk and his navigator, Mike Kerry, of Toronto, were due to take off on today's run to Saint John, N.B.

The radiator was installed because Hopkirk's car was experiencing overheating problems.

The problem began on the rally's first leg from Calgary to Regina. When Hopkirk's car left Regina Monday morning, it looked much like any other Mini Cooper, but when it arrived at the overnight stop at Fort William, it had a new radiator on the front bumper.

At this point the question arose as to whether the addition complied with international rally rules.

RE-APPEARS AGAIN

On the next leg of the rally—from Fort William to Sudbury—the radiator disappeared. Then, when the car arrived here Wednesday, the radiator was back on the car.

Hopkirk was in 10th place with 74 points when he was told he was out of the rally. He had led on the first two stages.

He lost the lead Tuesday to Scott Harvey and Ralph Beckman, both of Detroit, in their Barracuda. Harvey held his position Wednesday and had eight points at the start of today's run.

Meanwhile, a farmer's wife holding a shotgun caused Hopkirk and Fritz Hochreuter points Wednesday—although it now is of little consequence to Hopkirk.

Hochreuter, driving a Porsche, dropped from six to 10th over-all and from first to third in the private entries class.

The trouble started when a farmer who didn't like cars blocked a road near Huntsville, Ont., with his tractor just as Hopkirk and Hochreuter were approaching.

'MOVE, OR ELSE'

Hopkirk tried to drive around the obstruction, but Hochreuter decided that the best way to handle the situation was by using blunt talk—he told the farmer to get the tractor out of the way or else.

The farmer grabbed a large pair of shears and moved to hit Hochreuter with them, whereupon he was grabbed in a strangle hold and wrestled to the ground.

The farmer's wife ran into the house and emerged with a shotgun which promptly ended the fight. The farmer and the rallyists decided the police should be called and eventually the tractor was ordered off the road.

Paul MacLennan of Toronto in a Rambler American holds second place in the rally with 16 points while team-mate Tom Jones of Port Arthur is third with 18.

Leading the private entries

category is the husband and wife team of Haydn and Sylvia Gozzard, of London, Ont., in a Renault with 49 points.

American Motors leads the manufacturer's category with 85 points.

Montreal Gazette June 6 1968

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 husva 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.

Victoria Colonist
June 6 1968

Road Rally Blocked By Farmer

SHERBROOKE, Que. (CP) — A car-hating farmer and his shotgun-toting wife provided the cross-Canada rally with all of its excitement Wednesday.

After the first three rally cars whistled along a country road near Huntsville, Ont., the farmer blocked the road with his tractor, holding up a number of drivers including Fritz Hochreuter of Toronto.

Hochreuter argued with the farmer, who grabbed a large pair of shears and threatened to hit the rallyist. That appears to have been a mistake.

END OF FIGHT

Hochreuter wrestled the farmer to the ground with a beautiful stranglehold, and then the farmer's wife dutifully appeared with a shotgun and the fight ended.

Hochreuter and the farmer then agreed to phone the police, who ordered the road cleared.

Rally organizers have not yet

decided whether penalty points will be assessed because of lost time.

Meanwhile, Scott Harvey of Detroit, in a Barracuda, continued in first place with eight penalty points.

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rambler American, were second with 16, while the Rambler of Tom Jones of Port Arthur, Ont., is third with 18.

BUMPER POSITION

Paddy Hopkirk of Ireland, centre of a controversy because an additional radiator was installed in his car, remains in the rally and the radiator has reappeared.

Because of overheating problems, the radiator was put on the front bumper of Hopkirk's Mini-Cooper shortly after the cars left Regina early Monday morning.

At that time rally officials said they were debating whether the addition conformed with rally regulations.

FELL OFF?

While they were debating, the radiator disappeared after the cars left Fort William Tuesday morning.

Hopkirk said it fell off.

Apparently it fell back on again today, as his engine's heating problems recurred with temperatures along the rally route in the 80s.

Rally officials continued to debate.

St. John Times-Globe June 6 1968

Irishman Disqualified From Cross-Canada Rally

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Re-appears Again

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Hopkirk was in 10th place with 74 points when he was told he was out of the rally. He had led on the first two stages.

He lost the lead Tuesday to Scott Harvey and Ralph Beckman, both of Detroit, in their Barracuda. Harvey held his position Wednesday and had eight points at the start of today's run.

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9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass—68.

10. Paddy Hopkirk, Berkshire, Mike Kerry, Toronto, Cooper S—74.

12. Florent Guilbault, Hudson,

Que., Paul Rainville, Ile Perrot, Que., Toyota—82.

15. Charles Parent, Ste. Anne Des Monts, Que., Conrad Bouffard, Matane, Que., Chevelle—131.

17. Henri Biard, Montreal, Guy Lesperance, Montreal, Renault—149.

21. Marcel Rainville, Quebec City, Robin Edwardes, Pierrefonds, Que., Toyota—165.

23. Richard Vezina, Quebec City, Yvon Turmel, Quebec City, Volvo—179.

25. Pierre Cayer, Quebec City, Andre Beausejour, Longueuil, Que., Peugeot—230.

32. Arno Hansen, Dartmouth, N.S., Donald Mackenzie, Dartmouth, Volvo—393.

39. Kuno Wittmer, Terrebonne Heights, Que., Gilles Lacharite, La Salle, Que., Peugeot 204 GT—629.

42. Serge Trottier, Vieux Montreal, Roland Poitras, Montreal, Volkswagen—788.

45. Zenon Ouellet, Rimouski, Que., Raymond Joncas, Rimouski, Beaumont—885.

54. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—1,381.

LOCALS IN RALLY

The Shell 4000 Rally finishes at the Hotel Nova Scotian in Halifax tomorrow, and some of the top international rallyists in the world will be arriving throughout the late afternoon and evening.

The only Nova Scotia entry in the rally is from Dartmouth. Arno Hansen of 561 Pleasant Street is driving a 1780 cc Volvo, and his second driver and navigator is Don MacKenzie of 23 Weyburn Road. This is Arno's second try at the Shell 4000, but is a first for MacKenzie, although they are both widely experienced in rallies in the Maritimes.

Arno Hansen's navigator in his last Shell competition is also in this one, but now he has a home base in Ottawa. John Slade is a Lieutenant Commander in the Armed Forces, and he was stationed in Stadacona during his attempt at the prize money with Mr. Hansen.

Slade is considered to be one of the threats this year, as he navigates for a Guelph University biologist, Dr. Keith Ronald. Slade finished 28 in the 1967 Shell event; was 11th, 3rd in class, member of the first team in 1966; a member of the first club team in the 1967 Canadian Winter Rally; 11th overall, 2nd in call in 1968; runner-up for national championship navigator in 1967; first overall in the 1967 Alleghany, Highlands, Quebec, Fall Night, and 1968 Conestoga.

Although the Atlantic Sports Car Club is very active in this area, the average citizen knows little of the techniques of rallying. Here are a few of the details of rallying in general and the Shell 4000 in particular:

Every car leaving Calgary, at two-minute intervals, has a zero score. As each car progresses across the route through more than ninety control points, it is timed, to the minute, for its proper time of arrival. If it does not arrive on its scheduled time, it is penalized at the rate of 10 points per minute for being either early or late. Points are accumulated day by day until at the finish the crew having the lowest number of points is declared the winner. Penalty points are also made for infractions of traffic laws, missing controls and for breaking the seals of the major components of the cars (engines, transmissions and rear axles are sealed before the start and must be intact at the finish). Similarly, the lowest point score in class (size of engine), category (private, or general, mixed crew, etc.) and teams of three cars are declared.

All times are recorded on a card carried by the competitors, and twice each day the scores are compiled from the card.

The number carried by each car only indicates its starting time at Calgary, behind the first car, thus with car No. 101 starting first, car No. 150 will travel 100 minutes later on its own

schedule. Starting positions at Calgary are drawn out of a hat before the start of the event.

THE ROUTE

The route for 1968 is 4000 miles and will require 95 hours of driving over a six-day period. The overall average that the competitors must maintain will be 43 miles per hour over highway and byway. The actual average speeds set for any portion of the route will depend on the road used and the provincial speed limit imposed.

The competitors determine the exact schedule and route that they must follow from the route book issued at the start of each day's section. Locations of most control points are not known, but if the route as described is followed, controls will be encountered.

COMPETITORS

Competitors come from all walks of life and are for the most part amateur or semi-professional. For a private entry, the fee is \$100.00, and for manufacturers and sponsored crews \$250.00 per car. Team entries of 3 cars are also encouraged and there are teams, entered by manufacturers and private entrants. Prizes are provided for categories and teams.

CARS

Cars are all standard models, with catalogued options permitted to the specification of the Federation Internationale de l'Automobile, which only permit limited modifications. All the cars must be equipped with seat belts, first aid kits, fire extinguishers and warning flares. The cars are thoroughly inspected before the Rally and periodically given a safety inspection during the course of the event.

PRIZES

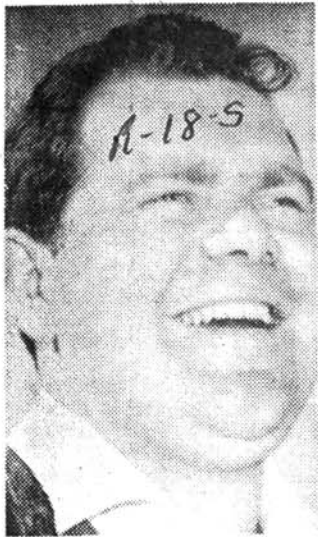
More than 70 trophies and \$14,000 in cash will be awarded to winners. The two crew members who are declared overall winners will receive the Shell Grand Award and \$1,000.00. There are three awards in classes and categories, 1st, 2nd and 3rd place. If they are members of the winning team and, of course, as overall winners they also win their class and category, their total purse would be about \$1,500.00 each. Private entries will be competing for five awards, the highest being \$1,000.00. A mixed couples award of \$1,000.00 is also made.

WORLD CHAMPIONSHIP

A world Rally Trophy for automobile manufacturers is sponsored by the Royal Automobile Club in England, and the Shell 4000 is the sole North American event of a total of five car rallies held in Europe and Africa.

SHELL PRODUCTS AND TESTS

All competitors are supplied with Shell products and services at no charge during the Rally. All major repairs are, however, the responsibility of the competitors.



TOM JONES
... runs third



PAUL MacLENNAN
... second spot



PAT STILES
... electric trouble

Irate Farmer Bars Path Of Shell Rally Drivers

By **PETE MATTHEWS**
[Herald Staff Writer]

SHERBROOKE, Que. — Quebecers turned out by the thousands Wednesday to greet the Shell 4,000 rallyists, displaying a Gallic fervor worthy of Europe's Monte Carlo event.

But bad routing and organization earlier left many Ontario residents angry and they showed their displeasure by waving their fists instead of their hands after each passing car.

The Ontario disenchantment began when some competitors, faced with very high average speeds to maintain on narrow rural roads, found that they had to pass through small communities at a time when school children were returning home for lunch.

SPEEDING TICKETS REPORTED

There were no accidents but the Ontario provincial police apparently received many complaints of speeding and unconfirmed reports said that at least two competitors were handed speeding tickets. If true it meant instant disqualification for the offenders.

One incident cost the Mini-Cooper S of Paddy Hopkirk and Mike Kerry 50 penalties while three other cars were similarly penalized.

A farmer, deliberately blocking a road with his truck, started a fight with Fritz Hochreuter of Toronto who asked him to move. The fracas ended with the farmer's wife appearing with a shotgun just as a police car arrived. All was settled fairly amicably but Hochreuter, Hopkirk and the others were unable to pick up the lost time. Hopkirk dropped from fourth to 10th place as a result.

HOPKIRK IS DISQUALIFIED

This overnight stop for Wednesday's 660-mile run from Sudbury provided a complete contrast to the Ontario coolness. As the cars arrived at the day's final control at the University of Sherbrooke, they were met by mini-skirted mademoiselles and a milling crowd of at least 2,000 students and residents.

Hopkirk was disqualified early this morning for driving with an extra radiator on his car during the second day of the event. Though the extra rad has long since dis-

appeared, it is likely that protests from other competitors will prompt disqualification of the Irish rallying champion.

Tony Fall was British Motor Holdings only hope. His Austin 1800 was in sixth place overall with 50 penalties.

Scott Harvey and Ralph Beckman still held their lead but were reported to be having difficulties with their Barracuda Formula S which had a broken body frame support. The Chrysler Canada crew had their second clear day in a row, however, and still had only eight penalties.

MacLENNAN-PETERS STILL SECOND

Close behind, with the same 16 penalties they had Tuesday, was Ontario drivers Paul MacLennan and Jim Peters in an American Motors Rambler.

The second of the three-car Rambler team driven by Tony Jones and John Medwell, also from Ontario, was in third place with 18 penalties.

South African champion Ewold van Bergen and his Canadian co-driver Paul Manson held down fourth place with 24 penalties, followed by the husband-and-wife team of Haydn and Sylvia Gozzard of London, Ont., with 49 penalty points.

Calgary drivers Pat Stiles and Doug Jackman lost points Wednesday in the Hammill Motors Datsun 1600 when they suffered an electrical fault which took time to locate and repair. The team dropped 10 places and were in 30th position with 336 penalties.

KRAMER SUNBEAM ADVANCES TWO

Geoff Howe and Kneale Johnson picked up two places in the Kramer Chrysler Sunbeam Arrow for a total of 1673 penalties. The third Calgary outfit of Dave Stratton and Walter Petersen were in 43rd place with their Mini-Cooper S with a total of 825 penalties.

The rally promised to get increasingly tougher during the final two days with today's run taking the cars to Saint John, N.B., via Riviere du Loup, Que., and Fredericton. Two flat-out speed sections were expected to reduce the remaining 59 cars for the final field which heads for the finish at Halifax Friday.

Nelson News June 6 1968

Farmer, Wife and Shotgun Stall Cross-Canada Rally

By GORDON GRANT

SHERBROOKE, Que. (CP) — A car-hating farmer and his shotgun-toting wife provided the cross-Canada rally with all of its excitement Wednesday.

After the first three rally cars whistled along a country road near Huntsville, Ont., the farmer blocked the road with his tractor, holding up a number of drivers including Fritz Hochreuter of Toronto.

Hochreuter argued with the farmer, who grabbed a large pair of shears and threatened to hit the rallyist. That appears to have been a mistake.

Hochreuter wrestled the farmer to the ground with a beautiful stranglehold, and then the farmer's wife dutifully appeared with a shotgun and the fight ended.

Hochreuter and the farmer then agreed to phone the police, who ordered the road cleared.

DOUBTS ABOUT PENALTY

Rally organizers have not yet decided whether penalty points will be assessed because of lost time.

Meanwhile, Scott Harvey of Detroit, in a Barracuda, continued in first place with eight penalty points.

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., in a Rambler American, were second with 16, while the

Rambler of Tom Jones of Port Arthur, Ont., is third with 18.

Paddy Hopkirk of Ireland, centre of a controversy because an additional radiator was installed in his car, remains in the rally - and the radiator has reappeared.

Because of overheating problems, the radiator was put on the front bumper of Hopkirk's Mini-Cooper shortly after the cars left Regina early Monday morning.

DEBATE REGULATIONS

At that time rally officials said they were debating whether the addition conformed with rally regulations.

While they were debating, the radiator disappeared after the cars left Fort William Tuesday morning.

Hopkirk said it fell off.

Red Deer Advocate June 6 1968

Hopkirk Disqualified For Addition Of 2nd Radiator

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Hochreuter, driving a Porsche, dropped from sixth to 10th over-all and from first to third in the private entries class.

The trouble started when a farmer who didn't like cars blocked a road near Huntsville, Ont., with his tractor just as Hopkirk and Hochreuter were approaching.

'MOVE, OR ELSE'

Hopkirk tried to drive around the obstruction, but Hochreuter decided that the best way to handle the situation was by using blunt talk—he told the farmer to get the tractor out of the way or else.

The farmer grabbed a large pair of shears and moved to hit Hochreuter with them, whereupon he was grabbed in a strangle hold and wrestled to the ground.

The farmer's wife ran into the house and emerged with a shotgun which promptly ended the fight. The farmer and the rallyists decided the police should be called and eventually the tractor was ordered off the road.

Paul MacLennan of Toronto in a Rambler American holds second place in the rally with 16

points while team-mate Tom Jones of Port Arthur is third with 18.

Ron Lynch of Red Deer and Ray Middlemiss of Vancouver were assessed 50 penalty points in Wednesday's run, bringing their total to 159, but dropped only one place—from 17th to 18th.

Leading the private entries category is the husband and wife team of Haydn and Sylvia Gozzard, of London, Ont., in a Renault with 49 points.

American Motors leads the manufacturer's category with 85 points.

Granby La Voix de L'est
June 6 1968

On s'oppose au rallye Shell..!

SHERBROOKE (PC)—Un fermier de libérer la route. Les organisateurs n'ont pas Paul MacLennan, de Toronto, et Jim Peters, de Burlington, en Ontario, dans une Rambler American, se trouvaient en deuxième place avec 16 points de punition, alors que le Rambler de Tom Jones, de Port Arthur, était en troisième rang avec 18 points.

Après que les trois premières voitures eurent franchi un certain point sur une route rurale près de Huntsville, en Ontario, le fermier a décidé de mettre fin à tout ce vacarme en bloquant le voie avec son tracteur, et plusieurs concurrents, y compris le Torontois Fritz Hochreuter, ont dû suspendre momentanément leur activité.

Hochreuter s'est disputé avec le fermier qui l'a immédiatement menacé en brandissant une grosse paire de ciseaux. Ça semblait être une erreur de la part du fermier.

Hochreuter l'a expédié au sol comme un lutteur dans l'arène, mais la femme du fermier a fait irruption sur la scène fusil en main et sur ce, s'est terminé le combat.

Hochreuter et le fermier ont convenu de communiquer avec la police qui a ordonné au fer-

Kamloops Sentinel June 6 1968

Hopkirk Banned From 4,000 Rally

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The farmer's wife ran into the house and emerged with a shotgun which promptly ended the fight. The farmer and the rallyists decided the police should be called and eventually the tractor was ordered off the road.

SPORTS COMMENT

Borden Man's Family Doing Well In Rally

By CHRIS AYLOTT



AS THE TOUGH Shell 4,000 cross-Canada car rally today heads toward an overnight stop at Saint John, New Brunswick, on its fifth leg, an entry of interest locally is doing extremely well.

The husband and wife team of Haydn and Sylvia Gozzard from London shared the lead in the private entry group in their Renault with Fritz Hochreuter of Agincourt and Huntsville's Ron Carney, driving a Porsche. At the time of writing, the two cars held a share of sixth place over-all with 49 penalty points as the rallyists left Sudbury on the fourth leg, following an overnight stop.

FOR CO-DRIVER and navigator Carney, the route came close to his home town of Huntsville early yesterday morning, where Twin Lakes Motor Club representative Dale Kitchen of Barrie was manning a check point. The cars were to have a breakfast stop there before heading east through the Ottawa Valley and on to Sherbrooke, Quebec.

The fine showing of the Gozzard entry, which did not lose a single penalty point on the second and third legs, is especially pleasing to one very interested person from Base Borden. The pair are the daughter and son-in-law of Sgt. Burnett.

Meanwhile, Simcoe County's lone entry from Orillia is still moving along midway in the field. At Sudbury, Ed Golz and Mark McCutcheon had their Buick GS-400 in 39th place with 444 penalty points.

THE RALLY, which in the first seven years always finished at either Vancouver or Montreal, this time is wending its way through the Maritimes for the first time. Some challenging routes are promised as the two remaining closed speed sections attest. This morning after leaving Sherbrooke at 5 a.m., the cars were challenged by a 14-mile closed section in the Domtar Forest, listed as a private logging road. Around 8 p.m. tonight, they will speed through a military road at Camp Gagetown, near Fredericton. If last year's run over the driver training track at Borden is any indication (and this writer can personally verify this), the military boys will have a severe test in store for the by-now battered machines.

TWO POPULAR softball tournaments in Simcoe County are coming up shortly. The annual Vasey Field Day is set for Saturday, June 15, featuring an eight-team elimination softball competition, along with the popular horseshoe pitching.

Competition, in pursuit of \$75 and \$35 prizes, gets under way at 12:30 noon with three Toronto teams, along with Elmvale, Orillia, two from Barrie and the host community entered. This well-known event last year was a victim of the elements. The tourney was not played in 1967 as it was twice rained out.

Don Lowe reports that the annual Elmvale softball tournament is all set to go on Monday, July 1st. This event, which will involve some Barrie entries, is being organized by Elmvale Mets, since the senior Palace Hotel team unfortunately was forced to withdraw their team from the Barrie and District League recently.

Early Finish For Hopkirk

SHERBROOKE (CP) — Paddy Hopkirk of Ireland today was disqualified from the cross-Canada rally because of the addition of a second radiator to his Mini Cooper.

In a letter to British Motor Holdings, sponsors of Hopkirk's car, rally organizer Jim Gunn said the car was no longer eligible to continue in the rally.

The letter was delivered at 3:45 a.m. EDT, only 90 minutes before Hopkirk and his navigator, Mike Kerry, of Toronto, were due to take off on today's run to Saint John, N.B.

The radiator was installed because Hopkirk's car was experiencing overheating problems.

The problem began on the rally's first leg from Calgary to Regina. When Hopkirk's car left Regina Monday morning, it looked much like any other Mini Cooper, but when it arrived at the overnight stop at Fort William, it had a new radiator on the front bumper.

At this point the question arose as to whether the addition complied with international rally rules.

RE-APPEARS AGAIN

On the next leg of the rally—from Fort William to Sudbury—the radiator disappeared. Then, when the car arrived here Wednesday, the radiator was back on the car.

Hopkirk was in 10th place with 74 points when he was told he was out of the rally. He had led on the first two stages.

He lost the lead Tuesday to Scott Harvey and Ralph Beckman, both of Detroit, in their Barracuda. Harvey held his position Wednesday and had eight points at the start of today's run.

Meanwhile, a farmer's wife holding a shotgun caused Hopkirk and Fritz Hochreuter points Wednesday—although it now is of little consequence to Hopkirk.

Hochreuter, driving a Porsche, dropped from six to 10th over-all and from first to third in the private entries class.

The trouble started when a farmer who didn't like cars blocked a road near Huntsville, Ont., with his tractor just as Hopkirk and Hochreuter were approaching.

**Woodstock
Sentinel Review
June 6 1968
Wilson Climbs
Eighth Place**

SHERBROOKE CP) — Results in the cross-Canada rally Wednesday:

1. Scott Harvey, Dearborn Heights, Mich., Ralph Beckman, Ann Arbor, Mich., Barracuda—eight points.
2. Paul MacLennan, King, Ont., Jim Peters, Burlington, Ont., Rambler—16.
3. Tom Jones, Port Arthur, Ont., John Medwell, Toronto, Rambler—18.
4. Ewold Leonard van Bergen, South Africa, Paul Manson, Toronto, Datsun—24.
5. Haydn Gozzard, London, Ont., Sylvia Gozzard, London, Ont., Renault—49.
6. Tony Fall, Berkshire, England, Denis Johnson, Mt. Royal, Que., BMC 1800—50.
7. Hunter Floyd, St. Albert, Alta., Lutz Ecker, Don Mills, Ont., Rambler—51.
8. James Potts, London, Ont., Ernest Wilson, Ingersoll, Ont., Renault—66.
9. Mo Carter, Burlington, Ont., Art Dempsey, Weston, Ont., F85 Cutlass—68.
10. Paddy Hopkirk, Berkshire, Mike Kerry, Toronto, Cooper S—74.
11. Fritz Hochreuter, Toronto, Ron Carney, Huntsville, Porsche—79.
13. John Smith, Kingston, John Catto, Ottawa, Toyota—107.
14. Norm Van Louis, Ottawa, Sieg Galk, Vancouver, Datsun—109.
16. Bruce Schmidt, Tavistock, Betty Schmidt, Tavistock, Volkswagen—141.