



B.C. CENTENNIAL RALLY

by John Kerr — Brian Hillis photos

Gozzard/Grundy Gordini takes top honours

After a three-year wait, the cross-Canada rally finally became a reality once again as 38 cars left Lansdowne Park in Ottawa bound for "Mile 0" of the Trans-Canada Highway in Victoria. The rally, sponsored by the federal and B.C. governments and supported by Check Lubricants and Castrol Oil, was to provide a symbolic link between the provincial and national capitals in conjunction with the B.C. Centennial celebrations. Less than half of these determined crews, however, would check into the final control on Beacon Hill in Victoria.

The entry for the event, while not coming anywhere near the number that organizer Jim Gunn had hoped for, was generally one of top calibre. Fiat Motors fielded the only sponsored team, entering three 124 Sport Coupes with 1608 cc engines (European version). These were crewed by Bruce and Betty Schmidt, Paul McLennan and Dave Phippen, and Dave McEachran and Marc Chappell. C.M.I. Toyota entered a new 1600 cc Corolla driven by current Canadian Champions Walter Boyce and Doug Woods. Forbes Motors of Kitchener, Ontario had 1970 Ontario Rally Champions Tammi Ruutopold and Don Leonard entered in a new Firenza. The sponsored entries were rounded out by an Austin America from Butler Imports in Indiana driven by Steve Fernald and Ed Jenkins.

The balance of the field were all private entries. However, the definition of private had been changed from previous events of this nature, allowing private entries to carry advertising. Canada Track and Traffic's logo appeared on the side of a new Fiat 124 Coupe driven by Gord McCallum and Steve Carrick of Toronto. Brian Chuchua, a top American off-road racer, was entered with Cam Warren in a Jeepster Roadster (two-wheel-drive). Jock Wilson had his World Cup Mercedes diesel refurbished for the event, and was running with Bob Lindquist of Toronto. Haydn Gozzard was entered with Dave Grundy, a new face on the Canadian rally scene. Haydn had been unable to get his Renault R-12 Gordini because of strikes in France and had elected to run the same R-8 Gordini with which he had won the 1970 Winter Rally. Stan and Suzanne Crews, veterans of the cross-Canada thing, were on hand with a Saab, as were Tom Samida and Brian Fox from Michigan, driving an A.M.C. Hornet. British Columbia was well represented by Jim and Randy Black in their Datsun 1600 SSS. Ed Golz, a veteran of Shell 4000's was on hand, also driving a Datsun, a real change from his previous rally car — a Buick G.S. 400. And so the entry list went on . . .

The first part of the route had been laid out by two of the best organizing clubs in Canada, the Outaouais Valley Autosport Club of Ottawa and the St. Lawrence Auto Club of Kingston. They wasted no time in attempting to sort out the field. The route was over some of the most challenging rally roads in the area, which are second to

none. These roads, combined with 45 m.p.h. average speeds and plenty of controls did the job well. Car after car began racking up penalties as they were unable to maintain the pace. It was almost as if it was a 500 mile National rather than the first leg of a 5,000 mile marathon.

The first victims of this pace were George Wirtjes and Bob Baker. They managed to get their Mazda R-100 out of shape and rolled over less than 200 miles from Ottawa. Next was the propane powered Dodge Coronet from St. Clair College in Windsor driven by Dennis Lewis and Mike Filip. Lewis ran off the road into a deep ditch while letting a faster car go by. And so it went on, the casualty list mounting steadily. Boyce and Woods, after establishing a good lead with the Toyota, had the fan go through the rad when the car jumped out of gear and the engine shifted forward. The McCallum/Carrick Fiat lost half its power when the accelerator linkage bent and the throttle wouldn't open fully. The McEachran/Chappell Fiat blew a rear end on the same stretch that eliminated Boyce and Woods. Next was the Fiat 124 driven by Roger Fountain and Ray Floyd. Roger slid off the road into a rock pile, severely damaging the front suspension. They extricated it from the ditch only to have it roll over in the next corner when the steering jammed. However, they righted it once more and pressed on, missing two controls to get back in their time allowance.

After the fuel stop in Hastings, it was an easy run to the breakfast stop in Toronto. (The Mosport Special Stage had been cancelled and it was transit sections from there to the Ontario Science Center in Don Mills.) The crews were allowed 15 minutes for servicing their cars in the parc-ferme before departing for the special stage at Camp Borden, and many made use of it. The McCallum/Carrick Fiat was gone over by Leny Rabbito, who had prepared the engine. He managed to fix the throttle linkage but at the same time confirmed that they had a broken piston ring, something they had suspected since a few hours before the start. After a brief conference with Rabbito, they elected to take the gamble and press on. At the same time, the Wirtjes/Baker Mazda was getting a quick body job and a new windshield. Similar activity was going on all over the parc-ferme as crews made last minute repairs and adjustments.

After leaving the Science Center, the competitors followed a transit section to the start of the first Special Stage at Camp Borden. This stage proved little, except that the directions for following the course in the stage should have been much better. Odometer error caused by the soft sand, coupled with route arrows that were hard to see in the dust, caused almost every crew to overshoot turns, miss corners, and generally chase around like a Keystone Cops comedy. In addition, the target times were totally impossible and the penalties

soared. Fastest times for each class were: Class 1 (0-1300 cc) Gozzard/Grundy, Renault Gordini, 9 min. 59 sec.; Class 2 (1300-2000 cc) MacLennan/Phippen, Fiat, 10 min. 8 sec.; Class 3 (2000-3000 cc) Ogden/MacKenzie, Porsche, 10 min. 48 sec.; Class 4 (over 3000 cc) Samida/Fox, Hornet, 10 min. 19 sec.

From Borden, the route went north to the Huntsville area via transit sections. Out of Huntsville the competitors were greeted by a series of four fast controls where cars lost considerable time. Then it was on to North Bay, Sudbury, and Elliot Lake via more transit sections interspersed with short testing bits of rallying. Bruce and Betty Schmidt almost lost the rear end out of their Fiat in this section but luckily managed to get the fluid replaced just before it seized.

From Elliot Lake to Sault Ste. Marie, it was a real thrash. Two long sections through forests cost many competitors heavy penalties. The second of these was to prove the most difficult, allowing only three cars to run through without penalty. It was here on the Mushagee Lake Road that both the Cosner BMW and the Ruutopold/Leonard Firenza went off the road. Mike Cosner lost it at a small bridge and the BMW plunged over the riverbank and into the water. Ruutopold was a little luckier. He managed to drop the Firenza over an embankment nose first, leaving just the tail-lights visible from the road. Luckily, they were able to extract it and continue, posting maximum scores at the next control in the Sault. Mike and Charly (Charlene) Cosner were not as fortunate. A tow truck was required to get the BMW out of the river, and by the time they reached the Sault control they were well over their maximum lateness, and could only begin to make plans for a long, damp trip home to California.

Scoring at Sault Ste. Marie showed it was still anybody's rally. Gozzard/Grundy moved into first place with 179 points due to a short trip off route by the brothers Black. The Blacks' little sojourn cost them a maximum score and they dropped well back in the standings, after having taken the lead when Boyce/Woods retired. Second and third spots were taken by the "Squadra Fiat" team cars. MacLennan and Phippen posted a score of 207, followed closely by the Schmidts with 208. A surprising last-minute arrival at this control was the third Fiat of the team. MacEachran and Chappell had managed to get their rear end replaced and had short-cut the route to get back within their maximum time allowance. They arrived in the Sault just seven minutes before their allowance would have expired. Six cars were classified as non-finishers at this point, leaving 32 still running. The second section of the rally commenced Friday afternoon. The crews, somewhat refreshed from a very welcome sleep, departed from the Cambrian College parc-ferme in order of arrival from the previous night. The first 390 miles were relatively easy, as a 445 minute time allowance had been given to reach the Wolf Lake Road, just east of Thunder Bay. After passing through controls at Wolf Lake and Max Lake, the route proceeded directly to a two-hour break at the Prince Arthur Hotel in Thunder Bay. (Somehow, the staff at the hotel had the impression that rallyists were either very rich, or were on unlimited expense accounts, or at least it seemed that way, as the special menu they presented listed nothing under \$4.50.)

After a hearty, but expensive lunch, the competitors departed en route once again. After another transit section of almost 100 miles, another section of real rallying commenced. The average speed for the last 13 miles of this leg had been lowered to 33 mph from the original 44 mph. It was lucky for most that it had, as what was classified as a "road" soon became known among the competitors as the "rock-pile". The road was liberally strewn with rocks and was extremely rough. Many cars suffered suspension damage, and were fortunate to have a 250 mile transit section in which to make repairs following the rock-pile. The transit section took the crews 60 miles into Manitoba where an average speed section took them to the Belair Forest. The section in the forest was as challenging as any Special Stage could have been. With a 54 mph average speed over the tight, rough, sandy roads, the lowest penalty posted was four minutes late. Paul MacLennan managed to put his Fiat Coupe through the section four minutes and 59 seconds over the calculated time. Six other cars managed to post a five-minute penalty, with the balance of the field running up to 10 minutes late.

From Belair to Winnipeg was another easy transit section, ending at the Fort Garry Hotel. Many crews parked on the side streets before the parc-ferme in order to effect repairs to some bruised looking cars. After checking in at the Fort Garry, the competitors wandered down to the hotel cafeteria to check the scores. The leading positions were unchanged, but MacLennan had drawn 10 points closer to Gozzard because of his fantastic run through Belair. Only one car had dropped out en route from Sault Ste. Marie and 31 cars started on the third leg to Edmonton. In the early hours of the

morning, the field departed from Winnipeg and into the prairie night. All, that is, except for a few who pulled out of the start, onto the street, and began making repairs they had been unable to do before checking in the previous afternoon. The MacLennan/Phippen Fiat underwent a halfshaft change. Ole Pedersen finished replacing the rear shocks on his Datsun, and the McCallum/Carrick Fiat, starting to succumb to the cracked piston ring they started with, had to be push-started and then undergo a spark plug change. McCallum and Pedersen managed to regain all lost time before the first control, but MacLennan was forced to take a maximum penalty as the Fiat Service Crew took over two hours to finish the repairs to the axle.

When the competitors arrived at the first control, the prairie dawn was breaking. The next two controls were in the Cypress Hills and were very difficult to reach anywhere close to the calculated time. Four crews managed to drop one minute at the first, and four at the second, for the best time in the section. These were Gozzard/Grundy, Pedersen/Woodlands, Fernald/Jenkins, and McCallum/Carrick. The McCallum/Carrick Fiat, however, was now using a quart of oil every 50 miles and was starting to sound pretty rough. From Cypress was another run of mixed transit sections and average speeds. One section was impassable, and an alternate route had been given to the competitors before they left Winnipeg. But no one bothered to explain to Brian Chuchua and Cam Warren that it was intended to replace the original route. Apparently, when an alternate route is given in a U.S. rally, a competitor can use whichever one he chooses. Chuchua and Warren, not knowing that things were different in Canada, chose the original route because it was less than half the distance of the alternate. All went well until 15 miles before the control that was located where the two routes met. Then it was up to the axles in knee-deep prairie gumbo. After an hour of shovelling, jacking, and pushing, they managed to get chains on the tires and were able to plough through to dry ground, maxing the control.

Chuchua and Warren weren't the only crew to have difficulty on the route to Regina. Less than 100 miles later, after borrowing oil from fellow competitors, at every control and on the route, and eventually buying eight quarts from a farmer, McCallum and Carrick turned off the key of their Fiat, as the oil was pumping out faster than they could pour it in and the engine was starting to tighten up. They were running in fifth place when they were forced out.

When the rest of the competitors reached Regina, they were greeted by another \$5.00-a-plate "lunch" at the Regina Holiday Inn. The most noteworthy item at this stop however, was the complete lack of coverage by the local news media. Apparently, they had received almost no information about the rally, and were unaware that there was a stop-over at Regina.

After leaving Regina, the rallyists had a relatively easy and uneventful run to the start of the Special Stage at Speedway Park in Edmonton. Upon arriving at the park, the cars first underwent a safety scrutineering before being allowed on the track. The stage consisted of 10 laps of the short track (1.5 miles) with different target times for each class. The fastest class times were: Class 1, Fountain/Floyd, Fiat 124, 15 min. 53 sec.; Class 2, Black/Black, Datsun 1600 SSS, 15 min. 21 sec.; Class 3, Wilson/Lindquist, Mercedes 220D, 16 min. 44 sec.; Class 4, Samida/Fox, Hornet, 15 min. 4 sec. The only mishap of the stage was when the ailing rear end of the MacLennan/Phippen Fiat finally blew and forced them out, ending a great run by these two veterans.

From Speedway Park the competitors made their way through Edmonton to the overnight stop at the Riviera Motor Hotel in the south end of the city. Scoring here showed quite a shuffle in positions, and a total of four more cars out of the rally. Grundy had made a five-minute error in calculating their check-in time at Regina,

over

The '69 Gordini of Gozzard/Grundy



and this caused Gozzard and he to slip back to second place with a total of 358 points. The Schmidts moved into a narrow lead with a score of 352, while Samida/Fox moved into third with 406.

At 9 p.m. Monday evening, the first of the remaining 28 cars rolled off into the night to start the Edmonton-Kamloops section. The part of the route from Edmonton to Jasper was to prove a real test. Fast averages, tight roads, and a mud hole before Rocky Mountain House caused scores to rise rapidly. The Schmidts lost their lead when they dropped a minute at the mud hole and then slipped farther back when the rear suspension broke a few miles later. The Ogden/MacKenzie Porsche dropped out with a broken oil line and the Howard/Leverton Datsun went over the maximum penalty allowance when they tried to re-route around the mud hole and became hopelessly lost. Many crews did hurried repairs to their cars at Rocky Mountain House before pressing on to Jasper. The Ole Pedersen/Tony Woodlands Datsun required a new alternator as they had been running for over 100 miles with no lights. The Andrews/Edwardes Volvo replaced shocks and had brake repairs. The Muncie/Ince Fiat 124S had punched out a shock tower and it had to be rewelded. From Jasper, there was a 310 minute elapsed time to Little Fort where the average speed recommenced and continued from there to Kamloops with the exception of a 45-mile stretch near Cache Creek. The pace got even quicker and the penalties continued to mount. This section eliminated two more of the front runners. The Blacks collided with a tourist on a mountain road and the Pedersen/Woodlands Datsun ground to a halt with a seized rear end.

When the scores were posted in Kamloops, they showed Gozzard and Grundy had recaptured first place, and now had a good lead with a total of 438 points. Samida and Fox moved into second position with a total of 576. The Schmidts having driven hard after maxing a control because of the suspension problem had moved up into third with 752.

The last section on Wednesday morning was to prove the hardest of the rally. Not only because of the rough, challenging roads, but also because of the deteriorated condition of the cars after the hammering they had taken on the previous 4000 miles. The organizers wasted no time with long transit sections here, but began the average speeds just 12 miles out of Kamloops. The day was marked with notable incidents.

The first casualty was the Datsun of Fairhall and Tolton. The car was demolished when it slipped over the edge of a mountain road and rolled several times down the embankment coming to rest on the road below. Pat Irwin managed to dump his Fiat 128 on its side while sliding into a ditch when trying to pass another competitor. He and navigator Bill Meldrum righted the car and continued on, handicapped by a broken rear control arm sustained in the incident. Roger Fountain pulled off his straight-on-at-a-curve trick again, this time clearing a ditch and a fence and coming to rest in an orchard. After futilely seeking an alternate way out, he and Floyd were forced to drive to the farm house and request permission to cut the fence in order to get back on the road. After receiving permission, and declining a cup of tea, they continued on their way. Their efforts were all in vain however, because the ailing halfshaft in their Fiat finally gave out completely a short time later and seized solidly.

More problems with their suspension caused the Schmidts to lose more time before Lumby. In Lumby, they managed to reweld the panhard rod support which had torn loose, and continued on, only to have their oil pump break some miles on, causing them to take the maximum penalty at the next control and dropping them farther behind the leaders. Also at Lumby, Irwin and Meldrum had the broken control arm on their Fiat rewelded and they soon followed the Schmidts down the road, leaving the welding equipment free for the extensive repairs required on the Fernald/Jenkins Austin America. The complete subframe on the Austin had broken loose and was pushing up through the floor. They too, however, managed to make sufficient repairs and continued on.

And so it went on, one car after another breaking down, being repaired, and pressing on. The penalties were piling up at a fantastic rate and when the rally reached the Special Stage at Westwood in Vancouver, the standings bore little resemblance to those in Kamloops . . . The stage at Westwood was a repeat of Speedway Park, ten laps of the circuit with different target times for each class. The stage was run without mishap and the fastest times posted were: Class 1, Fernald/Jenkins, Austin America, 19 min. 8 sec.; Class 2, Wirtjes/Baker, Mazda R100, 18 min. 41 sec.; Class 3, Wilson/Lind-

quist, Mercedes 220D, 23 min. 39 sec.; Class 4, Samida/Fox, Hornet, 18 min. 22 sec.

From Westwood, the competitors proceeded to the ferry at Horseshoe Bay. It was here that the biggest drama of the rally took place. The Gozzard/Grundy Gordini, seemingly a cinch for first place, had the timing chain break just short of the ferry. A hasty call was made to the Renault representative in Vancouver and a West Vancouver dealer was soon on the spot with a new chain. They worked feverishly to install it as the time ticked by. Finally, with less than five minutes remaining before the departure of the ferry, Gozzard and Grundy climbed in the car, fired it up, and drove down to the loading ramp, grinning from ear to ear. When the ferry docked at Nanaimo, the rally cars proceeded to a re-grouping point, at a large shopping center in the city. Here, they were arranged in order of finishing position and proceeded to a technical inspection at Western Speedway. From the race track, they proceeded to the finish at Beacon Hill in Victoria.

At "Mile 0" of the Trans-Canada Highway on Beacon Hill, a huge crowd had gathered and were anxiously awaiting the arrival of the cars. Organizer Jim Gunn kept the crowd entertained by giving a short commentary over the P.A. system. Cheers broke out when the Gozzard/Grundy Gordini came into view. Haydn pulled up at the final control surrounded by cheering spectators, photographers, and TV and film crews. One by one, the finishers checked in until it was declared the 18th and final finishing car had arrived, completing the 5,084.90 mile event.

That evening, after a reception at the Empress Hotel, the awards were presented on the Parliament Building steps. First Overall, First in Class 1, and 1st Private entry were awarded to Haydn Gozzard and Dave Grundy of London, Ontario. They had driven their Gordini from Ottawa to Victoria losing only 638 penalty points.

Second Overall and 1st in Class 4 was taken by the Samida/Fox Hornet with a total of 775. Third Overall and 1st in Class 2 was awarded to George Wirtjes and Robert Baker, who had moved their Mazda R100 up 6 positions on the final day finishing with a total of 1124. First in Class 3 went to Jock Wilson and Bob Lindquist who finished 10th overall in their Mercedes 220D. The first mixed crew award went to a very deserving Kay Edmond and Bill Montgomery in a Datsun 510. Kay had driven the entire rally, always remaining in contention and gradually moving up in the standings as the leaders dropped out, finishing fourth overall. The team award was given to the only finishing team, the Ralligators of Michigan, comprised of the Samida/Fox Hornet, the Steiner/Braund Gremlin, and the Crews/Crews Saab.

Thus, the 1971 British Columbia Centennial Rally was concluded. It will probably be remembered in years to come as one of the great ones. However, it was really only great in one respect - the route. The handling of the event, in general, left a lot to be desired. The low entry can only be attributed to firstly, poor pre-rally promotion, and secondly, lack of sponsored gasoline. The publicity during the rally was even worse than that before the event. An event of this calibre should have been news in the sports section of every paper across the country. But it wasn't, except for the Toronto dailies. Arrangements for food and accommodation were completely out of line, price-wise. Hotels at \$29.00 a night and meals at \$5.00 each cannot be afforded by the average private entry. Ferry fees and National park permits should be paid out of the entry fees, not out of the competitor's pocket, when he is running a prescribed route. Finally, complete results should be handed out at a finishers' award banquet. Unfortunately, there was no banquet.

The only redeeming factors were the support given to the event by Check Lubricants Ltd., and Castrol Oils of Canada. In addition to supplying contingency money, Check supplied all the control boards for the rally, gave jackets to the competitors, and supported the organization monetarily. Castrol supplied the car numbers, and enough GTX oil to float a ship. Their support was much appreciated by the competitors and it can only be hoped that the poor publicity they received from the rally will not deter them from supporting future events in the same manner.

All we can say in conclusion is that if this event is to be reinstated as an annual affair, it will have to be vastly improved over this year's. If it is to be an International calibre rally, it should be run like one.

J.K.

B. C. CENTENNIAL RALLY *from page 34*



Munsie/Ince Fiat 124S in the Camp Borden dust bowl

FINAL RESULTS OVERALL

38 Starters

18 Finishers

Place	No.	Entrant	Crew	Car	Class	Points
1.	114	Haydn Gozzard	Haydn Gozzard David Grundy	Renault	1 Pr	638
2.	131	Tom Samida	Tom Samida Brian Fox	Hornet	4 Pr	775
3.	110	Geo. Wirtjes	Geo. Wirtjes Robt. Baker	Mazda	2 Pr	1124
4.	102	Kay Edmond	Kay Edmond Bill Montgomery	Datsun	2 Pr	1251
5.	125	Wolf Bergelt	Craig Sanderson Wolf Bergelt	VW	1 Pr	1301
6.	111	Edgar Golz	Edgar Golz Roger Woloshyn	Datsun	2 Pr	1418

7.	123	Stan Crews	Stan Crews Suzanne Crews	SAAB	2 Pr	1503
8.	112	Fiat Motors	Bruce Schmidt Betty Schmidt	Fiat	2 G	1548
9.	122	Timothy Steiner	Timothy Steiner Wm. Braund	Gremlin	4 Pr	1807
10.	105	Autec Rallying Ltd.	Jock Wilson Bob Lindquist	Mercedes 220D	3 Pr	2151
11.	138	Simpsons Sears Rally Team	Murray Munsie Victor Ince	Fiat	2 Pr	2182
12.	141	Frank Andrews	Frank Andrews Robin Edwardes	Volvo	2 Pr	2268
13.	116	Butler Imports Ltd.	Steve Fernald Ed Jenkins	Austin	1 G	2879
14.	130	Carl Hansen	Carl Hansen Tom Pollock	Volvo	2 Pr	3047
15.	109	Jerry Hobers Motors	Warren Sumner Richard Leverton	Datsun	2 Pr	3256
16.	103	Brian Chuchua	Brian Chuchua Cameron Warren	JEEPster Roadster	4 Pr	3380
17.	115	Fiat Motors	David McEachran Marc Chappell	Fiat	2 G	3501
18.	136	Forbes Motors Ltd.	Tammi Ruutopold Don Leonard	Vaux- haul Firenza	2 G	4376

ON ROUTE BUT UNCLASSIFIED

117	Patrick Irwin	Patrick Irwin Bill Meldrum	Fiat	1 Pr	3145
126	Jerry Hobers Motors	John Howard Doug Leverton	Datsun	2 Pr	5060
135	Roger Taylor	Roger Taylor Fred Phillips	Gremlin	4 Pr	5859

NB: Only one team (Ralligators) completed the rally and won the team prize.

Three American Motors cars sweep class 4 in B.C. Centennial Rally.

The B.C. Centennial Rally. Nine days and 4,800 miles of the toughest possible competition. That's what it took to prove that our cars could take it. And take it they did, finishing first, second, and third in their class.

First in class and second overall was the Tom Samida/Brian Fox Hornet.

Second in class was the Tim Steiner/Bill Braund Gremlin.

Third in class was the Brian Chuchua/Cam Warren Jeep Commando.

This team came to the rally start point in Ottawa directly from Baja California where they drove a Jeep Universal in the Baja 500.

As an indication of the hazardous nature of this competition, 18 cars dropped out of the running due to mechanical malfunctions and accidents.

We've always said that when it came to durability our cars were in a class by themselves. Now we can prove it.

First in class and second overall was the Tom Samida/Brian Fox Hornet.



American Motors 

RENAULT WINS B.C. CENTENNIAL RALLY



on Castrol

Driver Haydn Gozzard and navigator David Grundy took their Renault Gordini R8 through 4800 gruelling miles to win the B.C. Centennial Rally.

On May 29th Al Unser won the fastest Indy 500 ever.

Both won on the same Castrol motor oil you can buy at any good service station.



If it's good enough for them, it's good enough for you.

The engine protector.