

Les équipages du Québec tiennent bon

Sudbury (Spécial à Montréal-Matin) — Les résultats officiels de la troisième étape du rallye Shell 4000 indiquent que Paddy Hopkirk d'Angleterre et son navigateur Mike Kerry de Toronto

dominent toujours le peloton de 58 voitures qui sont encore dans la lutte. Hopkirk et Kerry, dans une Cooper "S", n'auraient perdu que quatre points.

Scott Harvey de Detroit et

Ralph Beckman au volant d'une Barracuda occupent toujours la deuxième position, n'ayant concédé que 8 points (et non pas 16 comme nous l'indiquions hier). Ils sont suivis de près par les as Paul MacLennan et Jim Peters qui n'ont été pénalisés que de 16 points au volant de l'une des Rambler de l'American Motors.

Les Québécois, démontrant une fois de plus leur talent sur les routes difficiles du pays, occupent les 14e, 22e, 24e et cinq autres bonnes positions. Ce contingent est dominé par l'équipe Florent Guilbault-Paul Rainville qui n'a perdu que 82 points pour une 14e place au classement. Ils sont à bord d'une Toyota Corolla, la première de l'équipe. La seconde vient en 24e position et

c'est Marcel Rainville et Robin Edwardes qui la maintiennent ainsi, n'ayant perdu que 125 points.

Une autre équipe québécoise a particulièrement bien fait. Il s'agit de celle composée de Charles Parent et Conrad Bouffard qui s'est hissée en 22e position, n'ayant perdu que 121 points au volant d'une Chevelle.

Quant à Henri Biard et Guy

L'Espérance, ils se situent maintenant en 26e position. Au volant d'une Renault-Gordini, ils ont perdu 129 points.

Les concurrents ont quitté Sudbury à 4 heures ce matin et sont attendus à Sherbrooke à compter de 9 heures. Ils s'arrêteront à Ottawa vers 1 h. 30 pour le déjeuner, passeront à Cornwall vers 4 heures pour se diriger vers le Québec.

Le classement des équipages du Québec après l'étape de Fort Williams

Pénalisation :

Florent Guilbault et Paul Rainville, Toyota Corolla, 14e, 82 points
Charles Parent et Conrad Bouffard, Chevelle Malibu, 22e, 121 points
Marcel Rainville et Robin Edwardes, Toyota Corolla, 24e, 125 points
Henri Biard et Guy L'Espérance, Renault Cordini, 26e, 129 points

Sherbrooke Record June 5 1968

Scott Harvey heads into City leading Shell 4000

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Last Saturday, Harvey, who drives a Barracuda, said at the rally's start in Calgary he thought this would be the year he would win the event in which he is driving for the seventh time.

After two days he was in second place, but followed Tuesday's run from Fort William, Harvey and navigator Ralph Beckman of Detroit took the lead from Patty Hopkirk of Ireland.

The Americans have only eight penalty points after three days of relatively easy driving.

Harvey said Tuesday he hopes conditions get tougher.

His sentiments are shared by Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., who are in second place in their Rambler American with 16 points.

MacLennan said he wants tougher conditions because Harvey won't lose any points if the route remains simple.

Tom Jones of Fort William, and John Medwell of Toronto, in another Rambler American,

are third with 18 points after a penalty-free ride Tuesday.

LEADERS DROP

Hopkirk and Mike Kerry of Toronto, in a Mini-Cooper, fell to fourth from first place after dropping 24 points Tuesday.

Hopkirk's car lost a radiator as well as 20 points on the run from Fort William. The radiator, installed on the second leg from Regina, disappeared early Tuesday.

However, he may still be disqualified because the extra equipment was installed.

Rally organizer complies with international rally rules. A decision is expected before the rally ends in Halifax Friday.

Tied with Hopkirk in fourth place with 24 points in Ewold van Bergen of South Africa and Paul Manson of Tronto in a Datsun.

American Motors leads the team category with 85 points followed by the Toyota Corollas with 294.

Leading the private entries is the husband and wife team of Haydn and Sylvia Gozzard of London, Ont., in a Renault, and Fritz Hochreuter of Toronto and Ron Carney of Huntsville, Ont., in a Porsche. Each has 49 points.

Brandon Sun
June 5 1968

Harvey nabs Rally lead

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Globe and Mail June 5 1968

Hopkirk now fourth

Early check costly; Detroiters take lead

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Scott Harvey and Ralph Beckman, in a Barracuda, moved up from second place.

Paddy Hopkirk of Ireland, and navigator Mike Kerry of Toronto in a Mini-Cooper slipped to fourth from first after taking 20 penalty points on yesterday's run from Fort William.

Hopkirk became lost on a country road 25 miles east of Sault Ste. Marie. When he finally discovered where he was, he turned around and roared into a checkpoint.

Kerry jumped out of the car to check in, thinking they were late. However, they were two minutes early and were penalized 20 points. They now have 24.

The Mini-Cooper also lost the controversial radiator which had been fitted on to the front bumper to help overcome heating problems.

Whether the addition complied with international rally rules remains in doubt. If it

doesn't—and international rallying officials are being asked—Hopkirk will be disqualified.

Paul MacLennan of Toronto and Jim Peters of Burlington moved into second place after a penalty-free run yesterday.

Tom Jones of Fort William and John Medwell of Toronto are third with 18 points. MacLennan and Jones were driving a Rambler American.

Tied with Hopkirk in fourth place is the team of Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun.

Drivers said that the mud expected on yesterday's run had not materialized and that roads were only dusty.

"We're hoping to get a tougher test today than we have had so far," said Harvey. "The car is running well and we figure that tough going will make the rally more interesting."

One of the drivers' main complaints so far has been a lack of tough driving conditions. Most are hoping that today's run to Sherbrooke, Que., will be a stiffer test.

Toronto Daily Star June 5 1968

Detroit 'prophet' takes lead in rally

SUDBURY (CP)—Scott Harvey of Detroit looks like a prophet today as he heads to Sherbrooke, Que., leading the cross-Canada rally.

Last Saturday, Harvey, who drives a Barracuda, said at the start in Calgary he thought this would be the year he would win the event in which he is driving for the seventh time.

After two days he was second, but following Tuesday's run from Fort William, Harvey and navigator Ralph Beckman of Detroit took the lead from Paddy Hopkirk of Ireland.

The Americans have only eight penalty points after three days of relatively easy driving on roads which present little problem to the former U.S. rally champion and his well-prepared car.

Paul MacLennan of To-

ronto and Jim Peters of Burlington are second in their Rambler American with 16 points and Tom Jones of Fort William, and John Medwell of Toronto, in another Rambler American, are third with 18.

Hopkirk and Mike Kerry of Toronto, in a Mini-Cooper, fell to fourth from first after dropping 24 points yesterday.

Hopkirk's car lost a radiator as well as 20 points on the run from Fort William. The radiator, installed on the second leg from Regina to help overcome heating problems, disappeared early Tuesday.

"It fell off on a bumpy road," he said.

However, he may still be disqualified because the extra equipment was installed.

The Gazette June 5 1968

Detroit team takes over lead in car rally

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"We're hoping to get a tougher test today than we have had so far," said Harvey. "The car is running well and we figure that tough going will make the rally more interesting."

One of the drivers, main complaints so far has been a lack of tough driving conditions. Most are hoping that today's run to Sherbrooke, Que., will be a real test.

Montreal Gazette June 5 1968

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Takes Cross-country Rally Lead

By GORDON GRANT

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Rallyists Claim Route Not Much of Challenge

By MARTY HOPE
Sault Star Sports Writer

It was an easy run from Fort William to the Sault for most of the Cross-Canada 4,000 Rally drivers, but most of them were happy to see the check point Tuesday afternoon.

At the time they entered the check point their thoughts wandered from their dust-covered cars to the food that was awaiting them before they headed for their overnight stop in Sudbury.

A total of 61 cars left Fort William Tuesday morning but at same number failed to make it through the check point.

Paul McLellan and Jim drove and navigated through the check point 2.20 and right on his teammate Hunter and Lutz Ecker.

er, who wheeled the car to a stop in the

Churchill Plaza said, "The run from the Lakehead was interesting but not too tough."

The experienced rally driver had seen the stretch from the Sault to the Lakehead last week when it was in better rallying condition, lots of mud and potholes. "It would have been a real bear, but it dried up quickly."

This opinion was shared by more than just Hunter as most of the early arrivals said something along the same lines.

Seig Galk, navigating and co-driving 118 said it was an easy run from the Lakehead and that he lost most of his points on piddly little things on the car.

Jim Gunn, organizer and layout man for the rally said that the toughest part of the course had been scratched. This section was on the other side of the Lakehead.

"It was impassable because of construction. We've run a lot of construction at the points."

Driver Robert Hatfield, digging through his rally folder for information stated, the course has been pathetically easy, but we're losing on mechanical problems."

he forest area just outside ahead on the Wawa side need to give most drivers problems and was acclaimed of the tougher spots on cross-country journey.

Another problem with some of the drivers was engine ing. Paddy Hopkirk, leaving Fort William, again having these troubles when he pulled up for his stop here.

except for dust and red most of the cars appear-

ed to be in pretty good shape. The most damage visible to the eye on any car was the one driven by Jim Potts. His two rally lights and one headlight were broken from stones thrown by passing cars in a closed section.

After their stop in Sudbury Tuesday night, they headed for Sherbrooke Quebec on the next leg. Sudbury rallyists manning check points saw the first car leave at a little after four this morning.

Jim Callon Limpes into Sault

By EARL UHLMAN

Fatigue and frustration were quite noticeable on the countenance of Jim Callon, a Sault Michigan participant in the 4,000 mile cross-country rally as he stopped off here yesterday for repairs to his car.

Jim, is what could be called a veteran rallyist, having competed in various rallies both in Canada and United States for the past 10 years. He is also a veteran stock car driver locally.

Unofficial point standings put him far down the list in the debit side of the points total, but if he is able to continue, there is the possibility that he can overcome quite a few of the drivers ahead of him.

He was very busy during his stop-over yesterday, and try-

ing to conduct an interview was not too practical, as it would be time consuming, and every second counts on these unfortunate delays.

However we were able to talk for a few minutes with his navigator, Dr. Marius Valsamis, a Brooklyn, New York, resident, who is also a veteran at the sport.

He blamed their large penalty total on the fact that they had lost a lot of time getting repairs made, and a few times having repairs made on the previous repairs.

Valsamis informed this reporter that Callon had misjudged a corner the first night out of Calgary and left the road. The car went down a slight embankment and barely missed some large rocks, which if they had hit would no doubt have caused serious

injuries.

By some great car handling, Jim pulled the car back on the road, but had pulled so hard on the steering wheel, he broke one of the spokes.

The two partners, with the help of their local dealer made some very hasty repairs, changing tires, replacing a universal on the drive shaft, and cooling off a steaming battery before departing for their downtown check-point.

On arrival, the check-point was officially closing, and Jim was about ready to throw in the towel, having to go to Sudbury before stopping for a well deserved night's rest.

Just a quick 'Hello' to his family, a hasty discussion and Jim was off again, hoping they would pass his car safely-wise at the next checkpoint.

Vancouver Sun June 5 1968

Rally Leaders Lose Radiator, 20 Points

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CONTROVERSIAL

Patty Hopkirk of Ireland and Mike Kerry of Toronto in a Mini-Cooper, slipped to fourth from first after taking 20 penalty points on Tuesday's run from Fort William, Ont.

The Mini-Cooper also lost the controversial radiator which had been fitted on to the front bumper to help overcome heating problems.

Whether the addition complied with international rally rules remains in doubt. If it doesn't — and international rallying officials are being asked — Hopkirk will be disqualified.

THIRD PLACE

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., moved into second place with eight points after a penalty-free run Tuesday.

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now are third with 18 points. MacLennan and Jones both drive Rambler Americans.

Tied with Hopkirk in fourth place is the team of Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun.

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"We're hoping to get a tougher test today than we have had so far," said Harvey. "The car is running well and we figure that tough going will make the rally more interesting."

St. John Times-Globe June 5 1968

Harvey Leads Car Rally

By GORDON GRANT

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Leading the private entries is the husband and wife team of Haydn Gozzard and Sylvia Gozzard of London, Ont., in a Renault, and Fritz Hochreuter of Toronto and Ron Carney of Huntsville, Ont.,

in a Porsche. Each has 49 points.

Rally Results

SUDBURY (CP) — Results Tuesday in the trans-Canada rally.

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.

4. Paddy Hopkirk, Berkshire, England, Mike Kerry, Toronto, Cooper S—24.

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

6. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont., Porsche—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.

14. Florent Guilbault, Hudson, Que., Paul Rainville, Ile Perrot, Que., Toyota—82.

21. Charles Parent, Ste. Anne Des Monts, Que., Conrad Bouffard, Matane, Que., Chevelle—121.

23. Marcel Rainville, Quebec, Robin Edwardes, Pierrefonds, Que., Toyota—125.

24. Henri Biard, Montreal, Guy Lesperance, Montreal, Renault—129.

25. Richard Vezina, Quebec, Yvon Turmel, Quebec, Volvo—139.

27. Pierre Cayer, Quebec, Andre Beausejour, Longueuil, Que., Peugeot—170.

32. Kuno Wittmer, Terrebonne Heights, Que., Gilles Lacharite, La Salle, Que., Peugeot 204 GT—229.

33. Arno Hansen, Dartmouth, N.S., Donald MacKenzie, Dartmouth, Volvo—283.

45. Serge Trottier, Vieux Montreal, Que., Roland Poitras, Montreal, Volkswagen—718.

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

57. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—1331.



Speaking Sports

with OLIVER LEHTO
Sports Editor

So Far, A Sunday Drive

"Car rallying is a most demanding and exacting sport. But after watching the cars passing through the Sault Tuesday afternoon the officials and organizers back of the giant cross-Canada parade have been grossly overlooked.

In my opinion their duties are the most pressing of all. The advance parties, statisticians and control points are called upon to keep the convoy flowing smoothly. There's no room for error in their work.

To say the operation flows like clockwork is by no means a stretch of the imagination. Everything, and I mean everything, relies on the clock. And the men manning the controls have to be very precise in the department of their duties.

The rallyists are in it for the fun of it while the work crews, a good majority of them volunteers with sports car clubs stringing across the country, are there to make sure they enjoy themselves.

To be sure the success of the 4,000 mile jaunt depends just as much on the control check crew stationed in the middle of nowhere on some back road en route as it does with the carefully laid plans of the chief rally organizer Jim Gunn.

Paddy Hopkirk, currently setting the pace in the 8th cross-Canada run, is a man of few words. And when he does say something the international rallyist doesn't pull any punches.

"We've gone something like 2,000 miles already," he said over a quick lunch Tuesday afternoon, "and for me it's been nothing but one big 'yawn'."

The Irishman, piloting a manufacturer's entry for the first time in the Canadian rally, wasn't too worked up over what he's seen so far. He felt that there should be more closed section runs to give the competitors more of a challenge.

"Anyone can go for a Sunday drive, that's what it has been so far," he complained with his brogue very much in evidence.

Most of the entries have been experiencing over-heating problems and Hopkirk, to combat it, installed a second radiator on his small foreign car before leaving Regina on the second leg.

The move sparked a controversy among the other drivers which prompted officials to check the legality of such a move with the world-wide rally headquarters in Paris, France.

As of Tuesday no reply had been received from the European office. But when Hopkirk and his navigator Mike Kerry, of Toronto, pulled into the local check point the publicized radiator was nowhere in sight.

"It fell off somewhere between here and the Lakehead," replied Paddy. And it was obvious by his repulsive retort that the squat Irishman would just as soon forget the subject.

Gunn, arriving in the Sault ahead of the rally in the sponsor's private plane, saw the route much the same as Hopkirk did later.

"It's been too easy, there's no doubt about that," he said. "But we never expected this. We were looking for a slight improvement from the conditions we had in previous years. When we held it in early May, but so far all we've had is dust instead of the soft roads that put the onus on the drivers."

However the organizer struck a note of caution. "We've got three days to go yet and anything can happen. They say the weather can make conditions pretty tough in the Maritimes in a hurry."

This year, for the first time, the rally will wind up on the east coast rather than Montreal. It could be they're saving the most difficult portion for the final day.

But this wouldn't be anything new for the veteran teams. Just ask Herb Felton, the local competitor who sat this one out. "Those final 40 miles can kill you," he said while watching the cars coming and going Tuesday.

Felton, along with Jim Callon, again entered in this year's run, had the private class title snatched away from them within the skyline of Montreal last year when mechanical trouble dealt the knockout blow.

Port Arthur News-Chronicle June 5 1968

Predicts Victory And Leads Rally

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Wife is better than friend in rally

KATHRYN JOHNSON
Staff Writer

Clothes aren't the problem you'd expect they'd be to women rallyists. One simply tosses hers out when they get too dusty.

"I wear slacks and shirts all the time," said Gail McGuire, a chemistry and physics teacher from Rochester New York. "When they get too dirty, I throw them out."

We talked to Gail and three of her fellow women rallyists Tuesday afternoon during a 45-minute break at the east-end shopping plaza checkpoint.

Aside from grabbing a bite to eat, Gail spent the time brushing the dust from the interior of her Citroen.

Driving with her in her first Shell 4000 is Harry M. Handley of Westport, Connecticut. She does 90 per cent of the driving while Harry navigates.

So far, she's found the drive from the starting point at the Calgary Stampede grounds "really fun."

"We've had minor maintenance problems but they were just pesty. Tomorrow we go into the Canadian Winter Rally roads and they'll be rough. The main problem is keeping the car going."

Gail's spent most of her 12 rallying years competing in American rallies. Her father, a doctor, who still competes in the States, started her rallying while she was in high school. Her brother is also a rallyist.

A geologist with the federal government, Kay Edmond of Ottawa is navigating for Terry Reid, an Ottawa university student.

"Terry is marvelous to get along with but you get so tired everyone gets pretty short-tempered. We don't get enough sleep."

Kay and Terry drive in matching slack suits of navy blue French stretch material.

"I made the driving suits

we're wearing. We wanted to look like a team. I also made coveralls we can pull on if necessary."

In anticipation of dust, Kay made a couple of turbans she can pull on over her hair.

"You can't take too many clothes . . . you need things that will dry in four of five hours so they'll be dry in the morning."

When they arrived yesterday, Kay said they were in 19th place overall and standing third in the mixed crews.

"It hasn't been difficult

compared to what's coming up."

From Winnipeg to Sault Ste. Marie, they travelled the Trans Canada but from here to the finishing point in Halifax she said it would be mostly back roads.

She finds meeting so many interesting people and the element of competition, the biggest attractions of rallying.

"I like mechanical things and being outdoors," she explained. "As soon as I got my own car, I just asked around how to get into rallying."

She and Terry have been rallying as a crew since last fall. It's their first time in the Shell 4000.

Sylvia Gozzard, who navigates for her husband, Haydn, took advantage of the shopping plaza checkpoint to buy herself another pair of slacks. It's their second Shell 4000.

Parents of seven-year-old Christine, Sylvia is a secretary and Haydn, a garage operator in London, Ont.

In last year's 4000 they finished third in mixed crews, fourth in the private entries

and third in the class according to car size.

We asked how they get along together on such a long, hurried trip.

"Everybody asks us that," was Haydn's reply. "We figure it's an advantage. We've been married for eight years and know each other's idiosyncracies, more so than other crews."

When the rear window of their Renault blew out as they went over a huge pothole this side of Fort William, Sylvia's main concern was a \$10 hat she had placed on the rear ledge. They pulled the window back into the car and managed to save the hat. The same thing happened to them in last year's rally.

"It's a peculiarity of the car, I guess," Haydn explained.

The Gozzards are running sixth overall and are tied for first place in private entries with Fritz Hochreuter and Ron Carney.

Another husband and wife team, Betty and Bruce Schmidt of Tavistock, also get along well on their cross country tour.

"We holler at each other if someone makes a big mistake and we lose points but we get over it quickly," said Betty.

"I noticed last night some of the men drivers and navigators weren't eating together anymore. They're not used to being together as a husband and wife are."

Lack of enough time to sleep is one of the problems of rallying.

"Last year in the 4000 the most sleep I ever got was five hours a night."

Betty, a computer programmer at the University of Waterloo, became interested in rallying through her husband. Her brother was also a rallyist.

She thinks the reason there aren't any all women crews this year is because there's no prize for women's crews.

They were running 22nd overall yesterday morning and fourth of mixed crews.

"We've got the slowest car. We'll handle better, though, in Ontario on the twisty roads."

Last year they finished 14th overall, second mixed crew and third in private entries. They're driving the same car, a Volkswagen, this year.

"I drive it to work all the time."



TAVISTOCK'S BETTY SCHMIDT COMPETES IN HER SECOND 4000

Sault Star Photo

... with her husband, Bruce, as driver

Montreal La Presse June 5 1968

Protestation contre le meneur du rallye

SUDBURY — "Les jours passent et ne se ressemblent pas," dit le dicton. Tel ne semble toutefois pas être l'avis de Paddy Hopkirk, d'Irlande, qui, au terme de la troisième étape du rallye transcanadien est en première position, fermement cramponné à ses quatre points de pénalisation seulement.

Au volant d'une Mini-Cooper S, et avec Mike Kerry de Toronto, au poste de navigateur, Hopkirk semble s'acheminer vers la conquête des grands honneurs du Shell 4000.

Il a de bonnes chances de réaliser cet exploit, si sa voiture tient le coup, et s'il n'est pas disqualifié auparavant. En effet, il semble avoir fait l'unanimité des protestations de plusieurs équipes, qui jugent certains de ses comportements illégaux. Le cas est actuellement étudié par les officiels du rallye.

Mike Kerry, son navigateur, s'était emparé de la deuxième place au classement général du Rallye Shell en 1967, en compagnie de Scott Harvey, de Détroit. Son expérience du parcours semble avoir pesé lourdement dans la balance jusqu'ici.

Cependant, il faut s'attendre à des renversements de situation, car pour la première fois dans les annales, les provinces maritimes font partie du Ral-

lye Shell. Ceci pourrait avoir des répercussions profondes sur le classement, car le parcours est entièrement nouveau, et les concurrents chevronnés se trouveront presque sur un pied d'égalité avec les moins chevronnés.

"Je suis bien placé pour savoir qu'ils auront quelques surprises", de nous révéler Jim Gunn, le grand manitou du Shell 4000, avec un sourire malicieux.

Au classement général, on retrouve, en deuxième place, Scott Harvey, de Détroit, au volant d'une Barracuda, avec 8 points de pénalisation.

Paul MacLennan, champion de la catégorie privée du Rallye Shell en 1966, vient en troisième place, avec 16 points.

En 14e place, Florent Gullbault, de Hudson Heights, et Paul Rainville, de l'Île Perrot, au volant d'une Toyota Corolla, avec 82 points.

Dans la catégorie des constructeurs, American Motors détient une confortable avance sur son concurrent immédiat, les Toyotas Corollas, des Entreprises Norfolk.

Après un arrêt de nuit à Sudbury, en Ontario, les voitures rescapées ont repris la route, à destination d'Ottawa, et Sherbrooke. Le rallye fera un autre arrêt de nuit à Sherbrooke, et les premières voitures devraient faire leur apparition sur le terrain de l'Université, vers 9 h. 30, ce soir.

Toronto Telegram June 5 1968

Rally prediction looks good

SUDBURY — (CP) — Scott Harvey of Detroit looks like a prophet today as he heads to Sherbrooke, Que., leading the cross-Canada rally.

Last Saturday, Harvey, who drives a Barracuda, said at the start of the Shell 4000 rally in Calgary he thought this would be the year he would win the event in which he is driving for the seventh time.

After two days he was in second place, but following yesterday's run from Fort William, Harvey and navigator Ralph Beckman of Detroit took the lead from Patty Hopkirk of Ireland.

The Americans have only eight penalty points after three days of relatively easy driving on roads which present little problem.

Paul MacLennan of Toronto and Jim Peters of Burlington, Ont. are in second place in their Rambler American with 16 points.

Tom Jones of Fort William, and John Medwell of Toronto, in another Rambler are third with 18 points.

Hopkirk and Mike Kerry of Toronto, in a Mini-Cooper, fell to fourth from first place after dropping 24 points yesterday.

Hopkirk's car lost a radiator as well as 20 points on the run from Fort William. The radiator, which was installed on the second leg from Regina to help overcome heating problems, disappeared early yesterday.

However, he may be dis-

qualified because the extra equipment was installed.

Rally organizer Jim Gunn

said there is some doubt if the addition complies with international rally rules.

New Westminster Columbian June 5 1968

Six-time rally loser looks like prophet

S U D B U R Y (CP) — Scott Harvey of Detroit looks like a prophet today as he heads to Sherbrooke, Que., leading the cross-Canada rally.

Last Saturday, Harvey, who drives a Barracuda, said at the rally's start in Calgary he thought this would be the year he would win the event in which he is driving for the seventh time.

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Harvey said Tuesday he hopes conditions get tougher.

His sentiments are shared by Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., who are in second place in their Rambler American with 16 points.

Sherbrooke La Tribune June 5 1968

Le Rallye Shell 4000 s'arrête ce soir à Sherbrooke

Hopkirk mène toujours le bal

SUDBURY — Les jours passent et ne se ressemblent pas dit le dicton. Tel ne semble pas toujours être l'avis de Paddy Hopkirk, d'Irlande, qui au terme de la troisième étape est toujours en première position fermement cramponné à ses 4 points de pénalisation seulement.

La ville de Sherbrooke sera l'hôte ce soir de ce rallye majeur au pays, et ce pour la première fois de son histoire. D'ailleurs, notre ville est la seule au Québec à recevoir les concurrents et l'Auto-Club Sherbrooke n'a pas ménagé ses efforts pour faire en sorte que la réception soit chaude afin d'insister les dirigeants du Rallye Shell 4000 milles à revenir dans l'avenir.

La direction a fait savoir hier que les premières voitures sont attendues vers 9h.30 p.m., sur le campus de l'Université de Sherbrooke. Il se pourrait toutefois que ce temps soit devancé ou reculé, impossible de le dire à l'avance. Les concurrents se reposeront toute la nuit durant à Sherbrooke, et le départ pour la cinquième étape se fera à compter de 5h. a.m. jeudi matin. La direction de l'Auto-Club Sherbrooke invite la population à se rendre en grand nombre à l'Université afin d'accueillir les coureurs et aussi voir de quelle façon un tel rallye se fait.

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Mike Kerry, son navigateur, s'était emparé de la deuxième place au classement général du rallye Shell en 1967 en compagnie de Scott Harvey de Detroit son expérience du parcours semble avoir pesé lourdement dans la balance jusqu'ici.

Cependant, il faut s'attendre à des renversements de situation car pour la première fois dans les annales les provinces maritimes font parti du rallye Shell, ceci pourrait avoir des répercussions profondes sur le classement car le parcours est entièrement nouveau et les concurrents chevronnés se trouveront presque sur un pied d'égalité avec les moins chevronnés.

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Paul MacLennan champion de la catégorie privée du Rallye Shell en 1966 vient en troisième place avec 16 points au volant d'une Rambler MacLennan est actuellement le meneur de l'Ecurie American Motors. MacLennan jouit de l'apport précieux à la barre de navigation de Jim Peters de Burlington en Ontario. On sait que Peters faisait équipe avec Roger Clark et tous deux avaient remporté les honneurs du rallye en 1967.

Dans la catégorie des constructeurs American Motors détient une confortable avance sur son concurrent immédiat les Toyotas Corollas des entreprises Norfolk. L'écurie Datsun est en troisième. Elle est éliminée de la course. En effet, Klaus Ross de Montréal a récolté 1,300 points de pénalisation lundi pour avoir passé à un poste de contrôle avec quelque deux heures de retard.

Après un arrêt de nuit à Sudbury en Ontario les voitures rescapées ont repris la route à destination d'Ottawa et Sherbrooke. Le rallye fera un autre arrêt de nuit à Sherbrooke et les premières voitures devraient faire leur apparition sur le terrain de l'Université vers les 9h.30 du soir.



Paddy Hopkirk vole la vedette dans le Rallye Shell 4000 et sa Mini-Cooper S, que l'on voit sur notre photo en pleine action, tient elle aussi le coup en dépit des routes dangereuses depuis le départ de cette classique internationale.