



TAKING A BREATH: The Shell 4000 cross-Canada Auto Rally passed through Fredericton last night. Seen above taking a break at a local service station are rally competitors **Paul MacLennan** (centre) and **Jim Peters** (right). Talking to them about their trip is station owner **Paul Embleton**.

Maritimes Provide Good Rallying

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan

of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hady and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces

Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 600.

Vancouver Province
June 7 1968

CAR RALLY:

Mo-town roar reverberates in Maritimes

EDMUNDSTON, N.B. (CP)
— **Scott Harvey** of Detroit continued to hold first place Thursday as the cross-Canada rally entered the Maritimes for first time in its eight-year history.

Harvey and **Ralph Beckman**, also of Detroit, in their blue Barracuda made the run from Sherbrooke, Que. to here without fault. They have accumulated only eight points since the rally started in Calgary last Saturday night. It ends in Halifax today.

The 58 cars which left Sherbrooke — only 11 have dropped out so far — were greeted by an enthusiastic group of more than 100 persons as the drivers stopped for lunch before heading for Thursday's overnight stop at Saint John, N.B.

Still in second place is the team of **Paul MacLennan**, of Toronto and **Jim Peters**, of Burlington, Ont. in their Rambler American with 16 points.

Most of the leading drivers lost no points Thursday.

They said the run from Sherbrooke had been the toughest of this year's event, which has been relatively easy so far.

St. John Times-Globe June 7 1968

Harvey Sure Bet To Win Rally

A pair of Americans driving a blue Barracuda Formula S appeared to have the cross-Canada rally all but wrapped up as they left for Halifax this morning on the final leg of the week-long, 4,000-mile test.

Scott Harvey of Detroit, Mich., and his navigator, 22-year-old Ralph Beckman of Ann Arbor, Mich., had been assessed only eight penalty points up to the time of their departure this morning. They held a comfortable eight-point lead over a pair

of 33-year-old Canadians — Paul MacLennan of King, Ont., and Jim Peters of Burlington, Ont.

Tom Jones, 28, a general contractor from Port Arthur and his partner 36-year-old John Medwell of Toronto remained in third place with 18 penalty points — two more than MacLennan. Both Jones and MacLennan were driving Rambler Americans.

The top three positions haven't changed since the first day of the rally.

A 17-tank convoy near CFB

Gagetown provided the main obstacles for the rally drivers yesterday as they tore through a speed test, with some cars reaching speeds of 110 miles-per-hour.

MacLennan and Peters whipped up over the brow of a hill and found themselves confronted head-on by a tank. MacLennan swerved out of the way to avoid a collision.

Hunter Floyd of Edmundston was going 110 when he saw the tanks. He swerved one way and a tank swerved into a ditch to avert a crash.

MacLennan phoned the

starter and it was arranged with the Army to move the tanks off the course.

A 38-year-old automotive engineer who finished second in the overall rally and first in his class last year in his fourth crack at the event, Harvey thought his chances of coming home the winner this time were good.

"We have a better chance right now than anybody else to win," the crewcutted father of five said after arriving here.

Beckman, an engineering student at the University of Michigan, said that he and Harvey came within one second of losing their lead. They used 14 minutes and 59 seconds of losing their lead. They used 14 minutes and 59 seconds to replace a shock absorber — one second less than the 15 minutes which is allowed each team to repair their car after each leg of the rally.

If they had used more than 15 minutes, they would have been penalized 10 points for every minute thereafter.

"I thought we had used up only 13 minutes and 59 seconds," Beckman said. "But

the timekeeper said that we had used 14:59. I almost fell down when she told me."

It's the third time that Harvey and Beckman have worked as a team, but the first time in the cross-Canada.

Should they win they will split the \$1,000 prize money plus \$350 as winners of their class—their Barracuda is in class 5 — the second highest category. The rally is sponsored by Shell Oil of Canada Ltd.

Harvey, MacLennan and Jones all agreed that yesterday's stretch from Sherbrooke, Que., to Saint John provided good driving.

"The roads today were in good condition — unfortunately, MacLennan said, "We can't make up points on Harvey on roads like that."

"It's like golf. All you can do is your best and hope the other fellow makes a mistake. But I don't think Harvey will now. He's too good a driver or he wouldn't have been leading all week."

Jones said "The rally organizers were counting on some rain to make the driving more difficult, but it hasn't come."

Rally Results

SAINT JOHN, N.B. (CP) — Thursday results in the 4,000-mile, cross-Canada car 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—25.

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

6. Hunter Floyd, St. Albert, Alta., Lutz Ecker, Don Mills, Ont., Rambler—51.

7. Tony Fall, Berkshire, Eng-

land, Denis Johnson, Mount Royal, Que., BMC 1800—64.

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

9. Fritz Hochreuter, Agincourt, Ont., Ron Carney, Huntsville, Ont., Porsche—75.

10. John Smith, Kingston, Ont., John Catto, Ottawa, Toyota—97.

11. Richard Vezina, Quebec City, Yvon Turmel, Quebec City, Volvo—180.

12. Henri Biard, Montreal, Guy Lesperance, Montreal, Renault—204.

13. Marcel Rainville, Quebec City, Robin Edwardes, Pierrefonds, Que., Toyota—214.

14. Pierre Cayer, Quebec City, Andre Beausejour, Longueuil, Que., Peugeot—249.

15. Florent Guilbault, Hudson, Que., Paul Rainville, Ile Perot, Que., Toyota—319.

16. Arno Hansen, Dartmouth, N.S., Donald Mackenzie, Dartmouth, Volvo—431.

17. Serge Trottier, Vieux Montreal, Roland Poitras, Montreal, Volkswagen—900.

18. Zenon Ouellet, Rimouski, Que., Raymond Joncas, Rimouski, Beaumont—916.

19. Kuno Wittmer, Terrebonne Heights, Que., Gilles Lacharite, La Salle, Que., Peugeot 204—GT—1,282.

20. Klaus Ross, Dorval, Que., John Bird, Toronto, Datsun—1,396.

Retired: Charles Parent, Ste. Anne Des Monts, Que., Conrad Bouffard, Matane, Chevelle—cause unknown.

Calgary Albertan June 7 1968

HAMMILL'S SHELL 4000 DAILY REPORT

Tanks obstacles for rally drivers

SAINT JOHN, N.B. (CP) — Tanks provided the main obstacles for drivers in the cross-Canada rally Thursday as the top positions were unchanged.

On the way here from Sherbrooke, the rally went into Camp Gagetown, a Canadian forces base, for a speed test.

The first car over the course, a Rambler American driven by Paul MacLennan of Toronto, whipped around a curve and was confronted by a line of tanks approaching him head-on.

MacLennan swerved violently and went on to finish the test without losing points. He holds second place with 16 points.

The second car, another Rambler driven by Hunter Floyd of Edmonton, was doing 110 miles an hour when he saw the tanks. He swerved and so did the tank.

Meanwhile, MacLennan told the starter to hold the rest of the cars up until the course had been cleared. The tanks then were lined up at the finish line and their drivers formed a cheering section for drivers.

Scott Harvey and his navigator Ralph Bechman, both of Detroit, Mich., remained as rally leaders with eight points—one lost on the first day of the rally

and seven on the second day when their car couldn't get by cows which blocked the road.

The rally ends in Halifax today and Harvey now is strongly favored to finish first, even by MacLennan his closest competitor.

"He is a great driver and I don't think I can catch him now," said MacLennan, the rally winner in 1966. He added, however, that rallying is a strange sport and a malfunctioning part can make the difference between winning and losing.

When the cars left Sherbrooke early Thursday morning, one driver was left behind. Paddy Hopkirk of Ireland was disqualified 90 minutes before he was due to leave for today's run. Rally organizers said his car did not conform with international rally standards.

The Mini-Cooper, in which Hopkirk held 10th place, had an extra radiator fitted to its front bumper, apparently in contravention of the rules.

Hopkirk was annoyed that he was thrown out of the race. He made a few acid comments about rallying in Canada and left for home immediately

Galt Evening Reporter June 7 1968

Victory Just Lap Away For Harvey

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Harvey Appears Victor

By GORDON GRANT

SAINT JOHN N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight

points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class.

Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

Montreal La Presse June 7 1968

Au tour des chars d'assaut de causer des ennuis aux rallyistes

SAINT-JEAN, N.B. — Cette année, les participants du rallye Shell ne semblent pas éprouver trop de difficultés avec les intempéries qui, depuis le départ de Calgary, le 1er juin, ont brillé par leur absence.

Toutefois, faute de pluie et de boue ou même de neige, ce ne sont pas les obstacles qui manquent. Avant-hier, c'était le fermier enragé qui leur avait bloqué le passage, en plaçant son camion au beau milieu de la route. Hier c'était au tour d'une patrouille de chars d'assaut, à Camp Gagetown, à quelque 25 milles au sud de Fredericton, qui voulait garder sain et sauf l'honneur des Maritimes.

Il s'agissait d'une épreuve en circuit fermé de 24 milles, la dernière du Shell 4000, qui était disputée à Camp Gagetown, au sud de Fredericton.

Par suite d'un malentendu, la patrouille se trouvait tout près du parcours que devaient emprunter les rallyistes. Les militaires étaient sur le point de traverser et de bloquer la route au peloton de voitures, mais celles-ci les prirent de vitesse. Arrivées en trombe, ce fut au tour des "intrus", si l'on peut s'exprimer ainsi, à attendre le passage du rallye et à se transformer, pour la circonstance, en spectateurs fort intéressés.

D'autre part, Paddy Hopkirk, de mémoire désormais célèbre en raison de son radiateur fantôme, a quitté le Shell 4000, à destination de Londres, en Angleterre.

Après avoir depuis quelques

jours fait l'objet de protestations véhémentes de la part d'autres concurrents moins innovateurs, Hopkirk a été officiellement disqualifié par les organisateurs pour installation d'équipement illégal sur le pare-choc avant de sa Mini-Cooper S.

Harvey domine

A l'arrivée de l'avant-dernière étape à Saint-Jean au Nouveau-Brunswick, en provenance de Sherbrooke, Scott Harvey, de Détroit, menait toujours au classement officiel au volant d'une Barracuda, avec 8 points de pénalisation. A moins d'un revirement de situation ou d'une disqualification improbables, il devrait rentrer ce soir à Halifax, en grand triomphateur.

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

En 12e position, Florent Guilbault de Hudson, et Paul Rainville, de l'Île Perrot, au volant d'une Toyota Corolla, viennent en tête des porte-couleurs du Québec, avec 82 points.

Au volant d'une Chevelle Malibu, on retrouve en 15e place Charles Parent de Ste-Anne-des-Monts, et Conrad Bouffard, de Matane, avec 131 points.

Le couple Gozzard, de London, Ont., dans une Renault Gordini, a réussi hier le grand

chelem. Ils se sont classés premiers dans la catégorie mixte, dans la classe II, et dans la catégorie privée. Ils occupent la cinquième place au classement général, derrière Ewold van Bergen, champion rallyiste d'Afrique du Sud.

Dans la catégorie des constructeurs, American Motors est presque assurée de prendre la relève de Datsun, qui a perdu toutes ses chances de rééditer son exploit de l'an dernier.

Ce matin, la caravane composée de quelque 55 équipages a pris la route à destination de Halifax, dernière étape du prestigieux Shell 4000, qui se termine pour la première fois en Nouvelle-Ecosse.

IN BLUE BARRICUDA

American Driver Wraps Up Rally

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class.

Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class; first in the couples section and first in the private entry category.

COULD WIN \$2,550

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick-up \$2,500 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Army tank confronts cross-Canada rallyists

SAINT JOHN, N.B. — (Gazette) — Maritimers can take heart that nothing bad ever came out of New Brunswick yesterday. But they are the only people who can.

Competitors in the Shell 4000 car rally, who have been frustrated by a childish-easy event for the past six days, were forced to take cold showers again last night as the 700-mile run from Sherbrooke here proved nothing except that an army tank will out-bluff a Rambler any day in a head-to-head encounter.

Former winner Paul MacLennan found that out as he hurtled at more than 100 miles an hour through a section of Gagetown Military Camp near Fredericton late in the after-

noon, a 21-mile speed course supposedly closed to all other traffic. But a sergeant had other ideas.

"Well, there was the tank," recalled MacLennan, "and it was not a very wide road as dirt roads go. I think one of us must have skidded into the ditch. I think it was him."

Other rallyists, considering the odds, tended to disagree with MacLennan's recollection but the brief side trip in-and-out of the New Brunswick

By CHRIS ALLAN

hedgerow failed to slow the Toronto fireman who completed the course with a scratch time penalty-free.

The closed sections are the only part of the rally where outright speed counts, penalty points being assessed if drivers fail to match a target time set for each class according to engine capacity.

Yesterday's two closed sections, the only parts of a dry,

unimpressive run through throat-choking dust, failed to shake up the standings as the three leaders ran "clean" throughout the day. But an official ruling early in the morning left Ireland's Paddy Hopkirk a non-starter.

Hopkirk, a 1964 Monte Carlo winner, and navigator Mike Kerry of Toronto were notified less than an hour before they were due to start that their Mini-Cooper had been declared ineligible.

Earlier in the rally Hopkirk had added what proved to be an illegal second radiator to the car to combat over-heating.

The Michigan crew of Scott Harvey from Dearborn and Ralph Beckman of Ann Arbor held the lead with eight penalty points in a Barracuda. MacLennan and navigator Jim Peters of Burlington, Ont.,

remain in second place with a Rambler and 16 points and American Motors teammates Tom Jones of Port Arthur, Ont., and navigator John Nedwell of Toronto hold third with 18.

The husband-and wife crew of Hayden and Sylvia Gozard of London, Ont., continued to be the surprise of the rally, leading private entries with fifth-place over-all in a Renault Gordini.

Florent Guilbeault of Hudson and Paul Rainville of Ile Perrot dropped from 12th place out of sight after incurring 200 points when they went off course in their Toyota.

The rally ends in Halifax tonight and Harvey is all but conceded victory unless the event becomes unexpectedly more challenging in the final hours.

Au tour des chars d'assaut de causer des ennuis aux rallyistes

SAINT-JEAN, N.B. — Cette année, les participants du rallye Shell ne semblent pas éprouver trop de difficultés avec les intempéries qui, depuis le départ de Calgary, le 1er juin, ont brillé par leur absence.

Toutefois, faute de pluie et de boue ou même de neige, ce ne sont pas les obstacles qui manquent. Avant-hier c'était le fermier enragé qui leur avait bloqué le passage, en plaçant son camion au beau milieu de la route. Hier c'était au tour d'une patrouille de chars d'assaut, à Camp Gagetown, à quelque 25 milles au sud de Fredericton, qui voulait garder sain et sauf l'honneur des Maritimes.

Il s'agissait d'une épreuve en circuit fermé de 24 milles, la dernière du Shell 4000, qui était disputée à Camp Gagetown, au sud de Fredericton.

Par suite d'un malentendu, la patrouille se trouvait tout près du parcours que devaient emprunter les rallyistes. Les militaires étaient sur le point de traverser et de bloquer la route au peloton de voitures, mais celles-ci les prirent de vitesse. Arrivées en trombe, ce fut au tour des "intrus", si l'on peut s'exprimer ainsi, à attendre le passage du rallye et à se transformer, pour la circonstance, en spectateurs fort intéressés.

D'autre part, Paddy Hopkirk, de mémoire désormais célèbre en raison de son radiateur fantôme, a quitté le Shell 4000, à destination de Londres, en Angleterre.

Après avoir depuis quelques

jours fait l'objet de protestations véhémentes de la part d'autres concurrents moins innovateurs, Hopkirk a été officiellement disqualifié par les organisateurs pour installation d'équipement illégal sur le pare-choc avant de sa Mini-Cooper S.

Harvey domine

A l'arrivée de l'avant-dernière étape à Saint-Jean au Nouveau-Brunswick, en provenance de Sherbrooke, Scott Harvey, de Détroit, menait toujours au classement officiel au volant d'une Barracuda, avec 8 points de pénalisation. A moins d'un revirement de situation ou d'une disqualification improbables, il devrait rentrer ce soir à Halifax, en grand triomphateur.

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

En 12e position, Florent Guilbault de Hudson, et Paul Rainville, de l'Île Perrot, au volant d'une Toyota Corolla, viennent en tête des porte-couleurs du Québec, avec 82 points.

Au volant d'une Chevelle Malibu, on retrouve en 15e place Charles Parent de Ste-Anne-des-Monts, et Conrad Bouffard, de Matane, avec 131 points.

Le couple Gozzard, de London, Ont., dans une Renault Gordini, a réussi hier le grand

chelem. Ils se sont classés premiers dans la catégorie mixte, dans la classe II, et dans la catégorie privée. Ils occupent la cinquième place au classement général, derrière Ewold van Bergen, champion rallyiste d'Afrique du Sud.

Dans la catégorie des constructeurs, American Motors est presque assurée de prendre la relève de Datsun, qui a perdu toutes ses chances de rééditer son exploit de l'an dernier.

Ce matin, la caravane composée de quelque 55 équipages a pris la route à destination de Halifax, dernière étape du prestigieux Shell 4000, qui se termine pour la première fois en Nouvelle-Ecosse.



Rien n'arrête le rallye

Qui s'inscrit dans le rallye Shell doit s'attendre à rencontrer mille et un obstacles pendant la randonnée de 4.000 milles. En route vers St-Jean, Nouveau-Brunswick, le duo de Al Catinus et Otta Schreiber a dû emprunter une route secondaire afin d'éviter... le déménagement d'une maison. La longue épreuve se termine aujourd'hui, à Halifax.

\$9.95 par jour

AUCUNS FRAIS de millage
ENTIEREMENT AUTOMATIQUES
location de voitures 8 cylindres, 1968

STANLEY
RENT A CAR - TRUCK

Au cœur du quartier des affaires de Montréal
angle Metcalfe et Sherbrooke — Tél. 288-0111

LAUZON RENT-A-CAR — TRUCK
5008, boul. Décarie — Tél. 482-4040



Vous AIMEREZ
Dubonnet Blonde



Cet apéritif
se sert nature
froid ou
en cocktails

IMPORTÉ
DE
FRANCE



DUBONNET
BLONDE

DUBO
DUBON
DUBONNET

EN VENTE PARTOUT
CDC, 30 AV. KLÉBER, PARIS 16, FRANCE

Moncton Transcript June 7 1968

Virtually Assured Of Win

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was

worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Mari-

times—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London,

Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to

Montreal La Presse June 7 1968



Rien n'arrête le rallye

Qui s'inscrit dans le rallye Shell doit s'attendre à rencontrer mille et un obstacles pendant la randonnée de 4,000 milles. En route vers St-Jean, Nouveau-Brunswick, le duo de Al Catinus et Otta Schreiber a dû emprunter une route secondaire afin d'éviter... le déménagement d'une maison. La longue épreuve se termine aujourd'hui, à Halifax.

Harvey Still Leads Rally

By GORDON GRANT

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John

Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to

pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second

car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 600.

Guelph Mercury June 7 1968

Scott Harvey, With 8 Points Cinch To Clinch 4,000 Rally

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man,

that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provid-

ed and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also

were first in class, first in the couples section and first in the private entry category.

COULD WIN \$2,550

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces base, Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 600.

St. Thomas Times-Journal June 7 1968

Harvey Appears to Have First Place Wrapped Up in Cross-Canada Rally

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the

cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provid-

ed and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

COULD WIN \$2,550

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he

managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 60.

Harvey nears rally victory

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after

criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

COULD WIN \$2,550

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 600.

Nelson News June 7 2968

Cows, Farmers, Shotgun, Now Tanks. What Next?

SAINT JOHN, N.B. (CP) — Tanks provided the main obstacles for drivers in the cross-Canada rally Thursday as the top positions were unchanged.

On the way here from Sherbrooke, the rally went into Camp Gagetown, a Canadian forces base, for a speed test.

The first car over the course, a rambler American driven by Paul MacLennan of Toronto, whipped around a curve and was confronted by a line of tanks approaching him head-on.

MacLennan swerved violently and went on to finish the test without losing points. He holds second place with 16 points.

The second car, another Rambler driven by Hunter Floyd of Edmonton, was doing 110 miles an hour when he saw the tanks. He swerved and so did the tank.

Meanwhile, MacLennan told the starter to hold the rest of the cars up until the course had been cleared. The tanks then were lined up at the finish line and their drivers formed a cheering section for drivers.

Scott Harvey and his navigator Ralph Bechman, both of Detroit, Mich., remained as rally leaders with eight points—one and seven on the second day when their car couldn't get by cows which blocked the road.

The rally ends in Halifax today and Harvey now is strongly favored to finish first, even by MacLennan his closest competitor.

"He is a great driver and I don't think I can catch him now," said MacLennan, the rally winner in 1966. He added, however, that rallying is a strange sport and a malfunctioning part can make the difference between winning and losing.

When the cars left Sherbrooke early Thursday morning, one driver was left behind. Paddy Hopkirk of Ireland was disqualified 90 minutes before he was due to leave for today's run. Rally organizers said his car did not conform with international rally standards.

The Mini-Cooper, in which

Hopkirk held 10th place, had an extra radiator fitted to its front bumper, apparently in contravention of the rules.

Hopkirk was annoyed that he was thrown out of the race. He made a few acid comments about rallying in Canada and left for home immediately.

Winnipeg Free Press June 7 1968

Tanks — But No Thanks!

By GORDON GRANT

SAINT JOHN, N.B. (CP) — Tanks provided the main obstacles for drivers in the cross-Canada rally Thursday as the top positions were unchanged.

On the way here from Sherbrooke, the rally went into Camp Gagetown, a Canadian forces base, for a speed test.

The first car over the course, a rambler American driven by Paul MacLennan of Toronto, whipped around a curve and was confronted by a line of tanks approaching him head-on.

MacLennan swerved violently and went on to finish the test without losing points. He holds second place with 16 points.

The second car, another Rambler driven by Hunter Floyd of Edmonton, was doing 110 miles an hour when he saw the tanks. He swerved and so did the tank.

Meanwhile, MacLennan told the starter to hold the rest of the cars up until the course had been cleared. The tanks then were lined up at the finish line and their drivers formed a cheering section for drivers.

Scott Harvey and his navigator Ralph Bechman, both of Detroit, Mich., remained as rally leaders with eight points—one lost on the first day of the rally and seven on the second day when their car couldn't get by cows which blocked the road.

The rally ends in Halifax today and Harvey now is strongly favored to finish first, even by MacLennan his closest competitor.

"He is a great driver and I don't think I can catch him now," said MacLennan, the rally winner in 1966. He added however, that rallying is a strange sport and a malfunctioning part can make the difference between winning and losing.

When the cars left Sherbrooke early Thursday morning, one driver was left behind. Paddy Hopkirk of Ireland was disqualified 90 minutes before he was due to leave for today's run.

Rally organizers said his car did not conform with international rally standards.

The Mini-Cooper, in which Hopkirk held 10th place, had an extra radiator fitted to its front bumper, apparently in contravention of the rules.

Hopkirk was annoyed that he was thrown out of the race. He made a few acid comments about rallying in Canada and left for home immediately.

Regina Leader-Post June 7 1968

Army tanks new rally obstacle

SAINT JOHN, N.B. (CP) — Tanks provided the main obstacles for drivers in the cross-Canada rally Thursday as the top positions were unchanged.

On the way here from Sherbrooke, the rally went into Camp Gagetown, a Canadian forces base, for a speed test.

The first car over the course, a Rambler American driven by Paul MacLennan of Toronto, whipped around a curve and was confronted by a line of tanks approaching him head-on.

MacLennan swerved violently and went on to finish the test without losing points. He holds second place with 16 points.

The second car, another Rambler driven by Hunter Floyd of Edmonton, was doing 110 miles an hour when he saw the tanks. He swerved and so did the tank.

TANK DRIVERS CHEER

Meanwhile, MacLennan told the starter to hold the rest of the cars up until the course had been cleared. The tanks then were lined up at the finish line and their drivers formed a cheering section for drivers.

Scott Harvey and his navigator Ralph Bechman, both of Detroit, Mich., remained as rally leaders with eight points—one lost on the first day of the rally and seven on the second day when their car couldn't get by cows which blocked the road.

The rally ends in Halifax today and Harvey now is strongly favored to finish first, even by MacLennan his closest competitor.

"He is a great driver and I don't think I can catch him now," said MacLennan, the rally winner in 1966. He added, however, that rallying is a strange sport and a malfunctioning part can make the difference between winning and losing.

When the cars left Sherbrooke early Thursday morning, one driver was left behind. Paddy Hopkirk of Ireland was disqualified 90 minutes before he was due to leave for today's run. Rally organizers said his car did not conform with international rally standards.

The Mini-Cooper, in which Hopkirk held 10th place, had an extra radiator fitted to its front bumper, apparently in contravention of the rules.

Hopkirk was annoyed that he was thrown out of the race. He made a few acid comments about rallying in Canada and left for home immediately.

Rallyists Happy With Most Roads, Tanks Are Problem

SAINT JOHN, N.B. (CP) — Scott Harvey of Detroit has virtually wrapped up first place in the cross-Canada rally which ends after today's run into Halifax, experts concede.

Harvey and his navigator, Ralph Beckman, started today's run in first place with eight points, half the total of their closest competitor.

This is the third time Harvey and Beckman have worked as a team, but the first time in the cross-Canada. They have never been over-all winners.

Should they win, they would split the \$1,000 first prize plus \$350 as winners of their class. Their blue Barracuda, sponsored by Chrysler Canada Ltd., is in Class 5, the second highest category.

Beckman, an engineering student at the University of Michigan who resides in Detroit, was worried before the rally started in Calgary last Saturday that he would not be good enough to navigate for Harvey.

"Scott was the United States champion when I first got interested in rallying and I really look up to him. Late last year, after I had won a few rallies, Scott called and asked me to work with him. That was some thrill.

"If we win this, then man, that's the top," he said in an interview.

COMPLETE BEST RUN

Thursday's run, in which Harvey and Beckman did not lose a point, was the best rallying so far on this year's event, drivers said.

They praised the terrain in Quebec and the Maritimes after criticizing the dull rallying on the Prairies.

Jim Gunn, rally organizer, said the move into the Maritimes—the rally had never been in the area in its eight-year history—was gratifying.

"The drivers I have talked to were pleased with the test that roads in New Brunswick provided and we've got more coming up in Nova Scotia. Today will be a real test," Gunn said.

Meanwhile, Paul MacLennan of Toronto and Jim Peters of Burlington, Ont., remained in second place with 16 points. They are driving a Rambler American.

Third place was held by Tom Jones of Port Arthur and John Medwell of Toronto, also in a Rambler American. They have 18 points while Ewold van Bergen of South Africa and Paul Manson of Toronto in a Datsun are fourth with 25 points.

Fifth place is held by the husband and wife team of Hadyn and Sylvia Gozzard of London, Ont., in a Renault. They also were first in class, first in the couples section and first in the private entry category.

COULD WIN \$2,550

Should the Gozzards finish first in the private entry section they would be the first couple to do so. They currently stand to pick up \$2,550 in prize money.

Thursday's run included two speed sections, one in a forest reserve outside Sherbrooke and the other at Canadian Forces Base Gagetown, near Fredericton.

On the forest reserve, rallyists encountered the first mud of this year's run, while at Gagetown tanks were a problem.

Paul MacLennan whipped his Rambler American around a curve and was confronted with a convoy of 17 tanks which he managed to avoid. The second car through the section, Hunter Floyd's Rambler American, was going 110 miles an hour when he saw the tanks.

He swerved one way and a tank swerved into a ditch to avoid a collision.

MacLennan phoned the starter and it was arranged with the army to move the tanks off the course.

Rambler Americans, sponsored by American Motors (Canada) Ltd., led the manufacturers class with 85 points while the second-place Toyotas have more than 600.