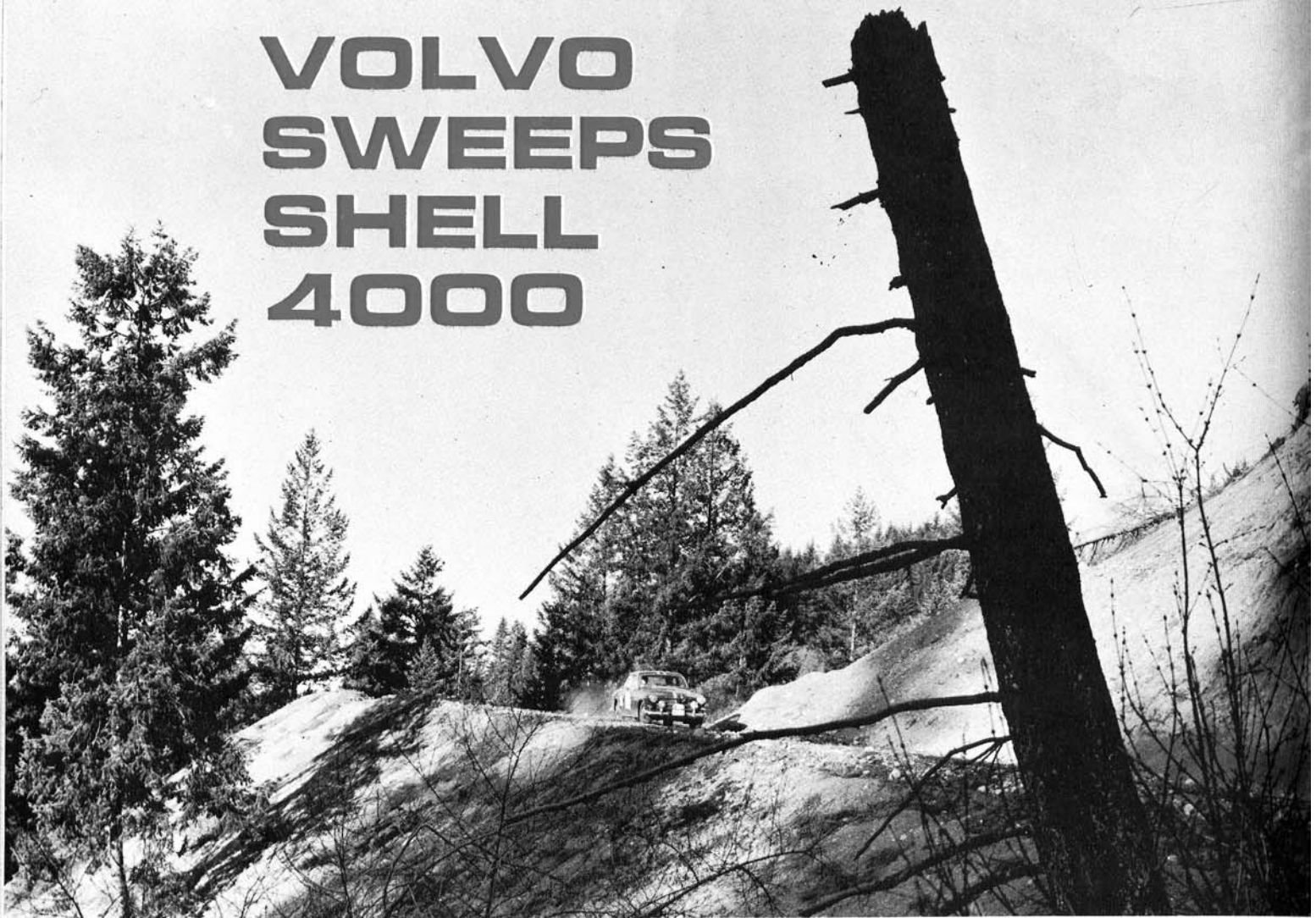


# VOLVO SWEEPS SHELL 4000



Above: Rugged, picturesque terrain marked B.C. part of rally.  
Below: Car heads down first special speed stage in Cascades.



## 1964 event termed tough test

□ Volvo won all the marbles and the rally organizers gained international praise in the 1964 running of the Shell 4000. Competitors and observers alike agreed it was the toughest, truest test of cars and drivers in the four-year history of the event, elevating it to realistic world championship calibre. Forty-four of the 62 starters completed the course.

Led by Klaus Ross and John Bird, who lost a scant four points through 4,044 miles and six days of gruelling road warfare, Volvo works cars swept the four major prizes of first over-all, first in class, manufacturers' team and Coupe des

Dames. Three works TR4's edged the six-car Ford contingent to take second place in the manufacturers' category

Maurice Carter and Ian Worth, in a dealer-sponsored Chevy II finished second over-all — after leading for the first two days of the rally — with a loss of 11 points. George Merson and Brent Davies in a Falcon Sprint captured third over-all, and first in their class, for the Ford entry.

International rallyist Olivier Gendebien, who placed fourth in a Volvo, echoed the sentiments of most drivers when he termed this year's Shell 4000 an enormous improvement over previous competitions. It was a challenge truly worthy of its world championship classification the Belgian driver said.

Well-chosen roads, difficult to navigate under any conditions, and the addition of five special high-speed stages (closed to public traffic) made the event a tough test for driver ability and car reliability.

The cars rolled out of Vancouver Saturday night, April 18, at two minute intervals, moved through Hope and Princeton in B.C. and headed straight into the first special speed stage . . . in the Cascades. Thirty-three miles of twisting mountain gravel road took its toll of cars, with Terry Sumner, in a Valiant, and Norm Namerow, in a Volvo, both flipping and Gene Henderson's Falcon Sprint left perched precariously on the edge of a cliff. Esko Keinanen, of Finland, was forced to drop out with clutch trouble in his Valiant.

Cutting through the Rockies and into the Foothills, the first part of the six-section program ended in Calgary with Scott Harvey/Bob Millman in a Valiant sharing first place with the Carter/Worth team, neither having lost a point during the 20-hour drive.

The next section ran to Saskatoon, with the second speed stage, arranged at Camp Wainwright, Sask., taking last year's winners — Dick Doyen and Clay Gibbs — out of action when their Chevy II

(continued next page)



Above: Gendebien at Calgary Hillclimb in Volvo. Event ended first day of the rally.

Below: Batori/Valsamis MG 1100 gets taste of prairie mud on Yorkton, Sask., farm field.



Above: Speed test at Riding Mountain Park in Manitoba.

Left: Crowd greets driver on arrival at Wawa, Ont., check.

# VOLVO SWEEPS SHELL 4000

(continued)

rolled. Harvey/Mollman also flipped, lost their first place position but continued on. The Swedish team of Bo Lungfeldt/Fergus Sager retired after rolling their Falcon at Wainwright.

Maurice Carter came through clean for the second consecutive day and remained in the lead as the cars reached Saskatoon. Ross/Bird moved into a second spot tie with John Merriman and Paul Manson in a Chevelle, both having lost but a single point.

Snaking across the prairies, the third day of the rally ended in Winnipeg, with the Ross/Bird and Merriman/Manson crews sharing first place, both having come through clean from Saskatoon. A snow-packed road in the Yorkton, Sask., area stalled a number of cars and caused considerable point losses. The day's run also eliminated one of the leading crews, Lou Lalonde and John Jones, when their Chevy II was damaged in a collision on a rural Manitoba road.

Drowsiness became the major obstacle in the section from Winnipeg to Sault Ste. Marie, travelled mainly over Trans-Canada highway pavement. The Ford team lost another crew when the Ann Hall/Jean Steagall Falcon rolled over near Dryden, Ont.

Merriman/Manson came through the day without any point loss, to preserve their first-place position. Ross/Bird lost a single point and dropped to second, with Carter/Worth third, minus six points.

The section from Sault Ste. Marie to Toronto was described by many competitors as the toughest of the rally, with muddy, rutty, slippery roads in the Muskoka district testing drivers and cars alike. One 20-mile stretch of mud, south of Parry Sound, caused more point losses than the previous



Above: A Triumph rolls along shore of Lake Superior heading for Sault Ste. Marie during fourth day of Shell 4000.

Right: Muddy roads take toll south of Parry Sound as three cars slide into ditch travelling through slippery S-turn.

Below: Ross/Bird dance around curve at Mosport during special speed stage. Drivers completed five laps of circuit.





Left: Diana Carter, left, with navigator Gillian Field, topped Coupe des Dames.

Below: Volvo victors Klaus Ross, left, and John Bird at finish.



OFFICIAL FINAL RESULTS  
1964 SHELL 4000

	Driver/Navigator	Car	Point loss
1.	Ross/Bird	Volvo	4
2.	Carter/Worth	Chevy II	12
3.	Merson/Davies	Falcon	13
4.	Gendebien/Kerry	Volvo	19
5.	Curran/Carney	Peugeot	20
6.	Bunch/Edwards	Skoda	25
7.	MacLennan/Dempsey	Falcon	43
8.	Merriman/Manson	Chevelle	44
9.	Houser/Remington	Valiant	50
10.	Wenzel/Proctor	VW 1500	53
11.	Grant/Katilla	Chevy II	66
12.	Hochreuter/Lachner	VW 1500	67
13.	Harvey/Mollman	Valiant	70
14.	Bobek/Luce	Skoda	71
15.	Felton/Riddick	Mini-Cooper	83
16.	Rasmussen/Coombe	TR-4	88
17.	Jennings/Homsey	TR-4	95
18.	Graham/Acteson	Volvo	104
19.	Namerow/Bick	Volvo	107
20.	Jellett/Anderka	Valiant	124
21.	Thuner/Fidler	TR-4	130
22.	Henderson/Bickham	Falcon	140
23.	McLean/Gallop	Falcon	168
24.	Carter/Field	Volvo	173
25.	Mazuch/Dodsworth	Skoda	182
26.	Errington/Callon	Volvo	190
27.	MacGregor/Bailey	Morris 1100	193
28.	Morgan/Hartley	Falcon	197
29.	Pepper/Jackson	Volvo	202
30.	Lindquist/Koelmel	Valiant	228
31.	Hayes/Wilson	Falcon	250
32.	Bartels/Teubler	VW 1500	284
33.	Rainville/Catto	Volvo	305
34.	Gerry/Gibbons	Volvo	364
35.	Andreasen/Smith	VW	422
36.	Maters/Louden	Renault	637
37.	McQuirk/McQuirk	Bentley	667
38.	Deno/Pittock	VW	875
39.	Sumner/Meyden	Valiant	831
40.	Marchildon/Jackman	Mini-Cooper	947
41.	Ramsey/Elliott	Renault	1220
42.	Peter/Andrews	VW	1359
43.	Murphy/Calvin	Studebaker	1381
44.	Martin/Griffin	Triumph	1721

3,000 miles. During the day, the top 20 positions changed hands.

Ross/Bird, jumped into a commanding first place lead. Merriman/Manson tumbled from leadership ranks when they became mud-stuck for over 40 minutes. Carter/Worth took over second place and Harvey/Mollman edged into third.

The final day's competition shook up the standings again as unexpectedly challenging roads caught some drivers unaware. Harvey/Mollman dropped from third to 14th place, following an accident and the Grant McLean/Doug Gallop Falcon tumbled from fourth to 23rd place when a front suspension member snapped. The special stage at Mosport was a delight for most drivers but didn't result in any major point losses.



Action at end of Calgary hill climb.

# Through all kinds of weather...

over all kinds of roads...

## Diana Carter wins, on Goodyears, top women's award in Shell 4000 Rally

"The toughest rally yet," claimed pert, fair-haired Diana Carter as she described the 4,000 miles of mountains, prairies, mud and rocks that make up the Shell 4000 Cross-Canada Rally.

"The road conditions were terrible. The weather was poor. The competition was fierce, and the new speed tests put even more strain on the drivers, the cars and tires."

Diana, a Toronto girl who works for Canada Track & Traffic magazine, and her navigator, Gillian Field, of Adams, N.Y., won the coveted top women's award, Coupe des Dames trophy, driving a Volvo with special Goodyear tires sent over from Europe for the rally.

"At some times," Diana continued, "We travelled at top speeds on hard pavement. But 70% of the rally, about 2,800 miles, was on muddy, boulder-strewn back roads. Our Goodyear tires took a terrible beating and didn't give us the slightest trouble."



This year the Volvo team entries were equipped with Goodyears. All Volvos entered managed to finish and the Volvo team made a clean sweep of the four major win categories.

Says Diana, "A combination of a good car and good tires gave us plenty of confidence in the rally. We covered everything from snow to mud to deep sand to hard pavements, and our Goodyear tires delivered terrific traction under all conditions. They were exceptional on wet roads and proved they could take it.

"I certainly recommend Goodyear tires to anyone," she concluded.

In her fourth year of competitive driving, Diana Carter is fast becoming the number one woman driver in Canada. This summer will see her at the wheel of her own car, an Alpine, out to win a class championship.

It almost goes without saying that Diana's choice of tires will again be Goodyear.



# BOSCH WINS AGAIN!



Winners of the Manufacturer's Team Award—these Volvo-Canadian cars were entirely BOSCH equipped.

## 4 Volvo Canadians, Bosch equipped,\* take top awards in gruelling Shell 4000 Rally

Congratulations to  
Volvo and their crews

**AWARDS WON**

1st Overall

1st Manufacturer's Team

1st In Class

1st Coupe des Dames, etc.

*Subject to official confirmation*



Volvo is noted for its great dependability. No wonder then that Volvo chooses BOSCH exclusively for the all-important electrical equipment. No wonder then that you find all BOSCH equipment on the 4 great Volvo Canadian cars that so dramatically won the top awards in the longest rally in the world—the Shell 4000.

\*Like all Volvos, these winners were equipped with BOSCH starters, BOSCH generators, BOSCH coils and, most important of all, BOSCH spark plugs, thermo-elastic. It is interesting also that the navigators relied exclusively on Blaupunkt Hi-Fi FM-AM radios with Blaupunkt short wave adapters for continuous checking of time signals over the entire 4000 miles right across Canada.

No matter what make of car you drive,

**FOR ULTIMATE DEPENDABILITY, YOU TOO CAN BE A WINNER  
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Klaus Ross / John Bird  
Olivier Gendebien / Mike Kerry  
Norm Namerow / Charles Bick  
Diana Carter / Gillian Field

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