

Motorsport News

CANADA'S MOTORING NEWSPAPER

Number 3

May 1964

15 Cents

ROSS, BIRD WIN SHELL 4000 IN VOLVO

Lorenzen

Wins

Atlanta 500

Freddy Lorenzen of Elmhurst, Illinois, piloted a '64 Ford to victory March 5th in the Atlanta "500" to mark his third consecutive win in this annual 500 mile classic. Setting a new record of 134.25 M.P.H., he picked up \$16,150 for the win.

Two laps behind, when the checkered flag fell, was Bobby Isaac in a '64 Dodge. Ned Jarrett was third in a '64 Ford followed by Jim Hurtubise at the wheel of a '64 Dodge. Buck Baker, Tony Lund and Dick Petty followed respectively, all in '64 Plymouths.

The race was marked by mechanical failures and cranks which left only ten of the thirty-nine starters running at the finish. Two of the more spectacular cranks involved Paul Goldsmith who totaled his Plymouth in an end over end roll after taking on a guard-rail and a tangle between Dave Pearson's Dodge and "Fireball" Roberts' Ford, after Pearson blew a tire.

Fortunately there were no serious injuries during the race which gave Ford a big comeback win after being trounced by the Plymouths at Daytona in February.

Late model stock car action resumes this month in Darlington S.C. for the "Rebel 300" on May 9th and on May 24th, it's the "World 600" in Charlotte, N.C.



Klaus Ross and John Bird accept applause at finish.

The Shell 4000 ended in Montreal on April 24th with Klaus Ross and John Bird winning in a Volvo. The winning team dropped only 4 points on the 4,044 mile run. In contrast, the last place team of Alice Bourguin and Martin Griffin, also in a Volvo, lost 1919 points.

Only 46 of the original 62 starters made the trip across the country. A variety of mechanical troubles and accidents made this the toughest 4000 to date.

In addition to first overall, Volvo took the manufacturers' team prize, first in class and the Coup des Dames. This marked the first time in the four years of the Cross Canada rally, that one car manufacturer swept the top awards.

The Triumph team placed second and the Ford team placed third in the manufacturers' category. The Skoda team placed first in the sponsored class and second overall in team standings. The first place private team was the Ecurie Anonymous.

Diana Carter and Gillian Field made it two years in a row for their winning of the Coup des Dames. Frank Curran and Ron Carney took top private spot in a Peugeot 404.

Many of the cars looked as if they had been attacked by a demolition crew upon their arrival in Montreal. However, by the use of plastic sheeting and good-luck they finished the rally. Most of the competitors agreed that the Shell 4000 had now become a truly great event.

See Shell page 6

Kenyans Win Safari

A team of experienced Kenya rally drivers, Peter Hughes and Bill Young, won the 1964 East African Safari driving a Ford Cortina. In the unofficial standings they lost 63 points. Second with a loss of 74 points were Eric Carlsson and Gunnar Palm in a Saab 96. Third place went to another Cortina driven by Mike Armstrong and Chris Bates of Kenya. They lost 78 points in the unofficial standings.

Only 24 of the 94 starters finished the rally, which was marked by heavy rain and rock-hurling

Africans.

Three drivers were injured by the rocks, thrown by a gauntlet of Africans in Tanganyika. The rains turned many of the roads into muddy pulp. A 50 mile stretch of cart track outside of Dar-es-Salaam, Tanganyika, was turned into a quagmire. This portion was so bad that Donald Scholey, clerk of the course, doubled the time competitors are allowed to lose on the run.

The rally started from Nairobi on March 26 and ended back in Nairobi on March 30. In between

the crews faced 3,190 miles of mud, dust, fog, monsoon rains, elephants and rhinos. Officials at the start of the event predicted that no more than 20 and perhaps only 10 cars would finish the rally. Last year only seven of 84 cars finished.

This year saw the first American team entry. Six Comets were entered with only two completing the run, but only after the driver of one had rebuilt a washed-out bridge.

The driver, Viscount Kim Man-deville, was also the team cap-

tain. He was paired with Peter Walker also of Kenya. Their car placed 18th in the provisional standings.

"We piled logs and sisal into the riverbed and eventually were able to inch our way across," Mandeville said. "Then we stopped to help pull six other cars through."

Earlier, Eric Carlsson had troubles with his Saab. The car was stuck in a bog and with his co-driver he heaved the Saab over on its top, then rolled it over again, right side up, to free it from the mud. (See Safari page 2)

Mohawk Strip Opens

Season opening action was hot and heavy at Deseronto, Ontario, as the Mohawk Drag Strip opened the Canadian drag racing season on April 12th.

Over 300 competing cars and 4000 spectators turned out for this meet which certainly illustrated the growing popularity of the sport in Canada. This should be Canada's greatest drag racing year ever as construction of new cars and new strips proceeds at a rapid pace across the country.

Shell Rally Report

by Bill Leatham

The Shell 4000 Rally had in past years, made for itself the reputation of being a rather long, and often boring, regularity-run. However, with the advent of Peter W. Bone as co-organizer, great things were expected this year by rally enthusiasts. They were not disappointed. Only the name remained the same.

I, personally, had covered the route in early December as a guinea pig and knew exactly what was in store for the hapless competitors. The peculiarity is, however, that all rallyists must have subconscious masochistic tendencies because the more difficult an event the more enjoyable it becomes. This year was no exception. Full credit must go to Messrs. Gunn and Bone for providing an event so well received by competitors and public alike and for at last giving us an event worthy of its international status.

True international flavour was provided by the entries of several well known European drivers including Bo Ljungfeldt, Olivier Gendebien, Jean Jacques Thuner, Ann Hall, Vaclav Bobek and, in addition, many top North American rallyists.

A large crowd saw the sixty-two competitors set out from the Queen Elizabeth Plaza in Vancouver. Apart from the overall winner widespread interest lay in the performance of the factory teams which appeared immaculately prepared. The Triumph team was particularly impressive.

Immediately upon leaving the environs of Vancouver the rally began in earnest. Several cars became the victims of the mud including the McQuirk Bentley and the Jellett Valiant. On through Hope and Princeton to the infamous Cascades, the first of five special sections. Here, thirty-three miles of tortuous mountain gravel road were to be traversed in forty-five minutes and the hairpins and treacherous surface claimed many victims. Among them were Ljungfeldt in a Falcon, Namerow in a Volvo and the Sumner Valiant which lost its transmission.

Drivers spoke in awe of this section. Comments ranged from "wonderful" by Olivier Gendebien to "suicide stretch" by Lou Lalonde, winner in 1962. Ann Hall of England enthusiastically compared the Cascades to some of the roughest parts of Yugoslavia.

After almost twenty-four hours of driving the weary competitors arrived at Calgary to compete in a hill climb and drive over the carpet of a local merchant who considered this a good method of proving the quality of his wares.

Standings at Calgary were:-

- 1—Scott Harvey, Dearborn Heights, Mich., Bob Mollman, Cleveland, Ohio, Valiant, 9.
- 2—Maurice Carter, Toronto, Ian Worth, Montreal, Chev. II, 6.
- 3—Klaus Ross, John Bird, both Toronto, Volvo, 1.
- 4—Lou Lalonde, John Jones, both Toronto, Chev. II, 2.
- 5—John Merriman, Paul Manson, both Toronto, Chev. II, 1.
- 6—Anne Hall, Huddersfield, England, Jean Steagall, Merchantville, N.J., Falcon, 2.
- 7—Olivier Gendebien, Brussels, Belgium, Mike Kerry, Toronto, Volvo, 3.
- 8—Wally Remington, Montreal, Len Houser, Vancouver, Valiant, 4.
- 9—Paul MacLennan, Art Dempsey, both Toronto, Falcon, 5.
- 10—Grant McLean, Montreal, Doug Gallop, Pointe Claire, Que., Falcon, 8.

The next days stage to Saskatoon appeared somewhat easier but this was not the case. Mud and an unexpected route control penalized many competitors and once again the special section took its toll. This time it was through the Wainwright military camp and mud-slick tracks and soft shoulders led to the undoing of some of the top contenders. Harvey and Mollman who were

ried for first rolled their car and another casualty was the title defending pair of Doyen and Gibbs who also rolled their Chevy II. Loyst and Smith of North Bay were also forced to retire when they removed the sump of their Morris-Cooper on the curbing of a bridge.

On arrival at the finish Harvey said he had slid straight off a rise and landed on his wheels. "We drove along a river bed for a quarter of a mile before finding a way back. We lost three minutes and during the lunch break hammered things back into shape." Maurice Carter, who took an undisputed lead, stated that the days run was infinitely more difficult than the British Columbia section.

The positions at Saskatoon were:-

- 1—Maurice Carter, Toronto, Ian Worth, Montreal, Chev. II, 0.
- 2—Klaus Ross, John Bird, both Toronto, Volvo, 1.
- 3—John Merriman, Paul Manson, both Toronto, Chev. II, 1.
- 4—Lou Lalonde, John Jones, both Toronto, Chev. II, 2.
- 5—Fredric Hayes, John Wilson, both Toronto, Falcon, 2.
- 6—Olivier Gendebien, Brussels, Belgium, Mike Kerry, Toronto, Volvo, 3.
- 7—Scott Harvey, Dearborn Heights, Mich., Bob Mollman, Cleveland, Ohio, Valiant, 2.
- 8—Grant McLean, Doug Gallop, both Montreal, Falcon, 4.
- 9—Wally Remington, Len Houser, both Vancouver, Valiant, 4.
- 10—Paul MacLennan, Art Dempsey, both Toronto, Falcon, 6.
- 11—Ann Hall, Huddersfield, England, Jean Steagall, Merchantville, N.J., Falcon, 6.

The next day's run from Saskatoon saw the elimination of one of the leading crews. John Jones and Lou Lalonde escaped injury in a highway accident involving a careless Manitoba farmer. However, the Chevy II was so badly damaged that withdrawal from the rally was necessitated. Despite a comparatively easy day of rallying several of the leaders picked up additional penalty points and a timing error dropped the Carter/Worth Chevy II from first place. A bright sun had baked the muddy roads of Saskatchewan and Manitoba and removed most of the sting from the rally route.

Standings at Winnipeg were:-

- 1—Klaus Ross, John Bird, both Toronto, Volvo, 1.
- 2—John Merriman, Paul Manson, both Toronto, Chev. II, 1.
- 3—Wally Remington, Montreal, Len Houser, Vancouver, Valiant, 4.
- 4—Maurice Carter, Toronto, Ian Worth, Montreal, Chev. II, 5.
- 5—Vaclav Bobek, Czechoslovakia, Jim Luce, Hawkesbury, Ont., Skoda, 7.
- 6—Scott Harvey, Dearborn Heights, Mich., Bob Mollman, Cleveland, Valiant, 2.
- 7—Paul MacLennan, Art Dempsey, both Toronto, Falcon, 8.
- 8—Blair Burch, St. Bruno, Que., Robin Edwards, Fabreville, Que., Skoda, 8.
- 9—Grant McLean, Montreal, Doug Gallop, Pointe Claire, Que., Falcon, 9.

The section from Winnipeg to the Sault necessarily consists mainly of the Trans Canada Highway. Even the insertion of a special section on the Manitoba border failed to make much change to the standings except that bad luck befell the Houser/Remington Valiant. They had a flat tire near the beginning of the special section and despite heroic motoring on the rim dropped from third to eighth position. Len Houser remarked that "it wasn't too bad once the tire came off"

Another casualty was the Ann Hall/Jean Steagall Falcon which rolled with rather dire effects to the body work.

Standings at Sault Ste. Marie were:-

- 1—John Merriman, Paul Manson, both Toronto, Chev. II, 1.
- 2—Klaus Ross, John Bird, both Toronto, Volvo, 2.
- 3—Maurice Carter, Toronto, Ian Worth, Montreal, Chev. II, 6.
- 4—Vaclav Bobek, Czechoslovakia, Jim Luce, Hawkesbury, Ont., Skoda, 7.
- 5—Paul MacLennan, Art Dempsey, both Toronto, Falcon, 8.
- 6—Blair Burch, St. Bruno, Que., Robin Edwards, Fabreville, Que., Skoda, 8.
- 7—Scott Harvey, Dearborn Heights, Mich., Bob Mollman, Cleveland, Ohio, Valiant, 8.
- 8—Wally Remington, Montreal, Len Houser, Vancouver, Valiant, 9.
- 9—Olivier Gendebien, France, Mike Kerry, Aincourt, Ont., Volvo, 10.
- 10—Grant McLean, Montreal, Doug Gallop, Pointe Claire, Falcon, 10.

Sault Ste. Marie to Toronto proved to be a most difficult day of rallying despite the lack of a special section. Every position in the top twenty changed hands. One twenty mile stretch of mud, south of Parry Sound, did more to shake up the standings than the previous 3,000 miles of rallying.

Among the victims were the leading crew of Merriman/Manson who spent forty-two minutes in the mire. Ross and Bird did the miraculous with a perfect run and the Carter/Worth Chevy II regained several places. Another car moving well up the field was

Co-driver's Comment

by Phil Bailey

- * Vancouver is a great city for the start of a rally, but most Quebec drivers have trouble remembering that pedestrians have absolute right of way.
- * Thanks to Shell's hospitality there were a few painful expressions in evidence, even on the afternoon of the starting day.
- * Bo Ljungfeldt brought with him his own driver's seat.
- * Ljungfeldt & Sager inspected their car and then made up a list of 'one or two' odd things they wanted changed. This list turned out to be a (very) close written foolscap sheet.
- * The Triumph cars were impressively prepared, as were the Team Falcons. The Triumphs were factory prepared in England and were equipped with twin-choke Weber carburetors.

Esko Keinanen blew his clutch within sight of the finish control on the Cascades. At that time, he was within his 39th minute from the starting control, which compares favourably with the best time record of 44'45". A tow truck duly arrived, pulled the Valiant back onto the road and began pushing the car downhill towards the nearest town, seven miles away. With his feet tucked under the seat, and nonchalantly drifting every corner with a dead motor, Keinanen arrived in the town FIVE minutes ahead of the tow truck.

Grant McLean must be the only rally driver who needs a navigator at Mosport!

Triumph also used racing magnesium wheels, which everyone said would not last the first section. In fact Jean Jacques Thuner ran for several miles on the rim during a special stage, fitted a new tire, and continued.

The special stages are the making of the rally. In the 'Cascades' stage, in B.C., which was supposed to be a closed road, the McQuirk brothers met two cars and a truck coming at them round corners. They failed to mention how they got the Bentley past, but thereby hangs a tale.

The Bentley was later to become deeply mired. A jack, resting on a stone was used to try and lift the car, but the car did not go up, the stone went down. So another stone was used, and another, and another until the car began to lift. This was repeated at each corner, and then a short road was built. Many years from now archaeologists will not be able to figure out what those stone columns, six feet in height, were ever used for.

We fitted our only spiked tires on the front wheels, for the first stage out of Calgary, which was snow covered, rutted, and ice bound. What a mistake! Poor Bob MacGregor spent most of the 60 miles with his arms in knots, trying to keep the rear wheels from playing tag with the front!

The Camp Wainwright special accounted for Doyen and Gibbs who rolled, Ljungfeldt who rolled over the top of the Chevy II in a deliberate maneuver, and Norm Namerow who went straight off, landed on his wheels between the other two cars and just kept going.

Ljungfeldt left everything else behind, but was very careful to remove his special seat from the Falcon before retiring from the scene of his rollover.

A Cooper-Mini blew a four inch hole in its sump on the projecting end of a bridge. In this rally a sump guard is as necessary as a steering wheel.

If Canada continues to produce rallies of this type, then she is also going to produce a whole crop of first class drivers. Klaus Ross' performance against the much faster Triumphs is an example of this.

The lack of a special stage from Sault to Toronto was not surprising since this whole rally section was one long, hard run in the worst of spring thaw conditions.

Volvo nearly didn't enter the Shell 4000, and when they did

the McLean/Gallop Falcon which also made a clean run.

Standings at Toronto were:-

See Rally page 10



Winners Ross and Bird at Mosport.



They didn't lose a wheel —



Road surfaces can be deceptive in Ontario.



Harvey and Mollman in the V-8 Valiant.

See Co-driver page 9

Co-driver from page 6

they entered perfectly ordinary cars. All the more praise to them, therefore, for beating the very expensively and extensively prepared Ford Falcon and Triumph TR4s.

- A few crews have gone on record, saying that the rally is both dangerous and too rough, but in fact, it is only as dangerous as the drivers make it, the winners having lost very few points and driven very steadily indeed. If the rally was not rough, it would not be tough, and it was not tough what would it prove?
- Stuart Ramsay bent a fender in the Cascades, bought a used one of the same colour from a rolled Renault in Calgary, replaced the bent fender along the route, only to have the whole side of the car creamed by a 'civilian' driver outside Bancroft on the last day.
- The above mentioned civilian, then got out of his car and apologized to Stuart for making him late.
- Esko Keinanen, says that on 'fun' winter rallies in his country, (Finland), where the cars are small and mostly low-powered, a neck and neck race usually ends when the co-driver of one car shakes a bottle of 'coke', opens his window, and sprays it all over the windshield of the car alongside. Naturally, it freezes instantaneously, and ends the competition.
- The special stages are straight and fast, which favours the big cars a great deal. I would like to see at least one really tight, twisty stage introduced.
- Canada now has a genuine drivers' event. I suspect that this trend will filter down and perhaps put dynamite under the tail of some of those organizers who insist on 'mickey mouse' instructions. Even the Winter Rally may for get it's Sunday drive and put more emphasis on Friday night. In fact, we HAVE to do something, for next year the Europeans will be back in force, perhaps with Canadian Navigators, and they are formidable opposition. We have been warned!
- Our Morris 1100, though terribly underpowered, never missed a beat although we had to thrash it just to keep up. Just north of Sault Ste. Marie, we lost our drain plug and the gas gauge began to plunge. A piece of twig did a temporary job, and we just made it to the only gas station within 15 miles.
- The Mospot session doesn't prove much, since one would have to go very fast indeed to pick up even one point, or minute, in five laps.
- Norm Namerow's Volvo was extensively damaged after rolling in the Cascades, but Norm said he was fooling everyone, however, because there was another body underneath.
- We hit a mud hole in Saskatchewan, which had the consistency of treacle. Ann Halls' Ford Falcon made it but our lighter car stopped dead with a horrible sucking sound. It took a six wheeler truck, fifty feet of cable, and 36 minutes to get us out.
- If anyone tries to tell me again that Ontario has better roads than Quebec, I'll probably die laughing.
- Flat tires come and do, but bent rims stay forever.
- What this event really needs is an XKE with 24 inch wheels!



News

The Toronto Rally School, run by the St. Clair Auto Sport Club and assisted by BPRDC was a real success. At first the total number of pupils was set at 100. However, the response was so great that over 150 rallyists signed up for the courses. Some of the pupils drove from Windsor to attend the classes. At the time of writing the final rally results are not available, but we will print them next month.

The Montreal School starts on May 6. Registration here is again expected to top the 150 mark. Again more news on this next month. Membership renewals, based on the honour system, are now being received by your club. So far around 50% of the members have sent in their renewal, but that still leaves some 4,000 members to hear from. If you are one of these 4,000, please drop your renewal in the mail today. This is your club, your money is needed to keep it rolling.

As mentioned last month, the first of the new BP R.D.C. Headquarters service stations will open starting May 15th. All 20 of the headquarters will be in operation by June 15th. There will be 2 in Quebec City, 7 in Montreal, 3 in Ottawa and 8 in Toronto. They will all be marked by a full color shield, as appears at the top of this column. The signs will be about two foot high by a foot and a half wide. The club is anxious to hear your reactions to these stations, so drop us a line at 1245 Sherbrooke West, Montreal.

The second newsletter of 1964 will be going out to all members around the 15th of May. Your newsletter features the most up-to-date and complete competitions calendar in Canada. If you want your local clubs activities published in the newsletter, send in the event, date and the name and address of the event chairman.

The racing season is about to start and your club will be out to the Harewood races on May 8 and 9. The BP team this year is very impressive. The members are:-

- Ross de St. Croix
- Ernie de Vos
- Francis Bradley
- Norm Namerow
- Jacques Duval
- Diana Carter
- The Ecurie Portland
- The Grant Clark Racing Team
- Jacques Couture

The Ecurie Portland Drivers are:-

- Vic Yachuk
- Jack Boxstrom
- Roy Price
- Gordon Green

The Grant Clark Team Drivers are:-

- Grant Clark
- Gord Brown
- Louie Donolo

Jacques Couture will be a team member, but not an active one. He has now opened his own business and has gone into retirement. We hope it won't be permanent.

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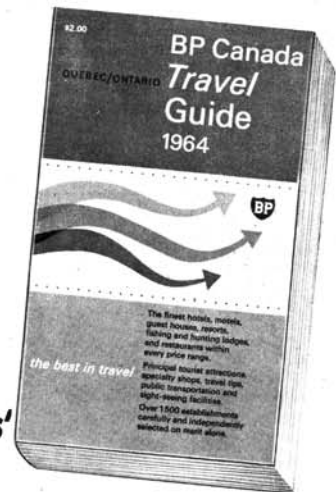
The Quebec Region has formed a 'Competitions Board' to regulate and administer competition in the Quebec and Eastern Ontario areas. The Competition Board is under the Regional Competition Chairman, John Jones and has three other members, all well known motorsport figures. Gary Ross will handle Speed events, Dave Pengelly, non-speed events, and P.G. "Bud" Mackley, the National and Chief CASC Steward in the Quebec Region.

The formation of this board follows the lead set by both National and several other regions. It has been shown that such a board improves both the quality and speed of completion of CASC competition requirements.

An improvement in the level of performance of the race stewards was noted last year when Gary Ross and Bud Mackley began to assist the competition chairman. The same results are expected in the rally field when Dave Pengelly takes over his position. Quebec clubs may shortly expect to receive Rally Kits for each of their regional and national events. These kits will contain step by step instructions and forms for carrying out all of the organizational requirements for each rally.

The Board will also examine the present competition rules and make recommendations on these and on proposed new rules. It is hoped that the Quebec clubs will present their ideas to this board.

The Quebec Region has also started a complete mailing list of all clubs and members in the Region. All clubs are urged to provide up to date information to the Regional Executive. They are also urged to make use of the service. Either Lloyd Brown or Derek Hopkins can provide the clubs with further information.



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Komments from page 3

While our aim is to provide Canada wide coverage of drag racing and club news, operating on a limited budget it's obviously impossible for any one person to cover the complete scene. We are therefore interested in expanding our network of reporters across the country. We'd be pleased to hear from anyone who would be interested in reporting news and photos on a regular or occasional basis. We also welcome your comments and suggestions for improving our coverage.

.....

Why not take advantage of our classified section to shop, sell or swap. This is the time of year when you'll get fast results.

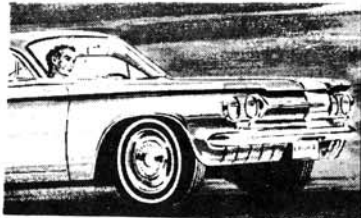
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DRAG DATES

- Napierville, Que. - Indefinite - Late May opening scheduled.
- Desoronto, Ont. - May 10 - 24 Days
- St. Thomas, Ont. - May 3 - 10 - 18 - 24 - 31 Days
- Markham, Ont. - May 18 - 23 - 30 Nights
- Cayuga, Ont. - May 3 - 17 - 31 Days

Please confirm all dates with the strips concerned as dates are subject to change or cancellation.

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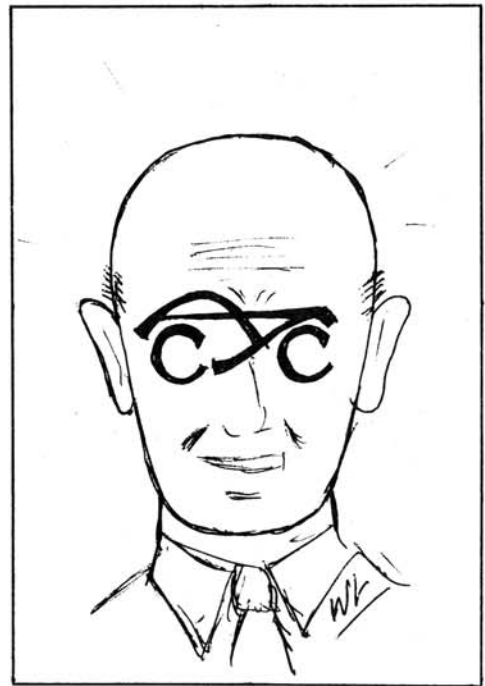
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There is no doubt that Jim Gunn is the most widely known motor sport figure in Canada. Through his work with CASC and as the organizer for the Shell 4000, Jim has visited all sections of the country promoting motor sport.

Jim first became interested in the sport at high school just before the Second War. Friends of his had amongst them, a M.G. j-2 Midget, an Austin Nippy and a S.S. 100.

It wasn't until 1947 that Jim became active in the sport. Living then in Montreal, he joined the Sports Motor Car Club and first entered competition. He rallied quite extensively and entered the early races at Carp and St. Eugene in a friend's M.G. TC.

The first true contacts between clubs in various cities was around 1950. At that time Jim was President of the SMCC. In 1951 CASC was formed and Jim became the first Secretary. He held this post until 1954 when he resigned due to pressure of business and disagreement with the policy of the executive.

Jim left Montreal in 1957 and moved to Toronto. He has done very little rallying since then as he dislikes the navigator's rallies which are prevalent in Ontario.

Jim rejoined the National CASC Executive in 1959 as President. He held this position until resigning this year. He feels that he has achieved all the aims that he had in 1959 and thinks the idea of one man dominating a position is very poor. He is happy with the growth of CASC and he sees a growing interest in the sport right across Canada.

Jim Gunn is a striking man both in appearance and personality. His is a truly positive personality and he never hedges on an answer. One gets the feeling that no matter what he might decide to do, it would be done very well indeed. Here is a man who doesn't fear what people might think, he does what he knows to be right.

There is no doubt that if Jim hadn't been president in the last few years, that CASC would not be national at this time. The trend, prior to Jim taking office, was to split the country into several small parts. Maybe he could do the same job for Canada before 1967. Ottawa take note.

Jim sees the idea of a Cross Canada Rally as a permanent part of the motor sport scene. He feels that Canada might be the last truly great rally country in the world. We have a higher ratio of roads per capita than any other country and many of the roads are away from the heavy population centers. He is personally confident of a lifespan of at least 20 to 30 years for the rally.

Jim takes an active part in the laying out of the route as well as the organization of the event. After the route has been selected, the rally details are in the hands of the Rally Manager. Jim is convinced that professional help and management is necessary for any major motor sport activity. He feels that more clubs should seek this help for their larger events.

Jim has stepped out of active competition to devote more time to his family. However, he still keeps his hand in at the wheel of a Mini-Cooper. So if you see a Mini being driven by a man with a Beatle haircut and a Stetson, don't be surprised. It is Jim Gunn with his souvenirs of the 1964 Shell 4000.

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VOLVOS SWEEP THREE OF FOUR MAJOR PRIZES IN RUGGED 1964 SHELL 4000 CAR RALLY

Montreal: Volvos took three major prizes in the 1964 Shell 4000 car rally run last week between Vancouver and Montreal.

Torontonians Klaus Ross and John Bird beat a star-studded international field to finish first of 62 starters.

They forfeited only four penalty points in 4,044 miles of driving their Volvo Canadian in conditions that varied from torturous mountain tracks in the Rockies, axle-deep mud on remote Prairie

dirt roads to dusty bone-jarring bush roads.

The rugged conditions forced one-quarter of the competitors to retire. Many of the other cars arrived in Montreal looking extremely battered, mostly from spills during speed sections on road or tracks that were closed to the public.

Maurice Carter (Toronto) and Ian Worth (Lachine, Que.) finished second overall in a Chevy II. Third place went to George Merson

(Toronto) and Brent Davies (Cooksville, Ont.) in a Ford Falcon.

Winners Ross and Bird were also members of the three-car Volvo team which gained first place in the manufacturers' team standings. Three Triumph TR4's took second place in the team competition.

Dianne Carter (Toronto) and Gillian Field (Syracuse, N.Y.) won the major women's prize, the Coup des Dames, in a Volvo Canadian.

Frank Curran and Ron Carney, both of Toronto, won the \$1,000

top prize to the first private (non-sponsored) entry to finish. They drove a Peugeot 404 to fifth place overall.

The Shell 4000 ranks among the world's premier car rallies, and is one of only five rallies counting towards the 1964 World Rally Championship.



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Subject to CASC official confirmation.