

*(Exclusive to CT&T)*

VANCOUVER, 1967 — Competitors in the forthcoming running of the Cross-Canada Rally will have to 'Bone' up on aerodynamics in order to compete effectively in next year's version of the event or put the 'Gunn' to their heads.

In the second stage, cars will be catapulted off the Kicking Horse Pass and with the help of airfoils, will be expected to glide and/or bounce 5,000 feet in order to make the control in the valley below — and make it on time.

The problems that the major teams will have will be unprecedented in the history of this event, or even in the history of rallying. Rally rules state that the cars will have to carry some sort of airfoil device and the constructors are hard at work as of this moment, finalizing and testing their creations. Late word has it that the Livestock team (three 270 hp Cortez sedans, powered by Rattlesnake engines) is using the help of Texan Jack Hill, obviously due to

# THE ULTIMATE 4000

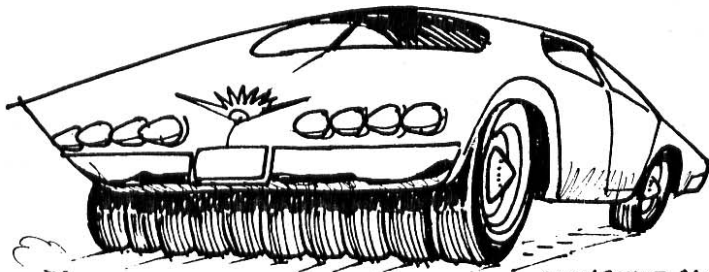
his experience with winged race cars. Hill, as you know, set a new soaring mark last month on a 200 mph test run on his Viper Raceway. The car left the ground and didn't return until the next day.

He told us that he did not suffer any ill effects from the ride except for some shortness of breath. Hill has been given carte blanche by the Livestock team and it looks as if we may see some good results from this quarter.

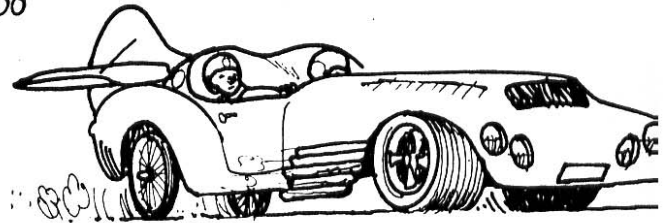
The likely next-in-line appears to be the German Valhalla team which has the assistance of several aircraft specialists and is working in total secrecy, as has been their wont in the past. Our reporter tried to get near the plant but was ushered to his car firmly and could only get one statement from the Valhalla people to the effect that there would be a press conference after their victory, when details on the cars would be released.

Moving to the French effort, the combine of Malaisse/Pungent and Rasage has a spectacular and ambitious set of plans that give them much confidence. The lead driver will be Jean Paul Belmondo, France's leading man and an admitted enthusiast. He will be

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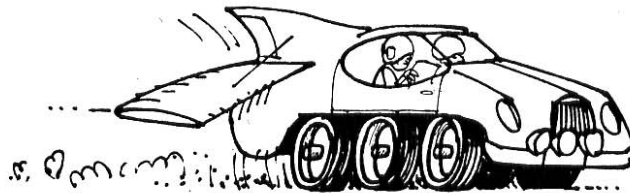
MONSTER MOTORS,  
10.6 LITRE, V-16 TORNADO



ITALIAN "FANTUZZI"

# THE ULTIMATE 4000

(continued)



JAPANESE "SUNHAPPY"

driving a Rasage Orgisma, bored out to two litres and equipped with airfoils supplied by Sud Aviation. Three cars have been written off in high speed tests, but the French shrug this off.

"If the cars stay in the rally," they say with little emotion, "they will finish."

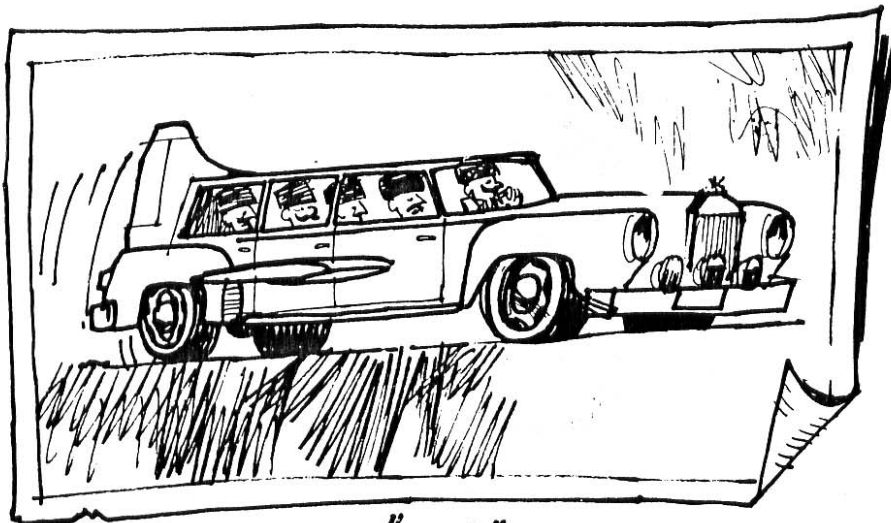
Italy, for the first time, will be represented by four Fantuzzi "touring" sedans of six litres displacement. These V-16 front drive cars promise to be the most spectacular and fastest cars in the closed speed sections. The FWD should also help the Italians in the heavier sections but the Fantuzzi team leader is a

trifle uncommunicative. He told us that he had an argument with the Commendatore and that he might withdraw the cars before they finish the rally.

Three Japanese firms have enthusiastically entered works teams. Detopet has entered a team of "Sunhappy" utility six-wheel drive vehicles and these are in training on Mount Fuji at this writing. Omota has three "Serene Moon" sedans fully prepared and tested and the Uzisa people have four "Kamikaze" sports cars ready to compete. The Sunhappy has made several faultless descents down Fuji. From all accounts, the Japanese mean business this year.

The Monster Motors team will include 10 rear-wheel-drive Tornados with the new 10.6 litre V-16 engine, 10 Hotbirds with the new eight litre V-12 engine and one Cosmo with a detuned 110 hp six, driven by Ralph Raider. The effort looks suspiciously like a styling/sales exercise and few people are taking them seriously as they announced that the corporation was not in to win, but to test, "The dynamics of public appeal to the new exciting era of styling and engineering progression, typified by the all-new Hotbird and Plainmobile motor-

(continued on page 55)



RUSSIAN "ZUG"

# THE ULTIMATE 4000

(continued from page 36)

cars that will participate in this most daring and gruelling venture of 4,000 miles proving out the safety and value built into every MM product."

The spokesman also said that there would be "Astro-Spacevans" following the rally and these rakishly styled vehicles will entertain the public at various stops along the route with 60" color TV and entertainers from Las Vegas, the Broadway stage and TV. The vehicles also will function as parts and service trucks for the MM team.

Consultants for the aero-section of the rally will be the Boeings aircraft company. Three Boeings SST engineers will design the airfoils, having been taken off their duties on the "790" 3,000 mph airliner. A startling feature of the team cars from MM is the paint work. By daylight, the color is a deep silver-blue, but at night, when a special dash switch is thrown, the whole car body lights up. This is a project of the styling group

and in effect makes the complete car glow, not unlike a fluorescent tube. These glowing cars will be visible for miles and this doubtless will help the MM organization as well as the advertising value of this project.

There had been rumours to the effect that Russia had entered a team of cars for the first time, and at last reports the Russian Consulate told us that a group of army officers had arranged to enter three Zug limousines. Details are sketchy as yet but we have seen the Zug occasionally in photos from Red China and one trip to East Germany. With its rather long (243") wheelbase and wide track (80") we wonder at the wisdom on attempting the rally with a car of such herculean proportions. The engines of these cars are admittedly quite reliable, as long as parts are handy. After all, a straight eight, eight litre side valve engine with one simple carburetor should be fairly dependable. The room in the cars is rather impressive what with space for ten commissars at a time but we feel that the Volga company ought to have entered its new "Leninska" sedan. Apparently, the cars had been tentatively entered

but were withdrawn when they were compared to the 1949 Crosley by various newspapers.

Red China has unbent a little and has decided to enter four of its new "Glory-Of-Mao" sedans. The only tech. data we could get on this car was that it has four doors and is powered by a "Revolutionary Six" of 46 hp. According to a release from the Red Star works in Hangchow, "The glorious spirit of our undying flower, Chairman Mao, whose word is law in all the universe, will be carried forth into the foul capitalist orbit with these cars, the product of the genius and intellect of our leader who supervised every step of design and construction by the enthused workers."

Where engineering talent and experience leave off, the Chinese hope that Chairman Mao can win the rally for them, in addition to all his other victories.

The 1968 4000 is shaping up to be one of the biggest circuses in the history of the event and we will certainly await the start and be at the finish — if there is one.

(Ed. note: This could be a true story. Only the names are changed to protect the innocent.)

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