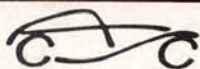


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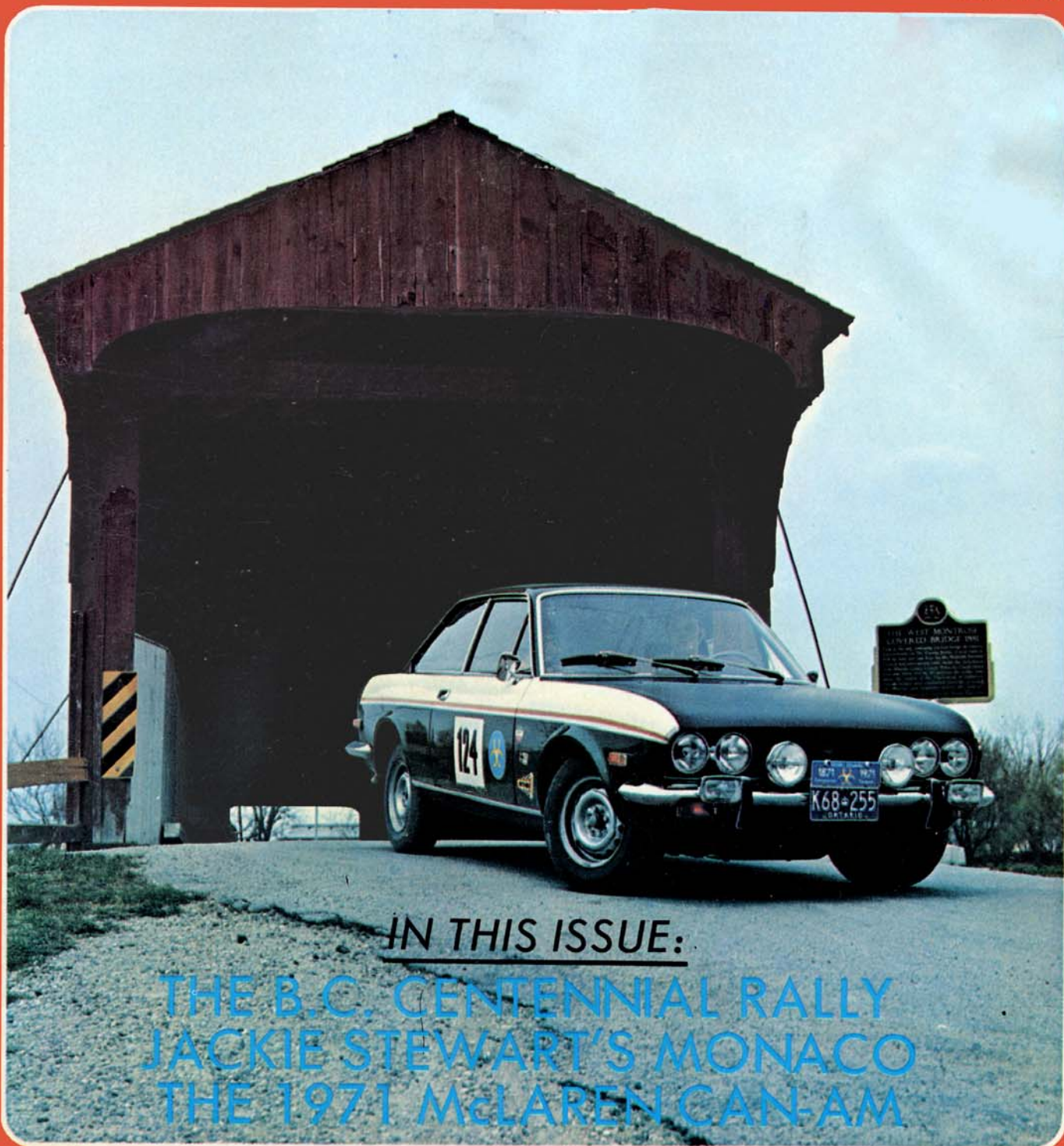
MOTORSPORT

BULLETIN

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RALLYING



THE B.C. CENTENNIAL RALLY

JUNE 23 START

This 4800 mile endurance test for man and machine will commence on the evening of June 23rd 1971, from Ottawa, proceeding westwards, to finish in Victoria on July 1st. If history repeats itself (and doesn't it always) many of the competitors will have already been finished somewhere along the route.

The end may come for some along the rough forestry trails of Renfrew County and Northern Ontario, or on a muddy Prairie concession road or perhaps dangling from a precipice in the mountains of B.C. Tom Burgess and Garry Wikjord of B.C., members of the route committee, have spent many hours laying out the route. There will be 5 sections, with special stops at the end of each for rest and minor car repairs. These stops are in order after Ottawa, Sault Ste. Marie, Winnipeg, Edmonton, Kamloops and Victoria.

The co-ordinator of the rally is James Bowie, a B.C. director of the CASC Other members on the route committee are Ken Hill, John Medwell and James Gunn.

LONGEST RALLY

Jim Gunn, more than anyone else, is responsible for the resumption of "the longest rally in North America". From 1961 to 1968 he was the chief organizer when this event was sponsored by the Shell Oil Company. In 1968 when Shell opted out of sponsoring any more Trans Canada Rallies, Jim Gunn was one of 200 people interested in the promotion of motorsport, who paid \$20 each to organize the "International Motorsport Association of Canada."

Canadian rallyists are rejoicing that long distance rallying is back after a three-year absence. The B.C. Centennial rally starts in Ottawa, June 23rd and finishes in Victoria B.C., July 1st.

Val Gulde has prepared this report with the help of Jim Gunn of the International Motorsport Association of Canada, organizers of the event.

"As British Columbia starts its second century within Canadian Confederation, one of the important connecting links with Canada and other parts of North America is our road system. Appropriate to the celebration of our Centennial, we present to you, the British Columbia Centennial Car Rally '71".

This is the preamble to the forward in the "Book of Regulations" as written by L.J. Wallace General Chairman of the B.C. Centennial '71 Committee.

A parallel could be drawn, between the building of the C.P.R. which resulted in the marriage of B.C. to the rest of Canada, and this sporting endeavour which links together the provinces via the highways of the nation.

In fact, Gerard Pelletier, who as Secretary of State is the Canadian government sponsor of this event, writes: "The direct purpose is the competition of men and machines, using the Trans Canada Highway and also handicap routes, over prairie and mountain roads through cities and smaller towns."

"Imcan" received a federal Charter in 1969, and since then Jim Gunn as a managing director has worked full time promoting motorsport in Canada. He noted that some government officials were becoming aware of the national scope of motorsport. By a combination of personal expertise and knowing the right people he was able to interest the office of the Secretary of State in the appropriateness of running an event which could unite the nation in a fun way. Gunn also enlisted the aid of firms like Check Products of Calgary.

It is also very appropriate that the resumption of this rally should be under the auspices of the B.C. government. The first Trans Canada rally was held in 1961 in conjunction with the B.C. International Trade air. It created great excitement among rally buffs and 105 contestants set out that April 29th from Montreal. Among them was Ivan Hallway of Port Alberni B.C. driving his own 1937 Rolls Royce Phantom 3, that was too heavy at 7,000 lbs. to be driven from the starting ramp, and had to start from the side. The winners, Rog Hillary and Jack Young of Toronto drove a Studebaker Lark, losing only 4 points. The only fatality of all the Trans Canadas occurred when 2 Austin 850s collided just east of Port Arthur (now called Thunder Bay) and Bill Roscoe of Montreal was killed.

This naturally subdued the contestants but their spirits were lifted when first arrivals at the Port Arthur stop were greeted at 2 a.m. by about 200 spectators. Throughout this rally and all the others that followed, the weary sluggers were cheered by the interest,

enthusiasm and hospitality shown by the crowds that came to greet them. This was particularly evident in the West.

On May 6, 93 finishers landed in Vancouver and officials were deluged with protests. It could have been a chaotic situation but Rally Manager Doug Wilson of Vancouver with the support of CASC. President Jim Gunn brooked no nonsense and this firm control of protests has continued throughout.

A SUNDAY DRIVE

In 1962, mud, rain, snow and fog in Quebec and Eastern Ontario took an early toll of the 42 starters. By the end of the first day only 31 cars were left whereas 24 finishers made it to Vancouver. John Jones and Lou Lalonde, the previous year's 2nd place finishers, were in first place at the halfway mark and were never overtaken. They too won in a Studebaker Lark.

Peter Ryan, 22, Canada's Golden Boy of Racing contemptuously called the route across the prairies. "A very boring Sunday drive." His car ran out of gears going through the Cascades.

Don Hambly went down in rally history that year for his unorthodox method of repairing a leaking gas tank. In order to be allowed to take his damaged car across on the ferry at Penticton, the enterprising Hambly had everyone in sight on the dock madly chewing gum so he could get a wad large enough to patch the hole in his gas tank. He succeeded fairly well, then nonchalantly stood his 350 lbs. or so in front of the tank so that the ferry men would not see the slight drip. Bill Silvera cheekily called out, "What are you standing there for, Don? I can't see the leak in your gas tank." The angry 6'2" Hambly proceeded to chase Silvera (5'4", about 150 lbs.) around the ferry until the latter sat under a tractor trailer where the fuming Hambly could not get him.

JOE BFTSPX

Another famous "character" in rallying was Bob Low of Victoria B.C..

He was often referred to as Joe BftspX because it was believed he brought bad luck wherever he went. Bob bought a new Corvair at Oshawa for the rally, but the first night out the speedometer cable broke, he ran an extra one from the transmission up in front of the rear wheel, through the window and wrapped the excess around the hand brake, and then on into the speedometer.

Two or three days later, going through a tight corner on a Prairie road, his car spun for no reason he could figure out. The improvised speedometer cable had hooked itself on the rear wheel and pulled on the handbrake.

INNOVATIONS

Before this Low had already demon-



The Shell 4000 in 1967. Espanola Waterhole

strated that bad luck or not he was no quitter. On the second day, Dave Cooper, his navigator, hit a big rock, knocked the car out of alignment and had his throttle cable break. Bob Low ("Joe") sat in the back on the spare wheel and opened and closed the throttle all the way through that section. On blow on the horn was the signal for "go", two meant "stop". From then on they wired the throttle wide open and operated the car by the ignition switch.

During the 1963 rally, "Joe" as he was invariably called, encountered a

fallen tree blocking a muddy Prairie road. He matter of factly built a bridge to drive over the tree. Further along on the same road, at 3 a.m. it was his "luck" to find another tree across the road. He walked to the nearest farm house, borrowed a chain saw, cut the tree up and was the only car to make it through that road.

Lloyd Howell who was involved in most of the Trans Canada Rallies says they used to introduce "Joe" to anybody they figured was doing too well. One such was Alice Ferguson. The day she met "Joe" she took a wrong turn

Bill Leatham with Pedro Rodriguez





Even the Citroens got stuck

and was out of the rally. Howell says she went looking for "Joe" intending to kill him. History doesn't tell if she ever found him.

R. Doyen and C. Gibbs from Wisconsin were the winners of that 1963 event driving a Chevy 2 with only 2 points scored against them. Volvo swept the field in 1964, winning 1st overall, 1st and 2nd in class, the Manufacturers' Team prize and the Coupe des Dames. The winners Klaus Ross, an electrical technician and John Bird, a lecturer in applied physics at the University of Toronto lost only 4 points. For the first time the high speed special stages were incorporated. Repair time at the end of sections was slashed from 1 hour to 15 minutes, which gave private entrants a more equitable chance

Mike Kerry with Olivier Gendebien



against the well-financed manufacturers' entries.

DAMAGE PENALTIES

Penalty points were assessed for body damage, and this brings to mind one of the most heart rending tales of any rally. Scott Harvey of Michigan rolled his Valiant in B.C. during the first stage causing considerable damage. All the way across Canada, whenever time allowed, Harvey would nip into a body shop to have from 15 minutes to an hour's bodywork done. He would pay premium prices for this sudden on the spot servicing, but the effort paid off. By the time he hit Ottawa everything was ship-shape with only the stripes left to be painted on. We haven't been told if Harvey met Joe Bftspx that day, but on the way from Ottawa to Mon-

treau he was involved in a head-on collision and almost completely demolished the car.

The 1965 Rally was again won by K. Ross and J. Bird's Volvo picking up a record 95 points. Of 62 starters in Montreal only 37 finished.

A story that illustrates the general co-operativeness of the police towards rallyists is told about Paul MacLennan While driving out of the Lakehead at 2 or 3 a.m. and trying to make up lost time, he found himself at a red light directly beside a police car. Needless to say he reckoned this would be more than a slight impediment. Nothing deterred, John Wilson the navigator rolled the window down and Paul spoke to the officer. "Officer, I'm in a bit of a hurry this morning. Why don't you go your way and I'll go mine," he said. Or words to that effect. The officer took off and MacLennan & Wilson placed second that year driving a Mustang. This same intrepid pair won the 1966 rally driving a Cortina. Out of 60 starters in B.C. only 26 finished.

1967 MEMORABLE

When asked which rally he considered the most memorable, Jim Gunn opted for the 1967 event which started in the West with 93 entrants and finished at Expo with 43. Snow, mud, pelting rain, dust and huge boulders made it one of the toughest rallies ever run.

Ironically, in Canada's Centennial year, the winner for the first time was a non-Canadian. Roger Clark of England. He drove a Lotus Cortina with Navigator Jim Peters of Toronto. Rosemary Smith, an Irish dress designer, won the Coupe des Dames for the second year in a row, and added more than a little glamour to the event. Her co-driver was Ann Coombe and they finished a creditable 13th overall. In 1968 Scott Harvey, known as the "crash, burn or win man" took the prize driving a Baracuda with R. Beckman.

That year Lloyd Howell was with the American Motors service crew. In Winnipeg the remark was made to him, "By Gar Lloyd, your car is running quick this year. I just saw Paul MacLennan going by at over 100 m.p.h. "Well why not," said Lloyd. "It has a V8, 230 H.P. engine." "Yeah, but Lloyd it only had 3 tires on it."

Paul had blown a tire immediately after leaving a control, he and his navigator Jim Peters decided to keep going to the next control. They cleaned the section with only one tire on the back. What makes a man a rallyist? (Women too) What makes him persist to the end of the line? What made Scott go to the Antarctic? The road is there, the challenge is there and challenges were made to be met.

RALLY GUIDE

The Route

Only 30% of the 4,800 mile long route will be run on paved main highways. another 30% will be paved and gravel secondary highways. The remaining 40% will be gravel or dirt-surfaced concession and township roads. Depending on weather conditions this is where the cars can expect tough going. Nearly 200 control points are spread across the 4,800 miles with as many as possible placed to take advantage of sections likely to be difficult.

Eligibility and Classes

In accordance with groups 1, 2, 3 and 4 of the current FIA Appendix J station wagons included. Four-wheel drive vehicles will not be allowed.

In everyday language this means — any type of sedan, station wagons, sports or GT cars in reasonable condition and able to pass the safety inspection before the start. Seat belts, rollbars on cars with detachable roofs only, fire extinguisher, first aid kit and warning flares are compulsory equipment. While sump, gas tank, transmission and differential shields and reserve gas tanks are allowed. In special stages both drivers must wear approved helmets as used for motor racing.

All the above FIA groups will be amalgamated into one group and divided into the following displacement classes:

Class 1: up to 1,300 cc, 79.33 cu. in.

Class 2: 1301cc to 2000cc 79.39 cu. in. to 122.05 cu. in.

Class 3: 2,001 cc to 3,000 cc, 122.11 cu. in. to 183.08 cu. in.

Class 4: 3,001 cc and over, 183.14 cu. in. and over.

Supercharged engines shall be classed as having 1.4 times nominal engine displacement.

Rotary piston engines will be admitted on the basis of a piston displacement equivalent.

Repair Time

Repair times allowed in the

Parc Ferme at the end of each section will be 15 minutes. Only the crew is allowed to work on the cars at this time. Service crews will be able to hand tools, parts and advice over the fence, but not take part in the actual repairs. Penalty points will be assessed for time taken over the allowed 15 minutes.

Along the route competitors will be free to perform servicing on their vehicles with or without assistance of service crews except: a) within a control area. b) prior to the start of and during a special stage. c) in the Parcs Fermes (except as noted above) d) in other areas specified in the route book.

Special Sections

Special sections will be used similar to the ones in Europe. Roads closed to the public (forest preserves, military camps etc.) will be used as regular race tracks where each competitor will be driving as hard as possible in order to meet a target time set by the organizer for each class of cars. Points are lost at a rate of 1 for each second slower than the target time.

Driving Tests

No driving skill type tests will be used this year.

Scoring

Competitors start in Ottawa with zero and lose points as follows:

1—On the road: 10 points for every minute early or late as recorded at any time control, including starting each section; 300 points maximum penalty at any control for failure to report or lateness; 300 points for failure to report at a special control first offence, second offence will mean exclusion from rally; 1 point for every 6 seconds late on special stages; 300 points for failure to start a special stage.

2—At scrutineering and safety checks up to 100 points for failing brakes (depending upon efficiency) 10 points each for non-operating headlights (high or low beam) tail light, brake light, turn indicator light,

licence marker light; 10 points for non-operating horn, 10 points for each non-operating windshield wiper; 10 points for faulty exhaust system up to 50 points for body damage; 100 points for misuse or defacement of time card.

3—Exclusion and non-finishers. Any competitor may be disqualified at the discretion of the organizers for any infraction of local or provincial traffic regulations and /or the Criminal Code of Canada. Any instance of a competitor driving at excessive speed or in a negligent manner will result in exclusion from the rally.

Competitors will not be classified as finishers unless:

They start each section, arrive at the final control of each section within 2 hours of their scheduled time of arrival, calculated from the start of the section.

Accumulate more than 1,500 penalty points in any one section of the rally.

They have their cars impounded at the end of each section.

Arrive at the final control at Victoria, B.C..

Prizes

A minimum of \$10,000 in cash plus the unique hand-carved B.C. "Argylite" trophies will be awarded to the competitors. The outright winner gets \$1,000, the first private owner \$750, first mixed couples \$750, first manufacturers team award \$500, first private team \$500, first in class award \$500. Awards will be given to 3rd place in each of the above categories. In addition to the above there will be manufacturer's contingency awards to users of their products. All competitors classed as finishers will receive a well-deserved "Finishers" plaque.

So a mixed couple winning in a privately owned car and part of a private team could take home over \$2,400 in prize money plus any manufacturer's contingency awards, not bad for a weeks work!!!

B.C. CENTENNIAL RALLY 1971 ENTRY LIST

NO.	DRIVERS	CAR	CLASS	CAPACITY
101	Dave Fairhall, Larry Tolton, Willowdale, Ont.	Datsun PL510	2 PR	1595CC
102	Kay Edmond, Ottawa, Bill Montgomery, Downsview, Ont	Datsun PL 510	2 PR	1595CC
103	Brian Chuchua, Cameron Warren, Santa Barbara Calif.	Jeepster Roadster	4 PR	4690CC
104	Mike Cosner, Charli Cosner, San Jose, Calif.	BMW 2002T1	2 PR	2000CC
105	Jock Wilson, Cheltenham, Ont., Bob Linquist	Mercedes-Benz	3 PR	2196CC
106	St. Clair College, Dennis Lewis, Michael Felip, Windsor, Ont.	Dodge Coronet	4 PR	5215CC
107	Norm Ogden, West Vancouver, B.C. Brooke MacKenzie, West Vancouver, B.C.	Porsche 911E	3 PR	2200CC
108	Fiat Motors of Canada Paul McLennan, King, Ont. D. Phippen, Kingston, Ont.	Fiat 124S	2 GEN	1608CC
109	Jerry Hobers Motors, Stoney Creek, Ont. Warren Summer, Richard Leverton, Hamilton, Ont.	Datsun PL 510	2 PR	1595CC
110	George Wirtjes, Toronto Robert Baker, Richmond Hill, Ont.	Mazda R100	1 PR	982CC
111	Edgar Golz, Roger Woloshyn, Winnipeg, Man	Datsun PL510	2 PR	1595CC
112	Fiat Motors of Canada Bruce Schmidt, Tavistock, Ont., Betty Schmidt, Tavistock, Ont	Fiat 124S	2 GEN	1608CC
113	Kuno Wittmer, Robert Thibault, St. Jerome, P.Q.	Peugeot 504	2 PR	1980CC
114	Haydn Gozzard, Sylvia Gozzard, London, Ont.	Renault R8	1 PR	1255CC
115	Fiat Motors of Canada David J. McEachran, Kanata, Ont., Marc Chappell, Ott	Fiat 124S	2 GEN	1608CC
116	Butler Imports Ltd., Indianapolis, Stephen Fernald, Indianapolis, Edwin Jenkins, Fort Wayne,	Austin America	1 GEN	1275CC
117	Patrick Irwin, William Meldrum, Ottawa.	Fiat 128	1 PR	1116CC
118	Gordon McCallum, Downsview, Ont Linda Plaskett, Downsview, Ont.	Fiat 124S	2 PR	1608CC
119	CMI Toyota Canada Walter Boyce, Ottawa, Doug Woods, Ottawa	Toyota TE27L	2 GEN	1588CC
120	Terry Pond, England, Roger Jack, Vancouver	Renault Alpine	2 PR	1575CC
121	John Nagel, Seattle, Wash Robert Chandler, Seattle, Wash	Chev. Corvair	3 PR	2590CC
122	T.R. Steiner, William Braund, Detroit, Mich	Gremlin	4 PR	3800CC
123	Stan Crews, Suzanne Crews, Fayetteville, N.Y.	Saab	2 PR	1540CC
124	Jon Waters, Ste. Foy, P.Q. Tom Birchall, Tor	Datsun PL 510	2 PR	1618CC
125	Craig Sanderson, Burnaby, B.C., Wolfe Bergelt, West Van. B.C.	VW411	1 PR	1300CC
126	Jerry Hobers Motors, Stoney Creek, Ont. John Howard, Hamilton, Ont., Doug Leverton, London, Ont	Datsun PL510	2 PR	1595CC
127	Tom Samida, Ann Arbor, Mich. Brian Fox, Dover Centre, Ont.	Datsun PL510	2 PR	1595CC
128	S.N.B. Service Ltd., Nanaimo, B.C. Bruce Abbell, Nanaimo, B.C. Robert Bollinger, Wellington, B.C.	Rover 2000	2 PR	1998CC
129	Paul Greven Sr., Paul Greven Jr., Glendora, Calif.	Opel	2 PR	1900CC
130	Karl Hansen, Thomas Pollock, Edmonton Atla.	Volvo 142E	2 PR	1990CC
131	Rom Samida, Brian Fox, Dover Centre, Ont.	AMC Hornet	4 PR	4985CC
132	Roger Fountain, Tor., Ray Floyd, Richmond Hill, Ont.	Fiat 124	1 PR	1298CC
133	Gene Henderson, Dearborn, Mich. Bernie Stoltzman, Milwaukee, Wisc.	Ford Escort	2 PR	1558CC
134	Jonathan R. Freed, Thomas Salat Jr., Roslyn, N.Y.	Dodge Coronet	4 PR	5215CC
135	Roger Taylor, Cheltenham, Ont. Fred Phillips, Bramalea, Ont.	Gremlin	4 PR	4230CC
136	Forbes Motors Limited, Waterloo, Ont. Tammi Ruutopold, Waterloo, Ont. Don Leonard, Woodstock, Ont.	Vauxhall Firenza	2 GEN	1975CC
137	Alex J. Moon, Guelph, Ont Kenneth Rae, Kitchener, Ont.	Cortina	2 PR	1600CC
138	Simpson-Sears Rally Team, Saskatoon, Sask Murray Munsie Victor Ince, Saskatoon, Sask.	Fiat 124S	2 GEN	1438CC

PR: PRIVATE
GEN: GENERAL

The new Fiat 128 wins the Canadian International Winter Rally.

How's that for a new car introduction.



A funny thing happened on the way to the showroom.

The new Fiat 128, which won't be available in Canada for another few weeks, has already roared away with first place in an extremely tough rally in which car after car didn't even finish.

Here's what Bruce and Betty Schmidt, the winning driving team have to say about this newest of all Fiats:

"We found the Fiat 128 to be an outstanding car in all respects. The overhead cam engine is quite peppy. The front-wheel drive and unique suspension system combine to give excellent control and handling, as well as a comfortable ride.

Although the 128 is a small car outside, it is

roomy inside. Along with all our rally equipment, we installed an extra 10 gallon gas tank, and were still able to carry our six winter tires to the start of the rally.

Throughout the entire event we had no car problems whatsoever".

Watch for the new Fiat 128 when it comes to your Fiat dealer.

FIAT

The new Fiat 128.