

# RALLY HO!

## FACTORIES ON THE GO!

With more than 1000 amateur rallies scheduled for the U.S. here's a look at a factory car that has competed in six countries

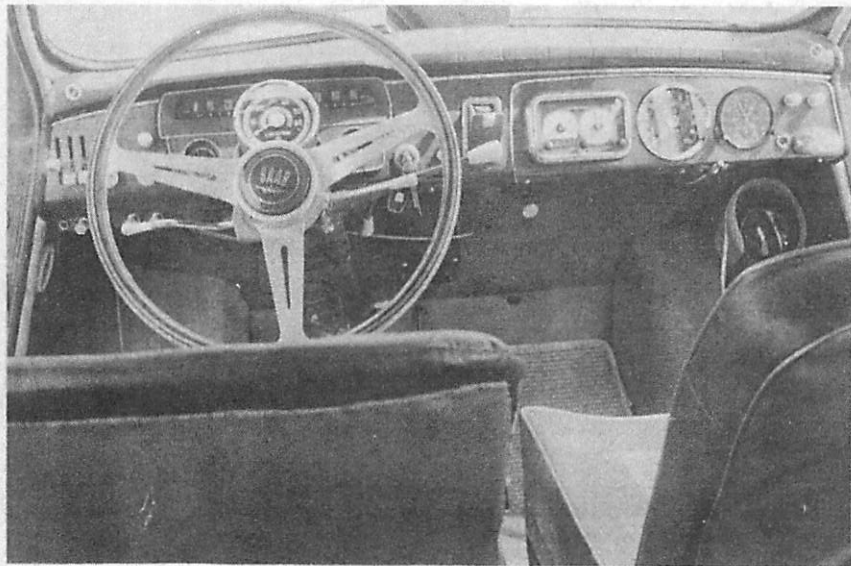
► In the keenly competitive and "hell for leather" sport of international rallying a relatively new make of car, the Swedish Saab, has established itself as somewhat of a star. Saab, a manufacturer of supersonic jet planes started producing cars in 1950 and like many European car manufacturers takes a very active part in rallies.

Many factory competition departments spend considerable time preparing and fitting out cars with special rally equipment for "big time" international rallies. Entries from such concerns as Ford of England, Rootes of England, Citroen of France

and Mercedes Benz are seen in the leading events.

In 1960, for instance, there were 12 major rallies on the international agenda to determine the European rally championship. The events varied in length from the short but rugged 1050 mile Viking Rally in Norway to the 3100 mile high speed Liege, Rome, Liege Rally that was run from Belgium to Italy and return. In all, the events counting toward the European championship totaled over 23700 miles of competitive motoring.

In this country it is estimated there will be over 1000 rallies at local club and regional levels in 1961 and there



Rally equipment included a tachometer mounted above the hub of the wood rimmed aluminum racing steering wheel, a dual dialed Halda Speed Pilot (for accurate maintenance of average speeds), a specially calibrated speedometer for the navigator and an airplane type chronometer with a stop type second hand and other time computing dials. There was also an array of switches for spot lights, navigation and map reading lights.

By Emmet Greene

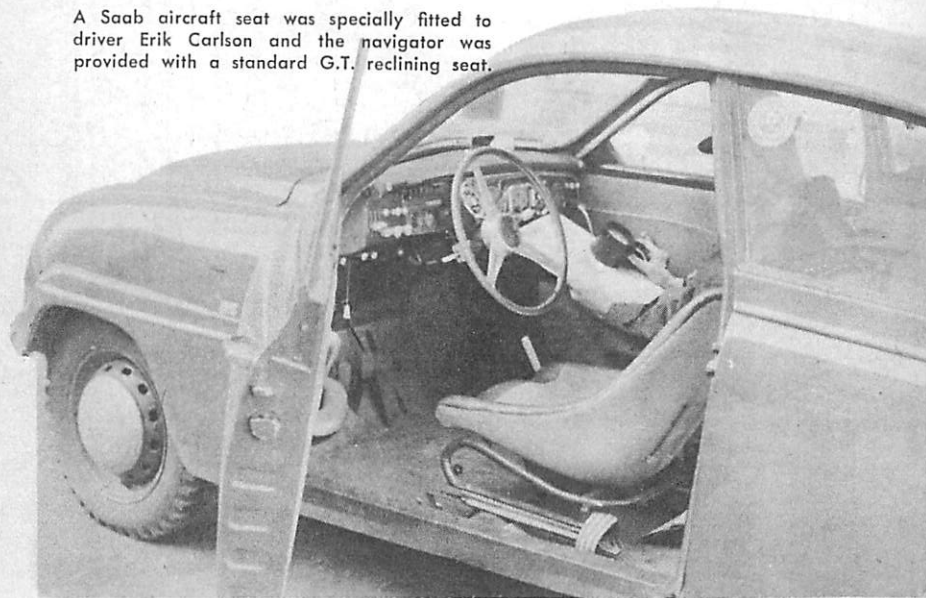


One of the attractions at the Saab exhibit at the N.Y. International Auto show was a lavishly equipped factory Rally car that had competed in the Canadian Winter Rally.

are 16 events on the national calendar to determine the U.S. championship. The upswing of interest in U.S. rallies started about 10 years ago.

On the continent, after Mercedes Benz retired from Grand Prix racing in 1955 their sedans started to show up in continental rallies and in 1956 they won the European championship. That year also marked an increase in Saab's rally participation and by 1957 their consistent campaigning won the European championship.

A Saab aircraft seat was specially fitted to driver Erik Carlson and the navigator was provided with a standard G.T. reclining seat.



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1960 Tulip Rally in Holland. Running in the Group I class for standard cars up to 850 cc. it was driven by Swedish ladies and gained 5th in 850 cc. group and 3rd in the Ladies Class.

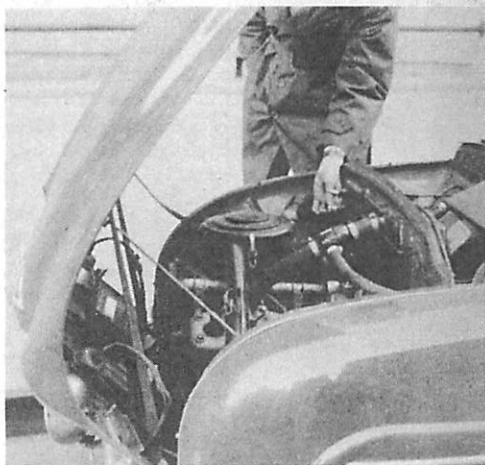
For its second outing in the Swedish Rally to the Midnight Sun the car was equipped with a 4-speed gearbox tuned engine, dual carburetors and dual fuel pumps to run in Class IV for grand turismo cars up to 1300 cc. displacement. It placed 3rd in its class.

The Finnish Rally of the Thousand Lakes was its next event. Here with Eric Carlson at the wheel it ran in the modified class and gained a close second overall and a class win in the 1000 cc. group.

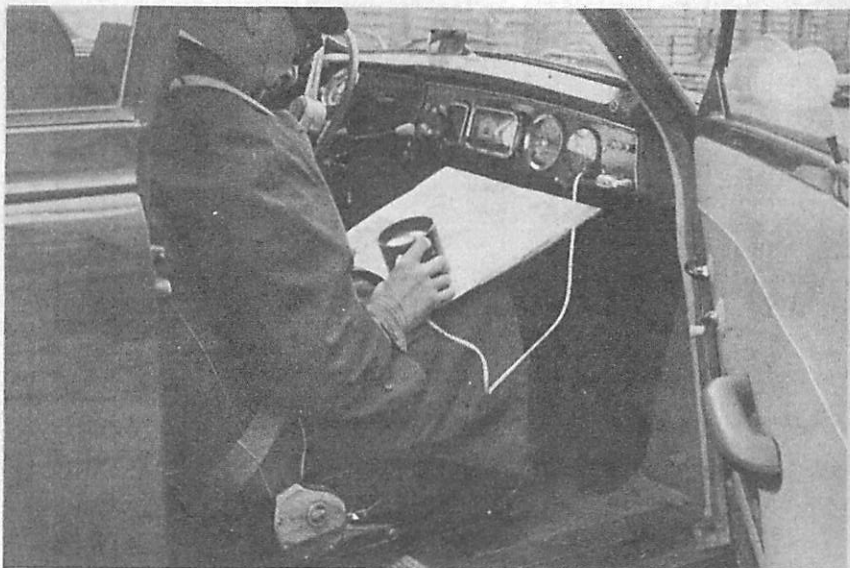
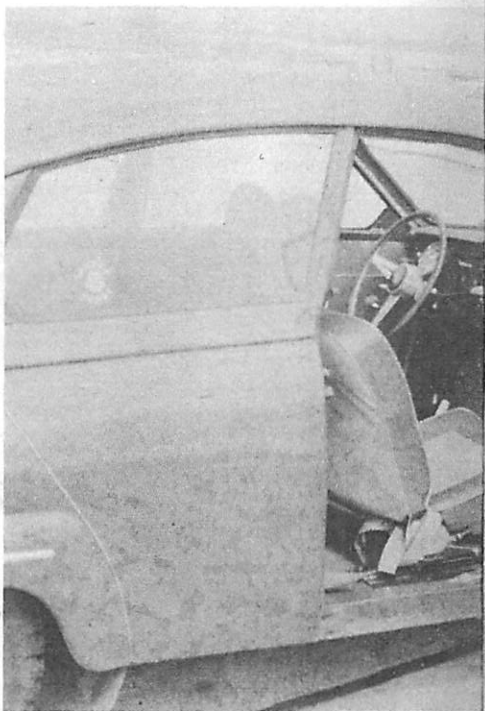
Next the car turned up in Norwegian Viking Rally with the team of Eric Carlson and Mario Pavoni. The car was standard except for the engine being tuned to group 2 version, and it placed 8th in class up to 850 cc.

Its fifth and most successful outing was England's biggest rally of the Royal Automobile Club. It was the sole Saab entered and in the hands of driver Eric Carlson and navigator Stuart Turner it scored an overall win against a field 172 starters. It marked the first time over 20 years that a non-British make won this hotly contested event.

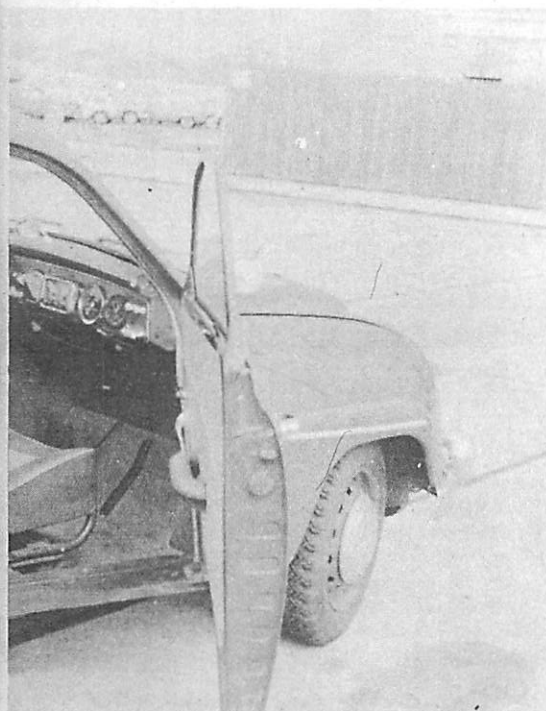
Its sixth competitive event was the 1961 Canadian Winter Rally, where it was again in the hands of Carlson and Turner. It ran in stage II tune and placed 17th overall. Another dealer entered Saab after first tying for 1st place in this event after a recount showed a G.M. Corvair Monza took first spot. ●



Closeup view shows the navigator's map reading light plugged in to a dashboard outlet. Light included a magnifying lens and a built-in rheostat controlled light for night navigation.



Engine compartment appeared stock except for a wooden threaded rack to hold spare spark plugs of various heat ranges.



Navigator's seat was of the Saab reclining type with adjustable headrest. The upright angle iron on the toe-board was installed to prevent the navigator's foot from sliding toward the throttle.