

# CHRYSLER'S RAMBLIN' RALLYWAGONS

With the National Rally Championship under his belt, Chrysler '300' handler Scott Harvey and his team turn their talents to the new Valiant V8 and the most hair-raising run of them all, the Monte Carlo

by Bob Greene

Ever thought about taking a run at the Abominable Snow Man, Johnny Appleseed, or the Barefoot Mailman? They're as big and tough as they sound, for they, along with such other colorful titles as Rustlers' Run, Singing Sands, and El Camino Real, comprise some of the more challenging road rallies on the American scene. Never heard of them? Understandably so, for they are by no means a spectator event, offer very little commercial reward, and are prepared and executed by members of a truly non-profit organization — for fun.

The drivers who excel at them, members of the Sports Car Club of America, represent this country's finest, for they must have achieved complete mastery of four wheels

under every conceivable circumstance in an exacting struggle against time and distance. Unlike any other form of automotive competition, the rally demands that driver and navigator maintain a precise schedule between check points over a route unknown to them prior to the event, during all kinds of weather, with a stock and legal road machine.

Thirteen years ago that stocker would have been an imported roadster — more than likely an MG — but today, due to the convictions and skill of a bold new three-car team, it very well could be a carbon copy of the fat family sedan parked in your garage. Inspired by Scott Harvey, veteran SCCA rallyist and Chrysler Corporation engineer, the team made deep inroads in the sports car ranks in 1962



with their big Chrysler 300's — Harvey finished fourth in national competition. Then, last year, he accomplished the seemingly impossible by placing his full-size American sedan at the head of the list; Harvey became the 1963 Sports Car Club of America Rally Champion. The Chrysler '300' rally team that he captained placed first or second in 12 out of the 17 SCCA events.

Between the big 500-plus mile national points rallies last year, Harvey drove in six other competitions with a six-cylinder Valiant sedan, winning five and placing second once. But what wasn't known was the fact that the Valiant's chassis was weighted down in such a manner

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Rallying can be beautiful — Dottie Sparks contradicts the "back seat driver" image in her role as navigator by insisting that husband-driver Ted Sparks "stand on it" on the rare occasions their '300' falls behind schedule. At right, John Ryan, navigator, Bob Cook, driver, another '300' team.

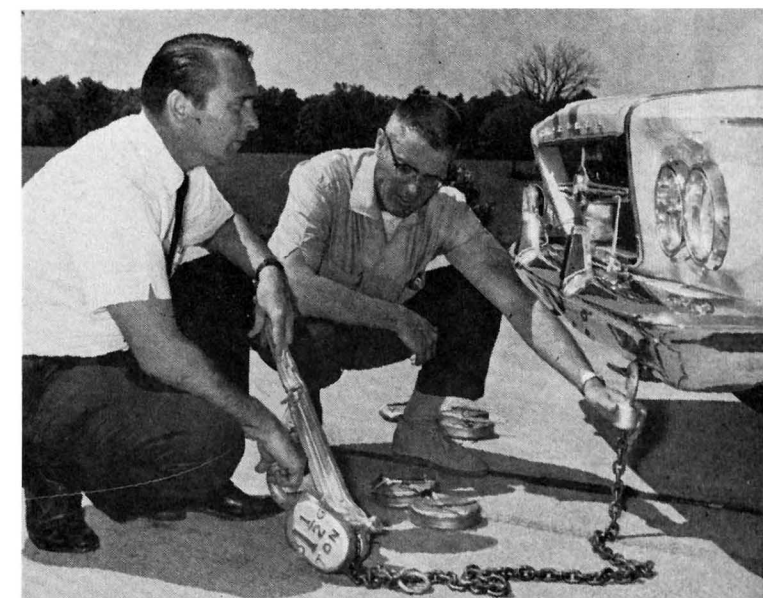
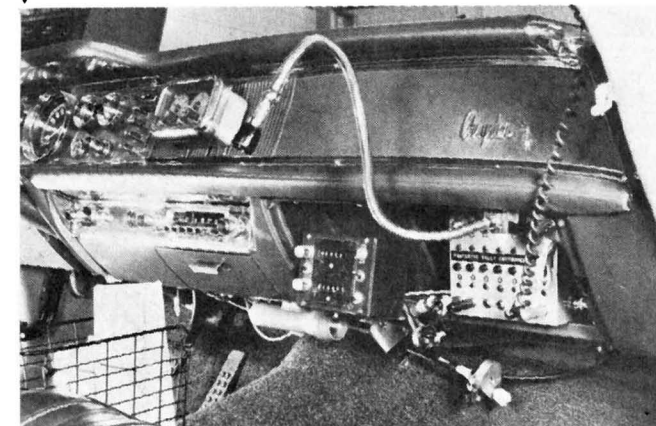
Moderately instrumented '300' has Halda Speed Pilot bolted to dash; two dials indicate average speed and how much the driver is ahead or behind schedule. In glove compartment are accurate electric odometer (shows 100ths of mile), automatic computer that quickly solves time-distance problems.



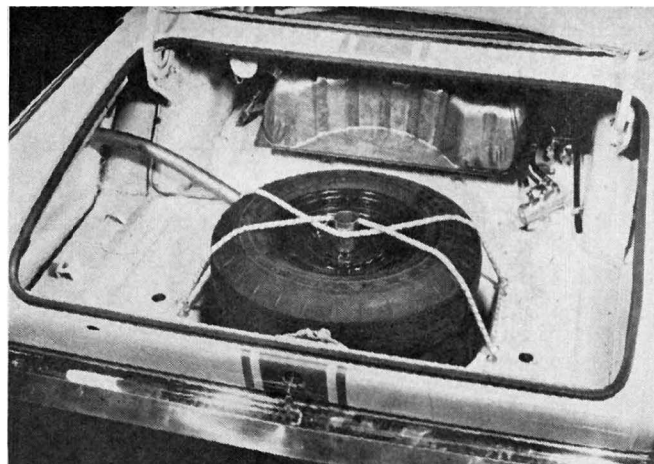
Team captain Scott Harvey checks out Editor Bob Greene on use of circular rule used for determining variations in mileage between his speedometer and that of the rallymaster. What appear to be pepper mills are actually German Curta calculators for rapid multiplication and division problems. Rally car speedometers are re-routed, drive through either of front wheel spindles. Note the interior reading lights.

Bombin' along in Shell 4000 Canadian rally, world's longest, which delights in rugged backwoods roads. Automatic gearboxes are usually held in second gear for instantaneous reaction to road-schedule variations. Headlights are masked.

To err is human — that's when Scott hauls out the block and tackle and looks for nearest big tree. With mere seconds usually deciding the winner, he doesn't figure on using this little tool but you'll notice bumper hooks are still fitted.

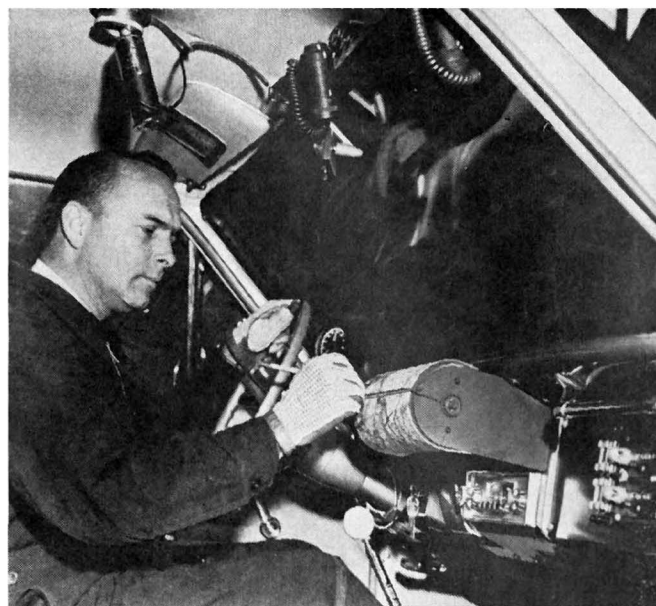






For 1964 Scott and his teammates have switched to new V8-powered Valiants in an effort to further prove model as a rally natural. Extension post for wheels permits quick spare change. Ahead is auxiliary tank, valve, emergency pump.

In the driver's compartment is route-marked map on revolving drum to facilitate reading for navigator and pilot. Overhead is control handle for roof-mounted spotlight which can swing 360°, and interior extension lights. Computer is right.

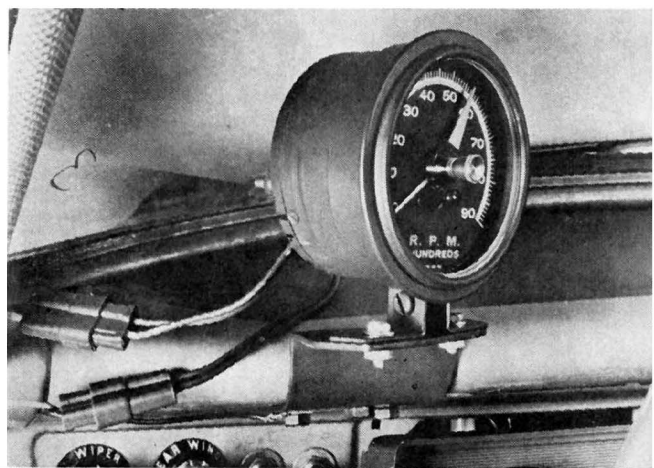


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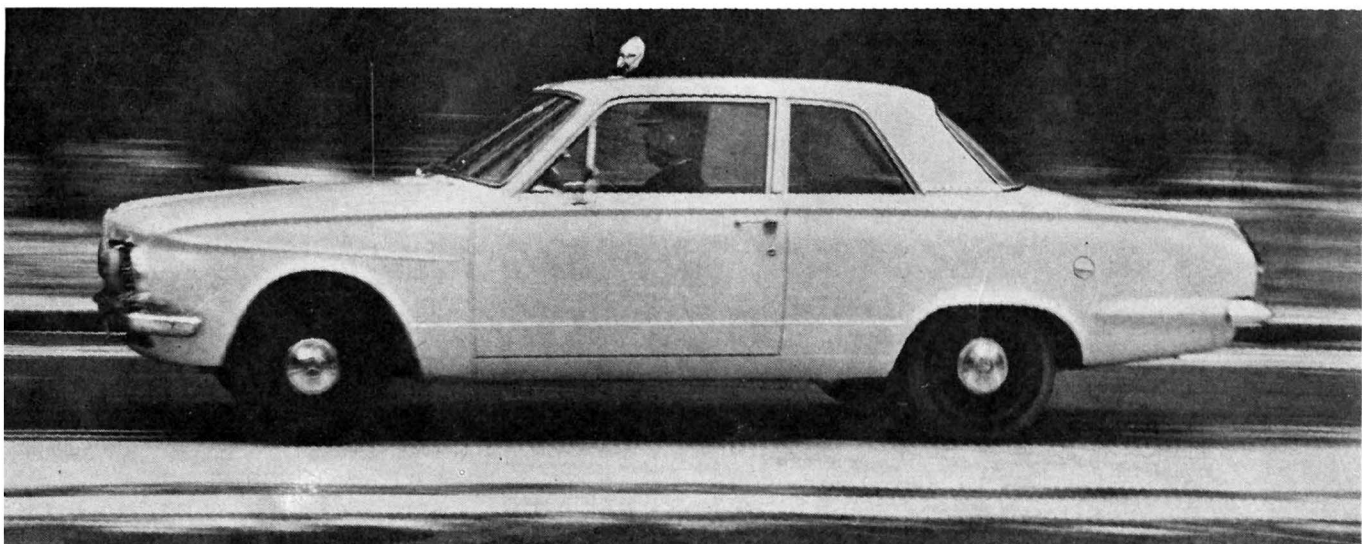
that the weight distribution would be identical to that of this same model carrying this company's new 273 cubic inch V8 engine, yet to be announced at that time. In so doing the little sedan not only served as a vital part of the chassis development program but gave Scott Harvey a feel of the car that was to be a partner in his most crucial test to come — the gruelling 2500-mile Monte Carlo Rally.

In keeping with the international flavor of the rally, which attracts outstanding cars and drivers from at least nine European countries, a trio of Valiants were entered as an international team, representing three countries: Scott Harvey and Eugene Henderson, U.S.A.; Trant Jarman and Sam Croft-Pearson, England; and Esko Keinanen and Jyrki Ahava, Finland.

Except for time-distance calculating instruments, special electrical equipment, tires, and chassis armor plate, the cars they drive are factory stock. This time Scott and his crew are up against the world's best drivers and, more, the worst and most hazardous time of their lives. They know it — here's how they plan to battle it. ■■

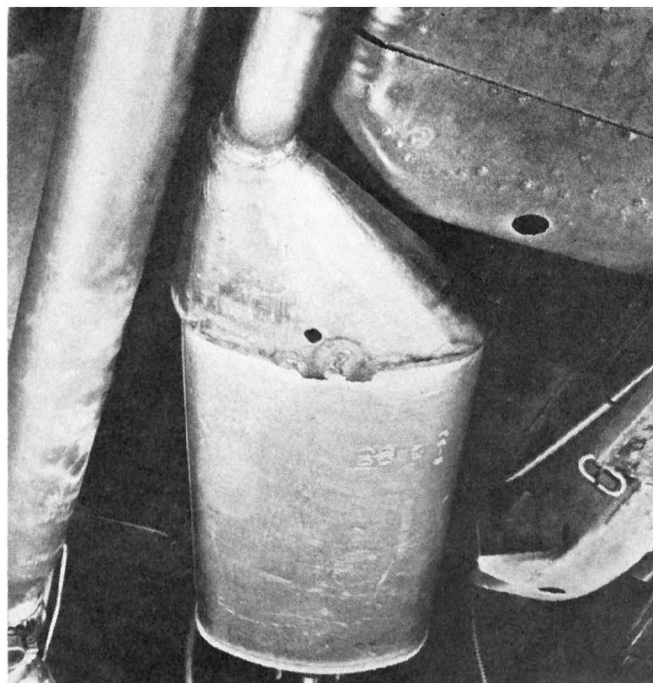


▲ The tachometer was installed on the left side of the instrument panel, with a quick disconnect in case of failure — an extra tach is carried. Similarly, several of the car's electrical systems were duplicated and alternate plugs provided.



The fuel line to the auxiliary gas tank, in an exposed position, is protected with a coil wire shield. The Valiants are groomed for the Monte Carlo Rally which, like the Canadian 4000, is extremely difficult, under worst conditions; driver and navigator spend up to 22 hours a day in car on big runs.

Another projection beneath the car which could be damaged by road obstruction over rough terrain of rally is muffler. Leading edge is streamlined with protective metal nose cone. ▼



◀ One of the first Valiant V8's takes off on a shake-down run prior to a year of rallies and practice that'll total 30,000 miles before season is ended. Becoming increasingly popular as a club activity in the United States, the rally is attractive because it is most adaptable to the stock sedan, should encourage strict observance of legal driving limits. National rallies must exceed 500 miles, with overnight stop.

► Three photos at right side of page show some of the special heavy-duty armor plate that shields vital chassis components from being snagged on boulders, logs, or ruts. Also included on the Valiants for Monte Carlo are five-leaf rear springs, which are standard on station wagons. As an extra precaution against stone damage, an aluminum guard was fitted over the gas tank. To measure mileage accurately, cars may be fitted with non-expandable tires; special Luxemburg Goodyear 9.00's were used on the victorious Chrysler 300's.

