

# B.C.I.T.F. "TRANS - CANADA" RALLY

In 1961, Canada will have a truly international event on the rally calendar.

After five years of rumours and waiting, a "trans-Canadian" rally will be a reality — well, not quite trans-Canadian, just from Montreal to Vancouver, over 3,600 miles of all-Canadian roads.

The B.C.I.T.F. Car Rally, as it is officially known, is being organized by the British Columbia International Trade Fair and is sponsored by the Shell Oil Company of Canada, Ltd. An international rally permit has been issued by the C.A.S.C., with the sanction of the R.A.C. and F.I.A.

The rally will start in Montreal on April 30th and finish in Vancouver on May 6th, passing through Toronto, Fort William, Winnipeg, Regina, Calgary and Penticton.

Doug Wilson, well-known as a guiding light of the London Automobile Sport Club and Green Acres Circuit, was appointed Rally Manager in Oct. Doug has already covered the rally route once at this writing and supplementary regulations are now available. Stress will be placed on safety and endurance throughout the event.

The rally route generally follows the trans-Canada highway and is split into five sections, with "overnight" stops between each. Sufficient diversions are planned along the route to satisfy the most ardent rallyist.

Being an endurance event, vehicles will be restricted to "parcs fermes" between sections and points will be lost for body damage, or mechanical bothers sustained during the event. Traffic violations and unsafe conduct will also carry heavy penalties, and perhaps disqualification.

There will be two categories - sports and sedans - with two classes - over 1600 cc and under 1600 cc - per category. Classification will be further broken down between manufacturers' and private entries, and a Coupe des Dames will be presented to reward the fairer sex.

The entry fee is necessarily high, \$100.00 per car - without additional charges for team entries. However, much silverware and over \$5,000.00 in prize money will be up for grabs, not to mention special awards. The major portion of this will be for private entries to help them defray the costs involved. In addition, the Shell Oil Company will provide free oil and gasoline for all competitors, both for the rally itself and for travel to the start

and returning home from the finish.

An interesting point is that competition licenses are not necessary. However, acceptance of entries is at the discretion of the organizers and each entrant will be screened for experience.

In the event of over-subscription of entries, the applicants with the greater experience will be considered first.

As an example of the efficient planning and organization going into the B.C.I.T.F. Car Rally, negotiations are presently under way between Shell, the B.C.I.T.F. and I.B.M. to determine the possibility of using I.B.M. punch-clock timers at checkpoints and I.B.M. punch-card machines for computing results.

Provisional results will be available within one hour after the last competitor completes each section - official results within 24 hours after the last competitor has ended.

Already there has been tremendous activity generated by the initial announcements. Competitors are rushing about securing sponsors - manufac-

turers are planning well-sponsored team entries and some may even import their European rally teams for the event.

British Motor Corporation have announced a \$1,000.00 prize for the highest placed Mini-Minor or Austin 850. They are also talking of bringing Pat Moss and Ann Wisdom over as part of their team. Rumours to the effect that Mercedes-Benz will import their Monte Carlo winning team for the event are as yet unconfirmed, but industry interest is very high.

Sound interesting? It's what all Canadian rally enthusiasts have been waiting for. Supplementary regulations are now available from:

B.C.I.T.F. CAR RALLY,  
c/o BRITISH COLUMBIA INTERNATIONAL TRADE FAIR,  
EXHIBITION PARK,  
VANCOUVER 6, B.C.

and the closing date for entries is March 25th, 1961. See you at the awards banquet in Vancouver?



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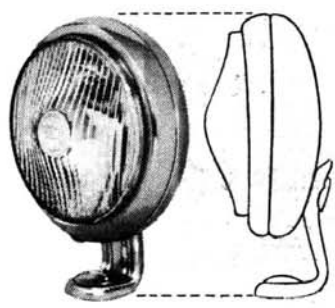
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