

**RULES AND REGULATIONS**



## SUPPLEMENTARY RULES AND REGULATIONS

### A. THE EVENT

1. The British Columbia International Trade Fair Car Rally is a National Event, organized by the British Columbia International Trade Fair, hereafter termed the Organizers, with the co-operation of the Canadian Automobile Sport Club, and sponsored by the Shell Oil Company of Canada, Limited.
2. The event is held under the International Sporting Code of the F.I.A., the General Rules of the RAC, as amended by the CASC National Competition Committee, and these Supplementary Rules and Regulations. The event is sanctioned by the CASC and has been granted an International Permit No. 61-1 issued by the CASC under the authority of the RAC and FIA.
3. The Rally is to be a contest of skill on the part of the driver and navigator and a test of reliability on the part of the cars. It will not be a race; but a point to point timed event with safety being kept in mind at all times.
4. The event will be divided into five (5) sections with awards available for each section as well as overall (Entire Rally). Being a seven day Rally, Two (2) sections will be comprised of two (2) days in each. These sections will be determined in the route books.
5. The event is to be timed from point to point (controls), time lost or gained can not be gained or lost on the following sections.
6. a) The Rally will start in Montreal, Canada, on Sunday, April 30, 1961, and will finish in Vancouver, Canada, on Saturday, May 6, 1961.  
b) The Rally will follow an all Canadian route.  
c) The approximate length will be 4000 miles.  
d) Rally headquarters will be maintained at Exhibition Park, Vancouver, Canada, throughout the Rally.
7. Throughout the Rally there will be trials and driving skill tests. Points lost in these tests will only be taken into account to break a tie. They will not be scored in the section or overall results.

### B. ELIGIBILITY OF ENTRANTS

1. A license issued by the FIA or a license issued by a recognized ACN affiliated with the FIA shall be required by both driver and navigator for this event.
2. Enquiries in regards to licenses valid for this event should be made to the Canadian Automobile Sport Club, Box 156 Adelaide Station, Toronto, Ontario, Canada.

## PROGRAMME

**Saturday, April 29 – 9:00 a.m. - 5:00 p.m.**

Registration, Technical inspection Montreal

**Sunday, April 30**

Start of Section One (Montreal)

**Monday, May 1**

Start of Section Two A (Toronto)

**Tuesday, May 2**

Start of Section Two B (Fort William)

**Wednesday, May 3**

Start of Section Three (Winnipeg)

**Thursday, May 4**

Start of Section Four (Regina)

**Friday, May 5**

Start of Section Five A (Calgary)

**Saturday, May 6**

Start of Section Five B (Penticton)

Finish at Vancouver, Exhibition Park

**Monday, May 8**

Concours d'Elégance (Afternoon)

Presentation Banquet (Evening)

## FOREWORD

The British Columbia International Trade Fair and the Shell Oil Company of Canada, Limited, extend their greetings to all devotees of Car Rallies, industrial and individual participants and followers of this activity which is now an established tradition in the field of automotive engineering, skilled driving and safety on the world's roads.

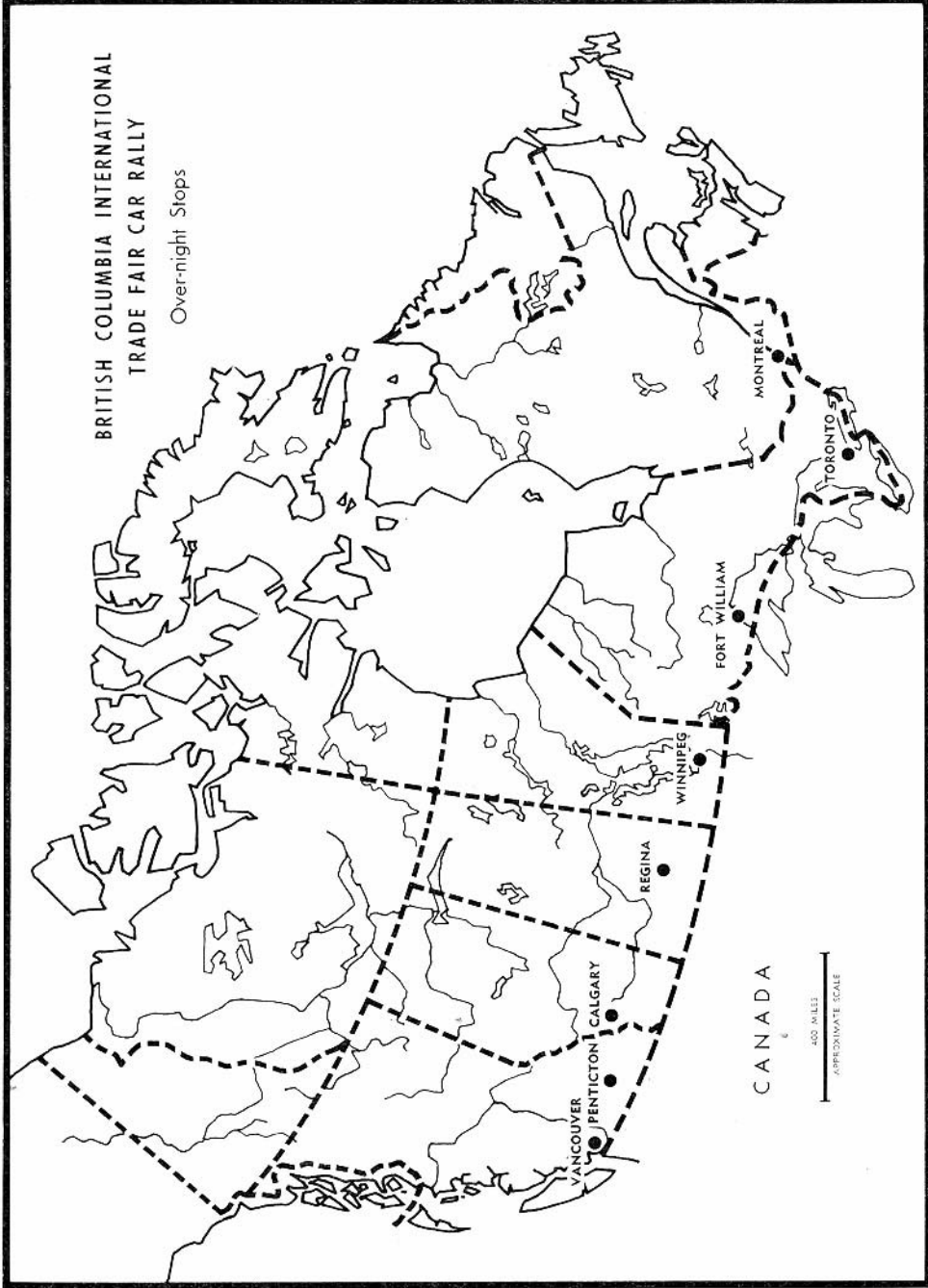
The Organizers and sponsors feel privileged to add a Cross-Canada Rally to the great list of these events of world interest. It is the recognized history of Trade Fairs that such international market places have been a major factor in human and economic development. It is no less an historic fact that they have consistently strengthened the bonds of world friendship.

Car Rallies, with their splendid international traditions, also build friendship as well as the products of technology and human skills which appear in the market place. It is with this sincere objective that the Cross-Canada Car Rally is presented by the British Columbia International Trade Fair, (1961).

The Shell Oil Company of Canada, Limited, in keeping with its own historic record of public and international service, has generously sponsored the event offering vital services to the organizers and competitors.

Car Rally tradition is that the nominal cash prizes, really but a contribution to expenses, are subordinate to the greater goal of demonstrating the genius which is modern automotive engineering and the human skills and common-sense safety of those so versed in the operation of these machines. With these objectives the British Columbia International Trade Fair and Shell Oil Company of Canada, Limited, are in wholehearted agreement. They also wish to express their gratitude to the Canadian Automobile Sport Club, the Fédération Internationale de l'Automobile and the Royal Automobile Club under whose regulation and license the Car Rally is being conducted.

BRITISH COLUMBIA INTERNATIONAL  
TRADE FAIR CAR RALLY  
Over-night Stops



# BRITISH COLUMBIA INTERNATIONAL TRADE FAIR CAR RALLY

## OFFICIALS

### STEWARDS OF THE MEETING

Hon. R. W. Bonner, Q.C.  
W. M. V. Ash  
W. J. Borrie

### STEWARD APPOINTED BY CASC

Graham Locke

### RALLY MANAGER (CLERK OF THE COURSE)

Douglas G. Wilson

### RALLY COMMITTEE

L. J. Wallace  
H. T. Miard  
H. K. Hall  
R. D. Noble  
J. Secord  
D. H. Mollison  
D. G. Wilson

### AREA OFFICIALS

Ross Brander,  
4288 St. Catherine Street, W., Westmount, Quebec.  
George Moss,  
1780 Wilson Avenue, No. 4, Downsview, Ontario.  
Frank Mancini,  
325 Elgin Street, Winnipeg, Manitoba.  
Don Currie,  
3636 Regina Avenue, Regina, Saskatchewan.  
Lionel Cook,  
2803 36th Street, S.W., Calgary, Alberta.  
Laurie John,  
3736 Edgemount Blvd., North Vancouver, B.C.

**1961**  
**BRITISH COLUMBIA**  
**INTERNATIONAL**  
**TRADE FAIR**  
**CAR RALLY**

**April 30 — May 6, 1961**

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3. Both driver and navigator will be required to hold a driver's license, valid in the Province, State or country of his residence.
4. No more than two (2) persons will be allowed to be conveyed in any one car during the event.

### C. ELIGIBILITY OF CARS

1. The eligibility of the competing cars will be in accordance with Appendix J in the International Sporting Code of the FIA.
2. All competing cars must pass a rigorous scrutineering, with the emphasis on safety.
3. Safety belts must be installed for both occupants of the car. These shall be installed in a proper fashion, to the discretion of the scrutineers.
4. Each car must carry at least six self lighting chemical warning flares, each of which is capable of burning at least ten (10) minutes. These must be used to warn approaching traffic if the competitor's car is stalled and blocking the road.
5. No radio telephones, or two-way radios will be allowed to be carried in cars.
6. Each competing car must be equipped with a fire extinguisher having an underwriters' rating of ½ B.C. minimum.
7. A first aid kit must be carried in each car, which must include at a minimum, the following items: Elastic Bandages, Antiseptic, Surgical Gauze, Adhesive Tape, Pressure Bandages, Arm Sling.
8. Categories and Classes:
  - Sports Cars:** (Group 3 of Appendix J of the FIA International Sporting Code)
    1. Under 1600 cubic centimeters
    2. Over 1600 cubic centimeters
  - Sedans:** (Groups 1 and 2 of Appendix J) (Station Wagons included)
    3. Under 1600 cubic centimeters
    4. Over 1600 cubic centimetersGroup 4 of Appendix J will not be allowed to compete.
9. Commercial vehicles (trucks) and four wheel drive vehicles will not be allowed to compete.
10. Each entrant is assumed to have full knowledge of his car and to vouch for its eligibility in the Section and capacity class entered.

#### D. TEAMS AND LADIES

1. Entrants may enter teams to be made up of three (3) cars per team. Manufacturers' and dealers' teams must consist of the same make but not necessarily the same type. Entrant's designation of cars and crews for teams must be made when submitting entry.
2. Ladies may qualify for ladies awards only on condition that at no time during the Rally will a male person be conveyed in the car.

#### E. RIGHTS OF ORGANIZERS AND ENTRANTS

1. The Organizers may at their discretion:
  - a) Refuse any entry.
  - b) Offer an applicant whose entry is refused, a reserve entry.
  - c) Refund any entry fee, or excuse a competitor payment of an entry fee in circumstances other than those defined in Article 3 of this Section.
2. The Organizers may:
  - a) Abandon, cancel or postpone the competition in the case of unforeseen circumstances.
  - b) Delete or amend part of the course or competition or time schedule in the case of unforeseen or special circumstances.
  - c) Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
  - d) Amalgamate classes, should the type and size of entry appear to warrant such action. Such action shall be notified to all competitors concerned within three days after the closing date of entry. Competitors so notified shall be free to withdraw an entry within two days of notification and shall be entitled to a full refund of the entry fee.
  - e) Exclude any driver or car appearing on examination to be ineligible for the competition or a class therein to which the entry refers.
  - f) Offer the entrant of any driver or car liable to exclusion under paragraph (e) above the option of transfer to any appropriate class.
  - g) Exclude any car whose appearance, condition or performance is not of a standard appropriate to the competition.
3. An entrant shall have the right to a refund of entry fee only if:
  - a) The competition is abandoned or postponed for more than 24 hours.
  - b) A reserve entry is not permitted to take part in the competition.
  - c) An entry is withdrawn as laid down in No. 2(d) above.
  - d) An entry is refused.

## F. ENTRIES

1. Entry Fee: One Hundred Dollars (\$100.00) (Canadian) per car, to be sent with entry form. No additional charge for team entries.
2. Entry fees must be paid by certified cheque or money order, and are to be made out to "BCITF Car Rally".
3. Entries will close Saturday March 25, 1961. No entries postmarked after midnight of that date will be accepted.
4. Upon receipt of the entry the Organizers will immediately acknowledge by post. This, however, does not mean the entry has been accepted. The Organizers will select the entry and inform the entrants of their acceptance, by post, no later than Saturday, April 1, 1961.
5. The event will be limited to one hundred (100) cars.
6. Each entry accepted will receive:
  - Shell maps covering the entire route.
  - Vouchers for gasoline and oil, compliments of the Shell Oil Company of Canada, Limited.
  - Two (2) tickets for Presentation Banquet.
7. The Organizers may permit a change of driver from those nominated in the programme on written application being made by the entrant not less than one hour before the scheduled starting time of the car concerned.
8. If the entrant is not an occupant of the car the first driver nominated on the entry form shall be deemed to be his agent.
9. The entry form must be completed in full, and sent with remittance to:
  - British Columbia International Trade Fair Car Rally,
  - Exhibition Park,
  - Vancouver 6, B.C. Canada.

## G. TIMING AND CONTROL OF RALLY

1. The order of starting will be determined by the post-mark of entry, e.g.: first entry received and accepted will be car No. 1, second entry received and accepted will be car No. 2, etc., except when entrant is part of a team; the Organizers will separate the team cars by at least five (5) cars.
2. Cars will be started in numerical order at intervals of two (2) minutes.
3. This same order of starting will be carried out each day. Starting positions left blank by retired car(s) will not be filled in by the following competitors.
4. Official time will be based on CHU, Dominion Observatory Ottawa (or WWV where contact with CHU cannot be made).

5. Timing will be recorded by IBM Punch Clocks. Competitors' time will be taken to the whole minute, e.g.: Competitor arrives at 11:44.06, actual time of arrival 11:44 – Competitor arrives at 11:44.51, actual time of arrival 11.44. Where no electricity is available mechanical clock will be used. Sample clocks and cards will be on display at the start.
6. Certain sections of the event may be timed to the second in which case the procedure outlined in para. 5 of this section will be employed, viz. time will be taken to the whole second. Should timing to the second be used in any section it shall be declared, where applicable, in the Route books.
7. Timing in all tests (trials and driving skill tests) will be recorded to 1/10th second.
8. All controls will be open one half (½) hour before the due time of arrival of the first car, and will close two (2) hours after the due time of arrival of the last car.
9. Competitors will be allowed to accumulate only one and one half (1½) hours of lateness in any one (1) day. Failure to complete the day's section, within the time limits allowed, will result in exclusion of that day's section. The competitor will not be excluded from the entire rally.
10. To qualify as a "finisher" (of the entire rally) competitors:
  - a) Must start each day's section.
  - b) Must have their car impounded nightly (sec. G. art. 28).
  - c) Must not accumulate more than five (5) hours of lateness. (Maximum loss for any one day will be one and one half (1½) hours).
  - d) Must arrive at the final control in Vancouver.
11. Competitors' time in will be their time out.
12. At all controls the official shall stamp the time cards. Any times that are not stamped shall not be valid and the competitor will be deemed not to have reported at that control. The onus is on the competitor to see that his card is stamped and that the times are correctly inserted.
13. At controls where IBM punch clocks are used, the competitor must punch his own time, then surrender the time card for the official's stamp.
14.
  - a) In the event of a competing car being halted or unduly slowed near a control or check, the officials may instruct the driver to proceed and may then record the time as the time when car concerned is sighted.
  - b) In the event of a competitor presenting a time card to officials at a time when the car is more than 100 yards away, the officials shall have discretion as to whether or not a record may be made on the time card.
15. No oral instruction to competitors during the course of the Rally shall be valid, when such instructions may affect the route, the time schedule of the layout or performance of a test.

16. Competitors shall drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed, or in a negligent manner, or failing to comply with National, Provincial or local traffic regulations or being convicted of any driving offence committed during the event may be penalized by exclusion.
17. Each entrant will be supplied with a Route Book(s) and Time Cards at the start of the Rally in Montreal. Details of tests will be contained in these Route Book(s) and all matter in these documents shall have the force of these Supplementary Rules and Regulations. Information therein will be deemed to be correct.
18. The onus of following the correct route and reporting at controls and checks according to schedule shall rest with the competitor. Any sign displayed other than during a test will be a supplementary aid without mandatory authority.
19. Competitors will visit controls and checks in the order set out in the Route Book unless otherwise specified thereon. The direction of approach to a control may be specified and if so specified failure to comply with this requirement, or for passing a control or check when travelling in other than the specified direction will involve a penalty.
20. Under pain of exclusion, no car may be moved other than by its own power, except:
  - a) By a ferry.
  - b) By outside means for the minimum distance necessary to extricate it from difficulty.
  - c) By gravity.
  - d) By its driver and navigator.
21. No assistance may be expected from the Organizers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water, etc., even though the Organizers may give advice as to where such supplies may be obtained.
22. After the competition has started, no claim will be allowed for:
  - a) Force majeure
  - b) BaulkingNevertheless, the Organizers shall have the right to exclude any competitor proven to have unreasonably delayed another competitor.
23. Officials will be on duty at all controls and checks.
24. All time controls will be identified by a sign "Time Control". A sample of these and all other signs will be on display at the start in Montreal.

25. The Organizers may establish a check at any point without giving the competitor prior notice, for the purpose of observing:
  - a) Driving behaviour, in accordance with Article 16 above.
  - b) Vehicle noise.
  - c) Time of arrival (should the competitor be required to maintain an average speed).

If no sign is displayed at the special check, there will be displayed within two (2) miles after such a check a sign "Special Check". On seeing this sign competitors should be prepared to halt if signalled to do so by an official. Any competitor who may be penalized will be signalled to halt and informed of the penalty which he may incur. Failure to halt will incur an additional penalty as Article 3d, Section J.

26. The Organizers may establish a control at any point without giving the competitor prior notice for the purpose of observing a specified route. Such controls will be identified by a sign "Route Control". On sighting such a control each competitor must drive to the control and hand his time card to the official in charge.
27. Since most of the controls will be situated at Shell Service Stations, the Organizers shall endeavour to place the controls in such a manner as not to obstruct the normal flow of business. The competitors should also bear this in mind. No time will be allowed for the servicing of competing cars (gasoline, oil, etc. replenishment). Work of this nature may be carried out at the controls. However, competitors must not obstruct the control in any manner that will hinder other competitors.  
Officials may, at their discretion, direct competitors for the purpose of free traffic flow at any control.
28. Competing cars will be impounded at all overnight stops. (Hotel and restaurant accommodations will be made close at hand). No servicing or repairs may be made, with the exception of the replacement of a deflated tire, in which case the competitor must report his actions to the official of the compound. Competitors must enter compound immediately after checking into the control. The compounds will be closed two (2) hours after the due time of arrival of the last car. No car will be permitted to enter after this time. Competitors may travel to and from their cars for the purpose of moving baggage. Failure to comply with this will mean exclusion from the competition (entire rally).
29. At any other time (when cars are not impounded or after checking into final control at Vancouver) competitors are free to do what repairs and servicing they deem necessary, however, competitors are reminded of Articles 9, 10, and 25 of Section G.
30. Time will be allowed for meal and/or rest stops throughout each day. These stops will be designated in the Route Book.



## H. IDENTIFICATION OF CARS

1. Competitors will be supplied with two Rally plates and two appropriate numbers. These plates and numbers will be displayed at all times during the Rally. Each competitor is required to provide a method of fixing these plates in an unobstructed position, one on the front and one on the rear of the car. Competitors are responsible for maintaining these plates in a legible condition. In addition, the appropriate competition number shall be legibly displayed throughout the Rally on each side of every car. Failure to display any of this identification marking at any time throughout the Rally shall entail exclusion unless it can be shown that the failure resulted from circumstances outside the control of the competitor.  
Rally plates will be sent to each entrant by post not later than April 1, 1961.
2. A competitor who has withdrawn from the Rally shall at once remove the number plates from his car and shall notify the Rally H.Q., in accordance with instructions contained in the Route Book. At the conclusion of the Rally all competitors shall remove the number plates from their cars under penalty of forfeiture of any award.
3.
  - a) There shall not be initiated, concurred in or assisted by the entrants, competitive personnel or agents, before publication of the official provisional results, any advertising which reflects or mentions positional standings or performances of entrants or their point totals at any stage of the Car Rally. Until the publication of the final official results, all advertising must contain the phrase, "Subject to official confirmation".
  - b) Neither shall any prize or award be offered by any entrant, competitive personnel or agents to any individual concerned in the Rally without the express permission in writing of the Organizers.
  - c) All television, motion picture and radio rights are held in the name of the sponsor, the Shell Oil Company of Canada, Limited. No entrant, competitive personnel or agent shall participate in any live, recorded, filmed or taped programme, sponsored or unsponsored, without the express permission of the Organizers of the Rally. The Organizers and the Sponsor shall be the sole judges of occurrences under this regulation and infractions thereof may result in complete disqualification of any entrant or any other penalty which the Organizers and Sponsor shall determine. The prohibitions of this section do NOT include interviews or appearances on live, recorded, filmed or taped programmes of newsreel, television or radio of a strictly normal news nature. NOTE: There is no desire to restrict the legitimate promotional activities of entrants but these must be subordinate to the legitimate rights of the Sponsor which will be fully protected at all times.
  - d) Provisional results will be issued nightly, by the Organizers, from Rally Headquarters in Vancouver.
4. No identification of entrant's sponsors will be allowed on any car.

## I. INSURANCE AND INDEMNITIES

1. Entrants and drivers must have in force an Insurance Policy covering them against Third Party risks whilst taking part in the event, and they must take the necessary steps to see that their ordinary policies are adjusted, if necessary, to cover them.
2. Competitors will be required to sign the following declarations:

“I have read any Supplementary Regulations issued for this meeting and agree to be bound by them and by the General Competition Rules of the Canadian Automobile Sport Club. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the British Columbia International Trade Fair; the Shell Oil Company of Canada, Limited; the Canadian Automobile Sport Club, its affiliated Clubs and/or other Clubs assisting in the organization of this event; and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses, and demands in respect of death or injury to myself, howsoever caused arising out of or in connection with my entry or my taking part in this meeting and not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

“I declare that the use of the car hereby entered is covered by insurance as required in the Supplementary Regulations issued for this meeting which is valid for such part of this as shall take place on roads as defined in those Regulations.

“I declare that the drivers possess the standard of competence necessary for an event of this type to which this entry relates, and that the car entered is suitable and roadworthy for the event”.
3. The Organizing Committee declines liability in any accident caused by or to competitors, passengers and the competing cars, during the whole of the event.

The Organizing Committee also declines any liability for breach of the laws and regulations of the country covered by the itinerary. Competitors shall be held entirely responsible for any accident or breach of laws, caused or committed by the competitor.

## J. ASSESSMENT OF PERFORMANCE

1. Competitors will start with zero marks. In assessing the results there will first be taken into account any penalties incurred on the Road Section of the Rally. Performances in tests will be used only to determine ties. If a tie still results when the aggregate of performances in all Tests is taken into account, the performance in the Final Test will be considered. If a tie still results the competitor who has the lesser penalty from the greater number of Speed Tests will be considered to have the more meritorious performance. If this still fails to produce a result the Organizers may take some other factor into consideration.

2. a) As the object of this event is to test the skill of the driver and navigator and the reliability of the automobile, penalty points will also be given for faulty and/or damaged equipment and parts. No penalty will be given for body damage if proof of innocence of responsibility is provided in writing.
- b) Immediately after the cars have checked in at the final control (or have negotiated the final test) in Vancouver, they must report for scrutineering. No work or service on the cars of any description will be allowed after the cars have reported at final control (Vancouver) or in the Exhibition grounds before reporting.

3. Penalty Points

a) for every minute early or late at any time control .....	1
b) for every second early or late at any time control (applicable only in sections designated in Route Book) .....	1
c) for failure to report at any one control listed or described in the Route Book .....	500
d) for failure to report at any one control not listed and/or described in the Route Book .....	200
e) for failure to attempt a test .....	100
f) for approaching any control in the wrong direction (if specified in the Route Book) .....	100
g) for not complying with any requirement in the Route Book or the Supplementary Regulations for which no other penalty is specified .....	100

4. Additional penalty points for safety, equipment and body damage. For inoperative; if efficiency is defective at discretion of scrutineers:

a) Brakes .....	100
b) Head lights (high beam .....	10 (each)
low beam) .....	10 "
c) Tail light .....	10 (each)
d) Brake light .....	10 "
e) Turn indicator light .....	10 "
f) Horn .....	10 "
g) Windshield wipers .....	10 "
h) Faulty muffler .....	50 "

(Extra lights: spots, fog, etc., will not be penalized if inoperative)

For Body damage:

i) Door .....	50 (each)
j) Fender .....	50 „
k) Hood .....	50
l) Trunk .....	50
m) Roof .....	50
n) Bumper .....	50 (each)

5. Scoring of tests: The Competitor who completes the course in the least time compared to other entrants in the same Section and engine capacity class will not be penalized. The competitor who is next best will be penalized two marks, the third three marks and each successive competitor one extra mark as follows:

1st-0, 2nd-2, 3rd-3, 4th-4, 5th-5, etc.

Should more than one competitor have the same time, each will receive the same placing and the competitor with the next best time will receive penalty marks in accordance with his position, i.e. three competitors tie for second place, they will lose two marks each, the next competitor will lose five marks, etc. In the event of a competitor making a false start 30 seconds will be added to his time after which his placing will be dealt with as above.

Failure to start or finish a test, or hitting a marker, or taking a wrong course in a test will result in competitor being given the worst time in his class, plus ten seconds. N.B. Section J. Article 3 e.

6. The starting signal for a test will be visual, by means of a flag or green light, except when automatic timing apparatus set into operation by movement of the car is used.

#### K. INSTRUCTIONS AND PROTESTS

1. The Organizers may publish mandatory instructions to competitors at any time after the opening of entries. These instructions shall, however, amplify only and shall not modify these Supplementary Rules and Regulations and shall be in writing.

During the Rally the Clerk of the Course, his Deputy or Assistants will establish headquarters from day to day at the places named in the Route Book. An official notice board will be displayed at these headquarters and every competitor shall be deemed to have made himself cognizant with any notice displayed thereon and if applicable such notices shall have the force of these regulations and shall be binding upon all competitors.

2. Results:

a) A method, whereby continuous scoring is maintained will be set up at Rally Headquarters in Vancouver.

- b) Provisional results will be available no later than one (1) hour after the last competitor is due to arrive at the final control in Vancouver.
- c) The official results will be available no later than twenty-four (24) hours after the competition has ended.
- d) Copies of these results will be mailed to all entrants.

3. Protests:

- a) Protests of the provisional results shall be made in writing (and signed) to the Clerk of the Course or the official in charge of Rally Headquarters within one (1) hour after the provisional results have been posted.
- b) Protests of the official results shall be made in writing (and signed) to the Organizers, and shall be post marked no later than seven (7) days after the official results have been made available. This shall be accompanied by twenty-five (\$25.00 Canadian) at the risk of forfeit should the protest not be upheld. Protest fees will be returned if protest is upheld. No protest will be recognized if the same results (under protest) are shown in the provisional results.
- c) All other protests shall be handled in accordance with the procedure as set down by the General Competition Rules of the CASC.

4. Any case not foreseen in the present Rules and Regulations shall be decided by the Organizers, using the General Competition Rule of the CASC as far as it suits the case.

In the event of any dispute concerning the interpretation of these Rules and Regulations, the ruling of the Stewards shall be final subject to the right of appeal as provided by the General Competition Rule of the CASC.

**L. ACCOMMODATIONS**

The Organizers shall endeavour to arrange hotel and restaurant accommodations. The competitors will not be obligated to use these facilities. Should the Organizers be unable to make arrangements, competitors will have to find their own accommodations. The accommodations (or lack of) will be listed in the Route Book.

**M. AWARDS (TROPHIES)**

To qualify for any Award (Trophy or Cash) there must be a minimum number of starters, as follows:

- To qualify for a 1st ..... 3 starters
- To qualify for a 2nd ..... 4 starters
- To qualify for a 3rd ..... 5 starters

- |  |                       |
|--|-----------------------|
| 1. a) Overall (Entire Rally)             |                       |
| First (overall)                          | First Team (overall)  |
| Second „                                 | Second Team „         |
| Third „                                  | Third Team „          |
| Fourth „                                 |                       |
| Fifth „                                  |                       |
| b) Class 1 (Sports cars under 1600 c.c.) |                       |
| First (in class)                         | First Team (in class) |
| Second „                                 |                       |
| Third „                                  |                       |
| c) Class 2 (Sports cars over 1600 c.c.)  |                       |
| First (in class)                         | First Team (in class) |
| Second „                                 |                       |
| Third „                                  |                       |
| d) Class 3 (Sedans under 1600 c.c.)      |                       |
| First (in class)                         | First Team (in class) |
| Second „                                 |                       |
| Third „                                  |                       |
| e) Class 4 (Sedans over 1600 c.c.)       |                       |
| First (in class)                         | First Team (in class) |
| Second „                                 |                       |
| Third „                                  |                       |
| f) First Overall Ladies Cup              |                       |
| Second „ „ „                             |                       |
| 2. IN EACH SECTION (5 Sections)          |                       |
| First Overall                            | First (in class 1)    |
| Second „                                 | First (in class 2)    |
| Third „                                  | First (in class 3)    |
|  | First (in class 4)    |
| First Team                               |                       |
| Second „                                 |                       |

**N. AWARDS (CASH)**

1. a) Overall (Entire Rally)
 

First Overall .....	\$500.00	First Ladies Cup .....	\$200.00
Second ,, .....	\$300.00	Second ,, ,, .....	\$100.00
Third ,, .....	\$150.00		
- b) Private Entry Awards—in addition to any other awards
 

First Private Entry (non sponsored) .....	\$400.00
Second ,, ,, .....	\$350.00
Third ,, ,, .....	\$300.00
Fourth ,, ,, .....	\$250.00
Fifth ,, ,, .....	\$200.00
- c) First Team .....
 \$200.00 |
- Second ,, .....
 \$100.00 |
- d) First in Class 1 (Sports cars under 1600 c.c.) .....
 \$100.00 |
- Second ,, ,, .....
 \$ 50.00 |
- e) First in Class 2 (Sports cars over 1600 c.c.) .....
 \$100.00 |
- Second ,, ,, .....
 \$ 50.00 |
- f) First in Class 3 (Sedans under 1600 c.c.) .....
 \$100.00 |
- Second ,, ,, .....
 \$ 50.00 |
- g) First in Class 4 (Sedans over 1600 c.c.) .....
 \$100.00 |
- Second ,, ,, .....
 \$ 50.00 |
2. a) IN EACH SECTION (5 Sections)
 

First Overall .....	\$100.00
Second Overall .....	\$ 50.00

Additional Regulations and Entry Forms may be obtained from the Rally Manager, B.C. International Trade Fair Car Rally, Exhibition Park, Vancouver 6, B.C., Canada.

**BRITISH COLUMBIA INTERNATIONAL TRADE FAIR CAR RALLY  
EXHIBITION PARK, VANCOUVER 6, B.C., CANADA**

**April 30 - May 6, 1961**

**ENTRY FORM**

Entries must be post-marked no later than March 25, 1961

For Official Use Only		
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Having read the Regulations, I the undersigned, undertake on behalf of myself and other persons in my car to be bound by them and declare the following particulars are true:

**(PLEASE FILL IN CLEARLY IN BLOCK LETTERS)**

ENTRANT \_\_\_\_\_  
Surname (company name if sponsored) \_\_\_\_\_ First names \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_ Country \_\_\_\_\_

Nationality \_\_\_\_\_

FIRST DRIVER \_\_\_\_\_  
Surname \_\_\_\_\_ First names \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_ Country \_\_\_\_\_

Competition License \_\_\_\_\_ Nationality \_\_\_\_\_

SECOND DRIVER \_\_\_\_\_  
(or navigator) Surname \_\_\_\_\_ First names \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_ Country \_\_\_\_\_

Competition License \_\_\_\_\_ Nationality \_\_\_\_\_

**PARTICULARS OF CAR:**

MAKE \_\_\_\_\_ Type or Model \_\_\_\_\_ Rally Class \_\_\_\_\_

Year of Manufacture \_\_\_\_\_ Cylinder Volume \_\_\_\_\_ c.c. Type of Body \_\_\_\_\_

I wish to compete for the Ladies Award \_\_\_\_\_

**DECLARATION:**

I have read any Supplementary Regulations issued for this meeting and agree to be bound by them and by the General Competition Rules of the Canadian Automobile Sport Club, National Committee. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the British Columbia International Trade Fair; the Shell Oil Company of Canada, Limited; the Canadian Automobile Sport Club, its affiliated clubs and/or other clubs assisting in the organization of this event; and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself, howsoever caused arising out of or in connection with my entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

I declare that the use of the car hereby entered is covered by insurance as required in the Supplementary Regulations issued for this meeting which is valid for such part of this as shall take place on roads as defined in those Regulations.

I declare that the drivers possess the standard of competence necessary for an event of this type to which this entry relates, and that the car entered is suitable and roadworthy for the event.

I ENCLOSE: the entry fee \$100.00 (Canadian) certified cheque or money order.

Date \_\_\_\_\_

Signature \_\_\_\_\_  
(please state whether Mr., Mrs. or Miss)

Address for Rally Plates and confirmation of entry:  
\_\_\_\_\_  
\_\_\_\_\_

If entrant or a specified driver is under 21 years of age, this form must be countersigned by an appropriate parent or guardian, and notarized or sworn by a Commissioner for the taking of Oaths.

PLEASE LIST PREVIOUS COMPETITION EXPERIENCE ON REVERSE SIDE





A series of horizontal lines for writing, consisting of 25 evenly spaced lines that span most of the width of the page.