



*Anthony Marston*

**REGULATIONS**



# **Shell 4000 Car Rally 1963**

## **April 20-27**

Organized and Sponsored by:

SHELL OIL COMPANY OF CANADA, LIMITED

Permit granted by:

CANADIAN AUTOMOBILE SPORT CLUB

International listing authorized by:

FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE,  
PARIS, FRANCE; THROUGH THE  
ROYAL AUTOMOBILE CLUB, LONDON, ENGLAND

# **SHELL "4000" CAR RALLY**

## **OFFICIALS**

### Honorary Stewards of the Meeting

His Worship Mayor A. T. Alsbury, Vancouver, B.C.

His Worship Mayor Harry Hays, Calgary, Alberta

His Worship Mayor H. H. P. Baker, Regina, Saskatchewan

His Worship Mayor Stephen Juba, Winnipeg, Manitoba

His Worship Mayor Nathan Phillips, Q.C., Toronto, Ontario

His Worship Mayor R. J. P. Dawson, Town of Mount Royal, Quebec

His Worship Mayor Jean Drapeau, Montreal, Quebec

Mr. P. L. Kartzke, President, Shell Oil Company of Canada, Limited

Mr. W. F. Mitchell, Executive Vice President,  
Shell Oil Company of Canada, Limited

### Steward appointed by CASC

Donald P. Stewart

### Rally Organizer (for The Shell Oil Co.)

J. H. Gunn

### Rally Manager (Clerk of the Course)

D. G. Wilson

### Rally Committee

S. C. Burnet

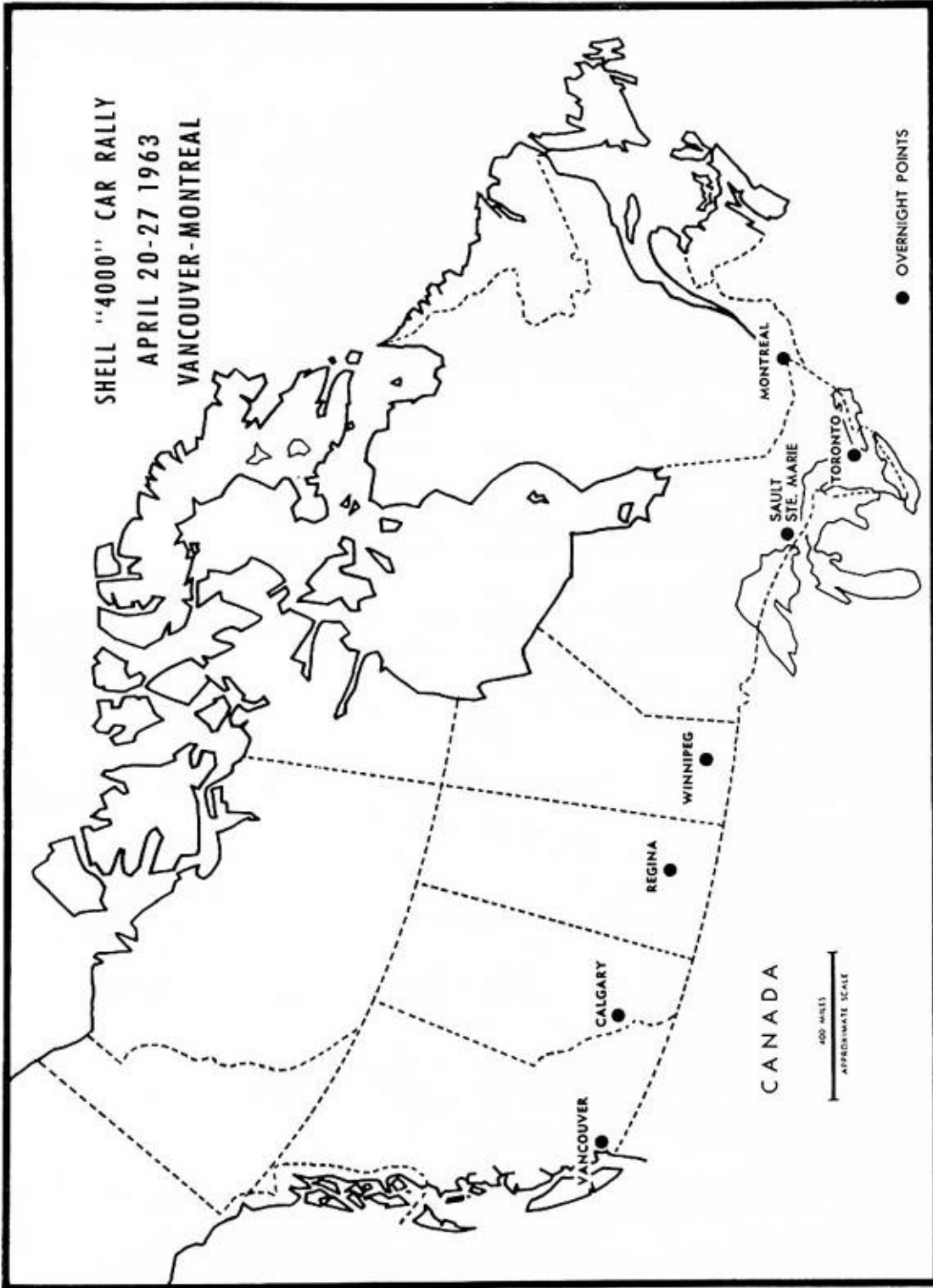
R. J. Benson

G. P. Marchesseau

R. D. Roncarelli

J. H. Gunn

SHELL "4000" CAR RALLY  
APRIL 20-27 1963  
VANCOUVER-MONTREAL



## FOREWORD

For the third successive year, the Shell Oil Company of Canada, Limited is organizing and sponsoring an International Car Rally across six Canadian Provinces. As a variation on the previous routes, the Shell "4000" Car Rally for 1963 will start in Vancouver, British Columbia, and finish in Montreal, Quebec.

In planning an International Motoring event of this magnitude, having a route covering a distance of nearly 4000 miles, the main objectives are to test driving skill, car durability and navigational accuracy. With the experience of two previous events behind the organizational staff, planning for the 1963 event began shortly after the completion of the Shell "4000" 1962, in April. Constructive comments from competitors, manufacturers and motor sport enthusiasts have been of great assistance to us in refining the details of the event, and in doing so, it is felt that we more closely approach other great International Rallies that are held in many parts of the world. We are certain that the challenges of this long-distance event will have many attractions for both the Motor Manufacturers and Private Entrants.

In order to properly control an almost country-wide event of this nature, a great many volunteer officials and marshals must be enlisted. Members of more than thirty Motor Sport Clubs have participated in the past events and have come forward to offer their services again for the 1963 Shell "4000". To these hard working enthusiasts we extend our heartiest thanks. Many others who also provide services and facilities to the competitors are extended our gratitude for their willing contribution. International recognition of the Shell "4000" has been granted through the kind permission and cooperation of the Canadian Automobile Sport Club, the Royal Automobile Club, London, England, and the Federation Internationale de l'Automobile, Paris, France.

An invitation is extended to Manufacturers, Sponsors and Private Individuals to participate in the Shell "4000" Car Rally, April 20 - 27, 1963.

## RESULTS OF PREVIOUS EVENTS

1961

### BCITF Car Rally

#### General Classification

1st — R. Hillary — J. D. Young	Studebaker
2nd — L. Lalonde — J. Jones	Studebaker
3rd — C. G. McLean — W. Leathem	Volvo
4th — J. G. Charters — I. M. Worth	Volkswagen
5th — S. Nordell — T. Wilson	Volvo
6th — J. Polivka — D. Hambly	Fiat
7th — S. Harvey — G. Henderson	Mercedes-Benz
8th — E. Jackson — M. Kerry	Ford Zephyr
9th — P. Long — J. Adam	Hillman Minx
10th — T. Jarman — J. Bickham	Corvair

106 Starters

91 Finishers

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1962

### Shell "4000" Car Rally

#### General Classification

1st — L. Lalonde — J. Jones	Studebaker
2nd — J. Polivka — C. Bick	Volvo
3rd — T. Jarman — D. Hambly	Chevy II
4th — G. McLean — W. Leathem	Renault
5th — S. Nordell — R. Edwardes	Renault

#### Manufacturers Category

1st — Jones — Lalonde	Studebaker
2nd — Polivka — Bick	Volvo
3rd — McLean — Leathem	Renault

#### Sponsored Category

1st — Jarman — Hambly	Chevy II
2nd — Doyen — Gibbs	Chevy II
3rd — Jacubowski — Chelminski	Chevy II

#### Private Category

1st — Bunch — Gallop	Citroen
2nd — Cooper — Low	Corvair
3rd — Alexander — Jellett	Volvo

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## PROGRAMME

Friday, April 19 (Pacific Standard Time)

Rally Office, Georgian Towers Hotel, Vancouver — Open 9:00 A.M.

Saturday, April 20 (Pacific Standard Time)

Registration and Scrutineering 9:00 A.M. to 12:00 Noon

1:30 P.M. to 4:30 P.M.

Drivers' Briefing 6:30 P.M.

Start (First car) Section 1 7:00 P.M.

(10:00 P.M. Eastern Standard Time)

Sunday, April 21

Arrive Calgary

End Section I

Driving time approximately 18 hours

Monday, April 22

Depart Calgary

Start Section II

Arrive Regina

End Section II

Driving time approximately 14 hours

Tuesday, April 23

Depart Regina

Start Section III

Arrive Winnipeg

End Section III

Driving time approximately 12 hours

Wednesday, April 24

Depart Winnipeg

Start Section IV

Arrive Sault Ste. Marie

End Section IV

Driving time approximately 18 hours

Thursday, April 25

Depart Sault Ste. Marie

Start Section V

Arrive Toronto

End Section V

Driving time approximately 12 hours

Friday, April 26

Depart Toronto

Start Section VI

Arrive Montreal

End Section VI

Driving time approximately 16 hours

Reception — Queen Elizabeth Hotel 9:00 P.M. — 12:00 Midnight  
(Eastern Standard Time)

Saturday, April 27

Presentation of Awards

Queen Elizabeth Hotel

Reception 7:30 P.M.

Banquet 8:30 P.M.



## SUPPLEMENTARY RULES & REGULATIONS

### A. The Event

1. The Shell "4000" Car Rally is an International motoring event, organized and sponsored by the Shell Oil Company of Canada, Limited, hereafter termed the Organizers, with the co-operation of the Canadian Automobile Sport Clubs and motor sport clubs across Canada.
2. The event is held under the International Sporting Code of the Fédération Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club, as amended by the CASC, and these Supplementary Rules and Regulations. The event has been granted an International Permit No. 63-2 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 first driver and second driver 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 six (6) sections with awards available for each section as well as for the entire Rally.
5. The event is to be timed from point to point (controls). Time lost or gained cannot be gained or lost between subsequent controls.
6. (a) The Rally will start in Vancouver, Canada, on Saturday, April 20th and will finish in Montreal, Canada, on Friday, April 26, 1963.  
(b) The Rally will follow an all Canadian route.  
(c) The approximate length will be 4,000 miles.  
(d) Road surfaces will be approximately:  
    40% paved Main Highways  
    30% paved and gravel surfaced Secondary Roads  
    30% gravel surfaced Concession Roads.  
(e) A Rally Office will be maintained at Montreal, Canada, throughout the Rally.
7. Throughout the Rally there will be trials and driving 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 first driver and second driver for this event.

2. Enquiries in regard to licenses valid for this event should be made to:

Canadian Automobile Sport Club  
Box 156, Adelaide Station  
Toronto, Ontario, Canada

United States residents should make their enquiries to:  
Automobile Competition Committee  
for the USA (FIA) Inc.  
515 Madison Avenue  
New York 22, New York, U.S.A.

3. Both first driver and second driver will be required to hold a driver's license, valid in the province, state or country of his or her residence.
4. No more than two (2) persons will be allowed to be conveyed in any one car during the event, except in case of emergency.
5. The following documents must be presented at registration:
- (a) FIA Licenses of both first driver and second driver.
  - (b) Driver's Licenses of both first driver and second driver.
  - (c) Third party insurance policy or endorsement for automobile.
  - (d) Letter of permission from car owner or entrant if the first driver or second driver is not the registered owner.
  - (e) Automobile Registration Certificate.
  - (f) Serial numbers of the car engine and body.
  - (g) In the case of a manufacturer's or sponsored entry, catalogues illustrating and describing the particular model entered and parts lists showing optional equipment installed on the car.
6. There will be three categories of entrants:
- (a) Manufacturers: Any car or team that is entered by an automobile manufacturer.
  - (b) Sponsored: Any car or team that is entered by a commercial interest, e.g. dealers, automobile trade suppliers, etc; but excluding automobile manufacturers.
  - (c) Private: Any car or team that is entered by an individual, club or team. (euries, scuderias, etc.)
7. (a) To qualify for any Private Entry Award, the entrant must sign the declaration on the entry form:
- "I declare that the entry of this car will not be assisted in any manner by any commercial interest (save assistance granted to all competitors, e.g. from the Shell Oil Company of Canada, Limited) and that no money or goods in excess of One Hundred Dollars (\$100.00) has been or will be accepted from any person or company for the right to advertise any award won by this car, or position in the provisional or official results or having finished the event."
- (b) Failure to comply with the above may mean the exclusion of the offending entry and the forfeit of any award.

8. The Organizers reserve the right to assign an entry to a different category before or during the Rally up until the publication of the final results.
9. Employees of Shell Oil Company of Canada, Limited or of any of its affiliate companies are not eligible to enter the Rally.

### C. Eligibility of Cars

1. (a) The eligibility of the competing cars will be in accordance with Appendix J in the International Sporting Code of the FIA for Touring and Grand Touring cars as defined in the 1962 RAC Motorsport Year Book. (Obtainable from CASC).
  - (b) Scrutineers shall inspect all competing cars to ensure that they comply with Appendix J, and that no part or parts are removed or replaced that will make the car ineligible (e.g. rear seats, bumpers, etc.)
  - (c) The addition of protective devices for the engine sump, transmission, differential and gasoline tank are authorized, provided that each item is protected by a separate shield. Overall underbody streamlining is not allowed. (FIA Appendix J, Art. 261, paragraph 18.)
  - (d) Additional reserve gasoline tanks may be installed, feeding into the normal fuel system of the car. Competitors should ensure that they provide total gasoline tankage to carry them 175 miles.
  2. All competing cars must pass a rigorous safety scrutineering with the emphasis on brakes, lighting and emergency equipment.
  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.
  5. No radio telephones or radio transmitters may be carried in cars.
  6. Each competing car must be equipped with a fire extinguisher having an underwriter's rating of ½ B.C. minimum.
  7. A first aid kit must be carried in each car to include at a minimum, the following items: Elastic Bandages, Antiseptic, Surgical Gauze, Adhesive Tape, Pressure Bandages, Arm Sling.
  8. Categories and Classes:
    - (a) Groups 1, 2 and 3 of Appendix J shall be amalgamated into one group. (Station wagons included.)
    - (b) This group shall be divided into the following classes:
 

Class 1	up to 1,300 cc
Class 2	1,301 cc to 2,000 cc
Class 3	2,001 cc to 3,000 cc
Class 4	3,001 cc and up

Super charged engines shall be classed as having 1.5 times their normal engine capacity.
- Group 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.
11. All cars must be neat in appearance and have finished paint-work without showing any prime coat.

#### **D. Teams and Ladies**

1. Entrants may enter teams to be made up of three (3) cars per team. Manufacturers' teams must consist of the same make and model. Entrants' 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. Ladies may also qualify for all other awards.

#### **E. Rights of Organizers and Entrants**

1. The Organizers may at their discretion:
  - (a) Refuse any entry.
  - (b) Offer any 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 and categories should the type and size of entry appear to warrant such action. Such action shall be notified to all competitors concerned within ten 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 after the designated starting time.
  - (b) A reserve entry is not permitted to take part in the competition.
  - (c) An entry is withdrawn as laid down in Article 2 (d) above.
  - (d) An entry is refused.

#### **F. Entries**

1. Entry Fee:
 

Manufacturers' Entries	\$200.00 per car (Canadian Currency)		
Sponsored Entries	100.00 per car	-	-
Private Entries	50.00 per car	-	-
Team Entries	10.00 per team	-	-
	in addition to		
	the above		
2. Entry fees must be paid by certified cheque or money order, and are to be made payable to: "SHELL OIL COMPANY OF CANADA, LIMITED".
3. Entries will close midnight, Saturday, March 16, 1963. Additional entries postmarked after midnight of that date may be accepted until twenty-four (24) hours before the start of the event at double entry fee.
4. Entries must be made on the authorized form and shall include the entry fee to be deemed complete. Incomplete entries and/or telegrams, telephone or letter of intent, shall not be accepted. Team entries must be made on the separate authorized form.
5. 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 March 30, 1963.
6. The event will be limited to seventy-five (75) cars.
7. Each entry accepted will receive:
  - (a) Credit Card for gasoline and oil supplied by the Shell Oil Company of Canada, Limited, valid for the duration of the event, covering reasonable purchases of oil, gasoline and lubricants at no charge during the period of the Rally (April 20 - 26, 1963).
  - (b) Two souvenir Lapel Pins.
  - (c) Two Rally Bumper Plates.
  - (d) Two corresponding adhesive-backed numbers.
  - (e) Personal insurance policies for both drivers.
  - (f) Shell maps covering the entire route.

8. Any competitor who does not start the Rally will not be entitled to the above items.
9. 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 twelve hours before the scheduled starting time of the car concerned, with the permission of the CASC Steward.
10. 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.
11. The entry form must be completed in full and sent with remittance to:

SHELL "4000" CAR RALLY  
C/O SHELL OIL COMPANY OF CANADA, LIMITED  
P.O. BOX 400, TERMINAL A,  
TORONTO 1, ONTARIO, CANADA

#### **G. Timing and Control of Rally**

1. The order of starting shall be determined by ballot, drawn at Toronto on March 21, 1963, under the supervision of the Canadian Automobile Sport Clubs.
2. All cars will be given a number indicating their order of starting, and their class. Cars will be started in numerical order without regard to class. Team cars shall be separated by at least five cars.
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 Punch Clocks. Competitor's time will be taken to the whole minute; e.g. Competitor arrives at 11:44:01, actual time of arrival 11:44 — Competitor arrives at 11:44:59, actual time of arrival 11:44. Sample clocks and cards will be on display at the start.
6. Where necessary, a mechanical clock may be used and the time may be hand-written on the card by the marshal. At these controls, the time will be recorded as the time when the card is handed to the Timing Marshal.
7. (a) At certain points located in built-up areas, there shall be allocated a time allowance. This will appear in the Route Book in the form of a minimum - maximum time allowed between points. Competitors must punch their cards immediately as defined in Article 13 of this Section; their "time-out", however, will be the maximum time allowed

- at that particular control, except where the competitor arrives late, then "time-in" will be "time-out".
- (b) At all other controls where no time allowance is given, competitor's time-in will be their time-out.
  - (c) Competitors must utilize the time recorded on the time card.
8. Timing in all tests will be recorded to 1/10th second.
  9. All controls will be open one half (1/2) 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.
  10. To qualify as a "finisher" of the Rally, competitors:
    - (a) Must start each day's section.
    - (b) Must have their car impounded nightly (Sec. G, Art. 32).
    - (c) Must arrive at the final control in Montreal.
  11. Competitors must not deface or mutilate time cards. Times must be stamped in the proper order. Misuse of the time cards shall result in a penalty to be determined by the Organizers.
  12. At controls where punch clocks are used, the competitor must punch his own time, then surrender the time card for the official's stamp. At all controls the official shall stamp "Control No. \_\_\_\_\_" on the time cards. Any times that are not so 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 in the proper space.
  13.
    - (a) Upon arriving at a control, competitors must immediately "punch-in".
    - (b) In the event of a competing car being halted or unduly slowed within the "Control Area" (within five hundred (500) yards of a control), the officials will note the time of infraction and after the competitor has "punched in", will record the time of infraction on the Time Card. The noted time shall be taken as the competitor's time in and out at that control.
    - (c) No claim for incorrect times will be allowed at any control; such claim must be made to the Organizers in writing.
    - (d) In the event of a competitor's 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.
  14. No oral instruction to competitors during the course of the Rally shall be valid when such instructions may affect the route, the time schedule or the layout or performance of a test.
  15. 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 from the Rally.

16. Each competing car will be supplied with a Route Book and Time Cards at the start of the Rally in Vancouver. Route Books will be distributed at the start of each section and the onus of receiving same rests with the competitor. Details of the route and 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.
17. The onus of following the correct route and reporting at controls according to schedule shall rest with the competitor. Any sign displayed other than during a test will be a supplementary aid without mandatory authority.
18. Competitors will visit controls in the order set out in the Route Book. 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 when travelling in other than the specified direction will result in a penalty.
19. 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 first driver and second driver.
20. 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.
21. 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.
22. Warning flares must be used to warn approaching traffic if the competitor's car is stalled and blocking the road or is situated in such a manner that presents a hazard to traffic.
23. Marshals will be on duty at all controls.
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 Vancouver.
25. The Organizers may establish a regularity control at any point without giving the competitor prior notice for the purpose of timing should competitors be required to maintain an average speed.



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. The Organizers may establish a "special check" at any point without giving the competitor prior notice, for the purpose of observing:
- (a) Driving behaviour, in accordance with Article 15 above.
  - (b) Vehicle noise
  - (c) Vehicle safety inspection
- 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 3(c), Section K.
28. 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; however, this is not obligatory.
29. (a) Competitors' cars will be impounded at all overnight stops. Entry of the time control at the Parc Ferme shall constitute entry of the compound. The Parc Ferme shall close at the closing of the time control situated therein.
- (b) The Parc Ferme shall be divided into two sections. Competitors will enter the first section immediately upon checking in at the Control; they will then be permitted to service their cars for a period of one hour. There shall be no limitation on the service work performed at this time nor on the personnel who perform such work. The work must be performed within the one hour period allowed and the car removed to the second section. Cars that are not moved within the period shall be penalized at the rate of one point per minute.
- (c) Immediately upon entry of the Parc Ferme, competitors must remove their required effects.
- (d) Competitors will be permitted to enter the Parcs Ferme fifteen (15) minutes prior to the departure time of their car. They may then start their cars and prepare for the next section, but must not remove their cars from the area until their departure time.
- (e) At no time, other than the abovementioned, will competitors be allowed to enter the Parcs Ferme or have their

cars removed. Failure to comply with the Parc Ferme regulations will result in the exclusion from the Rally.

30. The Organizers shall take all reasonable care with regard to competing cars lodged in the Parc Ferme, but cannot be held responsible for any loss incurred or damage sustained therein.
31. Competitors are free to perform repairs and servicing at any time except when on "dead time", e.g. at a special check, test, ferry, etc, or within sight of the finish at Montreal.
32. The use of "service cars" or "scout cars" or other means of providing service or advance information to competitors is expressly forbidden and offending competitors will be excluded from the Rally.
33. Time may be allowed for meal and/or rest stops throughout each day. These stops will be designated in the Route Book.
34. 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.
35. No competitor may drive more than 200 miles continuously, without relief.

#### **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 the 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 5, 1963. Entrants residing outside of Canada will receive their Rally Plates at Documentation.
2. A competitor who has withdrawn from the Rally shall at once remove the numbers and plates from his car and shall notify the Rally office in accordance with instructions contained in the Route Book. Within twenty-four (24) hours of the conclusion of the Rally, all competitors shall remove or cover the Rally numbers on their cars under penalty of forfeiture of any award.

#### **I. Advertising**

1. (a) There shall not be made, initiated, concurred in or assisted by the entrants, competitive personnel or agents before publication of the official provisional results, any adver-

tising or statements which reflect or mention positional standings or performances of entrants or their point totals at any stage of the 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 reserved and held in the name of the Organizers, 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 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 shall determine.
  - (d) Note: The prohibitions of this section do NOT include interviews or appearances on live, recorded, filmed or taped programmes on newsreel, television or radio of a strictly normal news nature. There is no desire to restrict the legitimate promotional activities of entrants, but these must be subordinate to the rights of the Organizers which will be fully protected at all times.
  - (e) Any advertisement or display concerned with the "Shell '4000' Car Rally" must contain the full title and/or Shell Oil Company of Canada, Limited and must NOT contain the words "Trans Canada Rally".
2. Any advertising or promotion of automotive petroleum products other than the "SHELL" brand by an entrant, competitive personnel or the agents of either shall be grounds for disqualification of the entry concerned.
- (a) Names of drivers and/or clubs, teams or "ecuries" may appear on both sides of the car, providing the area used is not greater than one hundred twenty (120) square inches on each side of the car and must be neat and permanently affixed.
  - (b) Country of origin of drivers and/or entrants may appear front and rear, provided area used does not exceed 60 square inches on each surface.

N.B. Inscriptions as outlined in Article 3 (a) and (b) of this Section must not appear on any glass surface or on the door panels in such a way as to hinder the fixing of numbers (20" long x 16" high).

## **J. Insurance and Indemnities**

1. (a) Entrants and drivers must have in force during the specific dates of the event an Insurance Policy covering them against Third Party risks in each of the following provinces: Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia; and they must take the necessary steps to see that their ordinary policies are adjusted, if necessary, to cover them. Proof of endorsement of policy shall be required at registration.
  - (b) Entrants are advised to make the necessary arrangements with their insurance agents to procure the appropriate "pink slips" that are required by the various provinces that the Rally is to pass through. The lack of the aforementioned "pink slips" may involve the impounding of a vehicle by the authorities if involved in an accident in some provinces.
2. Entrants will be required to sign the following 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. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the Shell Oil Company of Canada, Limited; the Canadian Automobile Sports Clubs, 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 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 Organizers decline liability in any accident caused by or to entrants, passengers and the competing cars during the whole of the event or by reason of entering the event. The Organizers also decline any liability for breach of the laws and regulations of Canada and/or the Provinces and/or Municipalities. Entrants shall be held entirely responsible for any accident or breach of laws caused or committed by the competitor.
  4. A personal accident policy will be provided at no charge to the competitors. Each competitor must sign a policy at Registration.



**K. Assessment of Performance**

1. (a) Competitors will start with zero points. 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 this still fails to produce a result, the Organizers may take some other factor into consideration.
- (b) If a tie occurs in a section, the test mark of that section will be used. If the tie is still not broken, the test mark of the next sections will be used until the tie is broken. If the tie is still not broken, the method in 1 (a) of this Section shall apply.
2. (a) As the object of this event is to test the skill of the first driver and the second driver and the reliability of the automobile, penalty points will also be assessed 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, or if the car has obviously been in contact with stray animals or birds.
- (b) Immediately after the cars have checked in at the final control in Montreal, 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 or in the immediate area of the control before reporting.
3. **Penalty Points**
  - (a) for every minute early or late at any time control including late starting each day . . . . . 1
  - (b) for failure to report at any one control listed or described in the Route Book . . . . . 100
  - (c) for failure to report at any one control not listed and/or described in the Route Book . . . . . 50
  - (d) for reporting at a control that is located off route, which is placed to observe that the correct route is used . . . . . 50
  - (e) for failure to attempt a test . . . . . 50
  - (f) for approaching any control in the wrong direction (if specified in the Route Book) . . . . . 50
  - (g) for not complying with any requirement in the Route Book or the Supplementary Regulations for which no other penalty is specified . . . . . 50
4. Additional penalty points will be incurred for inoperative or inefficient equipment and body damage at the discretion of the scrutineers.

- (a) Brakes (depending upon efficiency) . . . . . up to 100
  - (b) Head lights (high beam) . . . . . 10 each
  - (low beam) . . . . . 10 each
  - (c) Tail light . . . . . 10 each
  - (d) Brake light . . . . . 10 each
  - (e) Turn indicator light . . . . . 10 each
  - (f) Horn . . . . . 10
  - (g) Windshield wipers . . . . . 10 each
  - (h) Faulty exhaust system . . . . . 10
- (Extra lights: spots, fog, etc., will not be penalized if inoperative.)

For Body damage:

- (i) Door . . . . . 10 each
- (j) Fender . . . . . 10 each
- (k) Hood . . . . . 10
- (l) Trunk . . . . . 10
- (m) Roof . . . . . 10
- (n) Bumper . . . . . 10 each

5. (a) Scoring of Tests: The competitor who completes the course in the least time compared to other entrants in the same Class will not be penalized. The competitor who is next best will be penalized two points, the third, three points and each successive competitor one additional point as follows: 1st - 0, 2nd - 2, 3rd - 3, 4th - 4, 5th - 5, etc.
- (b) 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 points in accordance with his position; e.g. three competitors tie for second place, they will lose two points each and the next competitor will lose five points, etc.
- (c) The following formula will be applied to all test points:

$$\frac{100}{\text{number of cars of class}} \times \text{test points}$$

EXAMPLE 1 — Car 65, which has a test score of 12 points is in Class 1 comprising a total of 37 cars.

$$\text{Test Mark of Car 65 is } \frac{100}{37} \times 12 = 32.4$$

EXAMPLE 2 — Car 38 has the highest number of points in Class 1 with a score of 37.

$$\text{Test Mark of Car 38 is } \frac{100}{37} \times 37 = 100$$

THEREFORE: Car 38 has the maximum Test Mark (100 marks) equal to the worst performance in all classes.

- (d) Failure to start or finish a test or taking a wrong course in a test will result in a competitor being given the worst

time in his class, plus ten seconds. N.B. Section K, Article 3 (e).

- (e) If, during the course of any test, a competitor knocks over or moves a course marker, he shall be penalized five (5) seconds (to be added to his test time) for each occurrence.

#### **L. Instructions and Protests**

- 1. (a) The Organizers may publish mandatory instructions to competitors at any time after the opening of entries. The responsibility for receiving such instructions rests entirely with the competitor. These instructions shall, however, amplify only and shall not modify these Supplementary Rules and Regulations and shall be in writing.
- (b) During the Rally, the Clerk of the Course, his Deputy or Assistants will establish Sectional 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 entrants.

#### **2. Results:**

- (a) A general Rally Office will be established in Montreal at:

Shell Oil Company of Canada, Limited  
Place Ville Marie  
Montreal, Quebec  
from April 20 - 26, 1963

and at:

Queen Elizabeth Hotel  
Dorchester Street West  
Montreal, Quebec  
from April 27 - 28, 1963

- (b) Estimated daily scores and standings will be available from the above Office and will be posted at the Sectional Headquarters daily.
- (c) Approximately four (4) hours after the last car has arrived at the finish, an individual IBM report will be issued for each car at the Rally Office. This report will contain the recorded times and assessment of penalties for the car.
- (d) At this time, competitors may make verbal queries to the Organizers of any apparent discrepancies in the assessment of penalties. The Organizers shall, by reference to Route Cards and other data, make adjustments where justified.
- (e) Approximately four (4) hours after the verbal queries have been heard, the Provisional Results will be available to all competitors.

3. (a) Each protest must be individually submitted by a competitor or entrant on 8½" x 11" paper, accompanied by a Twenty-five dollar (\$25.00) protest fee (cash, money-order or certified cheque) and must contain the following: name, car number, concise explanation and signature.
  - (b) Protests concerning the eligibility of any competing car as entered must be presented to the Clerk of the Course or his assistant within one hour of the closing of Registration and Scrutineering.
  - (c) Protests during the Rally must be presented to the Marshal in charge of the Parc Ferme at the end of the section concerned.
  - (d) Protests concerning the timing, route instructions or Provisional Results may only be made within the hours of 8:00 A.M. and 10:00 A.M., Saturday, April 27, 1963, at Rally Headquarters.
  - (e) The Protest Committee will sit and hear all protests at Rally Headquarters and their decision shall be final subject to appeal in accordance with the General Competition Rules of the CASC.
  - (f) The Official Results shall be declared after the Protest Committee hears any protests.
  - (g) The Protest Fee shall be returned if a protest is upheld or is found not to be of a frivolous nature.
4. Any case not foreseen in the present Rules and Regulations shall be decided by the Organizers, using the General Competition Rules 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.

**M. Accommodations**

1. The Organizers shall endeavour to make general arrangements for hotel and restaurant accommodations; however competitors will not be obligated to use these facilities. A list of suitable accommodations with varying price ranges will be supplied with notification of acceptance of entry. It will be the entire responsibility of competitors to arrange hotel reservations at all overnight stops; also the cancellation of reservations not used.

**N. Awards (Trophies)**

1. 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.....	5 starters
To qualify for a 3rd.....	7 starters

2. In addition to the entrant's trophies, there will be a smaller replica award for both first and second driver. Each crew member will only receive one replica, regardless of the number of awards won.

3. Special Awards

"Shell Canada" Plaques will be awarded to all entries that complete the Road Section of the Rally with a loss of 5 points or less. Smaller replica awards will be provided for both first and second drivers.

4. (a) Outright Winner:

"Shell Grand Prize" award (perpetual) and \$750.00

(b) Manufacturers' Entries:

First . . . "First Manufacturers" award and \$150.00

Second . . "Second Manufacturers" award and \$125.00

Third . . . "Third Manufacturers" award and \$100.00

Sponsored Entries:

First . . . "First Sponsored" award and \$250.00

Second . . "Second Sponsored" award and \$200.00

Third . . . "Third Sponsored" award and \$150.00

Private Entries:

First . . . "First Private" award and \$500.00

Second . . "Second Private" award and \$300.00

Third . . . "Third Private" award and \$200.00

(c) Manufacturers' Teams:

First . . . "First Manufacturer's Team" award and \$150.00

Second . . "Second Manufacturer's Team" award and \$125.00

Third . . . "Third Manufacturer's Team" award and \$100.00

Sponsored Teams:

First . . . "First Sponsored Team" award and \$150.00

Second . . "Second Sponsored Team" award and \$125.00

Third . . . "Third Sponsored Team" award and \$100.00

Private Teams:

First . . . "First Private Team" award and \$300.00

Second . . "Second Private Team" award and \$200.00

Third . . . "Third Private Team" award and \$150.00



(d) Ladies' Entries:

First . . . "First Ladies" award and \$500.00  
Second . . "Second Ladies" award and \$300.00  
Third . . . "Third Ladies" award and \$100.00

(e) Class Awards:

Class 1

"First in Class" award and \$150.00  
"Second in Class" award and \$100.00  
"Third in Class" award and \$50.00

Class 2

"First in Class" award and \$150.00  
"Second in Class" award and \$100.00  
"Third in Class" award and \$50.00

Class 3

"First in Class" award and \$150.00  
"Second in Class" award and \$100.00  
"Third in Class" award and \$50.00

Class 4

"First in Class" award and \$150.00  
"Second in Class" award and \$100.00  
"Third in Class" award and \$50.00

(f) In each section (six sections):

"First in Section" award  
"Second in Section" award  
"Third in Section" award

5. Cash awards will be paid within thirty (30) days of the end of the Event. Replicas for drivers will be forwarded within sixty (60) days of the Event.

Approved by the Competition Committee of the Canadian Automobile Sport Club at Toronto, Canada.

Alan B. Sands  
Chairman

October 27, 1962

## **SPECIAL AWARDS**

“Sportsmanship Award”

Presented by Canada Track & Traffic

“Best Performance — Imported Automobile”

Presented by Robert Bosch (Canada) Ltd.

“Longines International Institute of Timing” Gold Medal

Presented by Longines-Wittnauer Co. of Canada Limited