



RALLY GUIDE

*4000 tough miles in 6 days.
Vancouver to Montreal,
April 18th to 24th.*

□ Since the earliest days of the automobile, enthusiasts have tried to prove their driving ability and the reliability of their machines. In contests — such as the New York to Chicago run of the early 1900's, it was a victory to finish at all. But as the automobile improved the competition became tougher. What was originally a tour to Monte Carlo in mid-winter developed into the famed Monte Carlo Rallye, and from this grew the dozens or more international rallies which are now held each year in Europe. These generally involve two or three days and nights of continuous driving — the meat of the events being set in a series of closely timed runs over Alpine passes, or on secondary roads that are closed to the public. With manufacturers looking upon these events as good for both proving and publicity purposes, rallying in Europe has become a highly professional business.

In North America, the sport developed along different lines. With organization and entries coming from enthusiastic amateurs, Canadian rallies emphasized strict



Doyen and Gibbs, winners of the 1963 Shell 4000, face a tough section in Manitoba.

timing rather than endurance — the longest run being just over 1,000 miles. Supporters hankered for a coast-to-coast event, but the cost of organization was prohibitive for a strictly amateur sport and it was not until 1961 that the first cross-Canada rally was staged, made possible by the combined efforts of the British Columbia International Trade Fair and Shell Canada. The course ran a comparatively easy route from Montreal to Vancouver in early May. Of the 106 crews starting, 91 finished with a Studebaker driven by R. Hillary and J. D. Young of Toronto being declared the winner. Despite some organizational problems, Shell was convinced the event had a bright future and hired Jim Gunn as coordinator. Renamed the Shell 4000 for '62, the event was held a month earlier and conditions were such that of the 42 crews starting from Montreal, only 24 completed the run to Vancouver. A Studebaker won again, this time being driven by Lalonde and Jones of Toronto.

For '63, the running time was cut from seven days to six and the direction switched from west to east. Indicative of the growing stature of the event is the fact it is now a part of the RAC of Great Britain's World Rally Championship, which includes such gruelling events as the East African Safari and the Liege-Sofia-Liege. Under ideal weather conditions, only 5 of the 47 cars starting from Vancouver last year failed to make Montreal. Winners were Doye and Gibbs of Wisconsin in a Chevy II, with a loss of only 2 points in passing through the 65 controls en route.

This year the event again runs west to east in six days and many changes have been incorporated (including a few European-style closed sections for the first time)

primarily to further emphasize car reliability and to encourage the "private owner" class.

Timing remains the main ingredient in the event. Crews must arrive at various control points scattered across the country (there are 20 per cent more than last year) within set time limits which vary from upwards of five minutes on main road sections to one minute on off-highway sections. On closed sections, speed is the major factor.

Control of the rally rests in the hands of the sports car enthusiasts across the country, under the supervision of rally organizer Jim Gunn and Clerk of the Course, Peter Bone. Timing is by Longines Printogines, implementing the same punch clocks as used on major European events. Each competitor will punch his time card, and hand in at the end of the day to section HQ, from where times will be sent to IBM in Montreal, via a TWX hookup, and scores rapidly calculated. Trans-Canada Telephone System participation includes radio telephones in official cars opening and closing the route and at some control points.

Entries are shaping up well this year, with strong competition anticipated between "manufacturers" and "sponsored" teams for overall and team awards. With a \$1,000 top prize, the battle in the "private owners" category is expected to be equally fierce. Some undoubtedly will be looking for an overall win as well, although, as in any sport, the chances of an amateur beating a pro are usually slim.

Among the all-girl crews a hot contest is building up for the Ladies' Award and the \$750 going with it. No forecasts are offered here but one thing is guaranteed: all winners will certainly have earned their prizes by the time they reach Montreal.



REGULATIONS





PROGRAM: SECTION 1—April 18-19: Vancouver, 7:02 p.m.; Hope, 10:00 p.m.; Princeton, 12 midnight; Trail, 5:00 a.m.; Cranbrook, 8:00 a.m.; Calgary, CFCN-TV Hill test, 2:30 p.m.; Calgary, North Hill Shopping Centre, 3:30 p.m.
SECTION 2—April 20: Calgary, 4:02 a.m.; Red Deer, 8:00 a.m.; Wainwright, 12:30 p.m.; Lloydminster, 2:00 p.m.; Battleford, 5:00 p.m.; Saskatoon, Grosvenor Park Shopping Centre test, 8:30 p.m.
SECTION 3—April 21: Saskatoon 5:02 a.m.; Wynyard, 8:00 a.m.; Yorkton, 11:00 a.m.; Winnipeg, Polo Park Shopping Centre test, 6:30 p.m.



The Route

The percentage of paved, gravel and dirt-surfaced secondary, concession or township roads has been increased from 60% to 70% of the total mileage. This means a more thorough test for the automobile, more work for the navigator (although the organizers claim the route instructions are very straight-forward) and more chance of tough going in rough weather. More controls are being used this year, up by 20% over '63, with better placement to take full advantage of sections likely to be difficult.



Eligibility and Classes

In accordance with groups 1, 2 and 3 of Appendix J — meaning any type of sedan, sports or GT car in reasonable condition and able

to pass the safety inspection before the start — seat belts, fire extinguisher, first aid kit and warning flares are compulsory equipment, while sump and gas tank shields and reserve gas tanks are allowed. Class 3 is changed (set at 2,001 to 3,000 cc in '63), bringing in many of the sizes which were class 4 last year.

Class divisions are: Class 1: up to 1,300 cc (79.33 cu. in.); Class 2: 1,301 to 2,000 cc (79.33 to 122.05 cu. in.); Class 3: 2,001 to 4,000 cc (122.11 to 244.10 cu. in.); Class 4: 4,001 cc and up (244.16 cu. in.).



Sealing and Repair Time

An innovation this year is the sealing of motor head and sump, transmission and the drive axle assembly. Broken or missing seals at the finish will cost points. To further emphasize reliability, repair times allowed in the parc ferme at the end of each section are reduced from one hour to fifteen minutes. Only the crew is allowed to work on the cars at this time, which permits advice from over the fence, but should stop the wholesale rebuilding carried out by some of the better-supported entries last year.



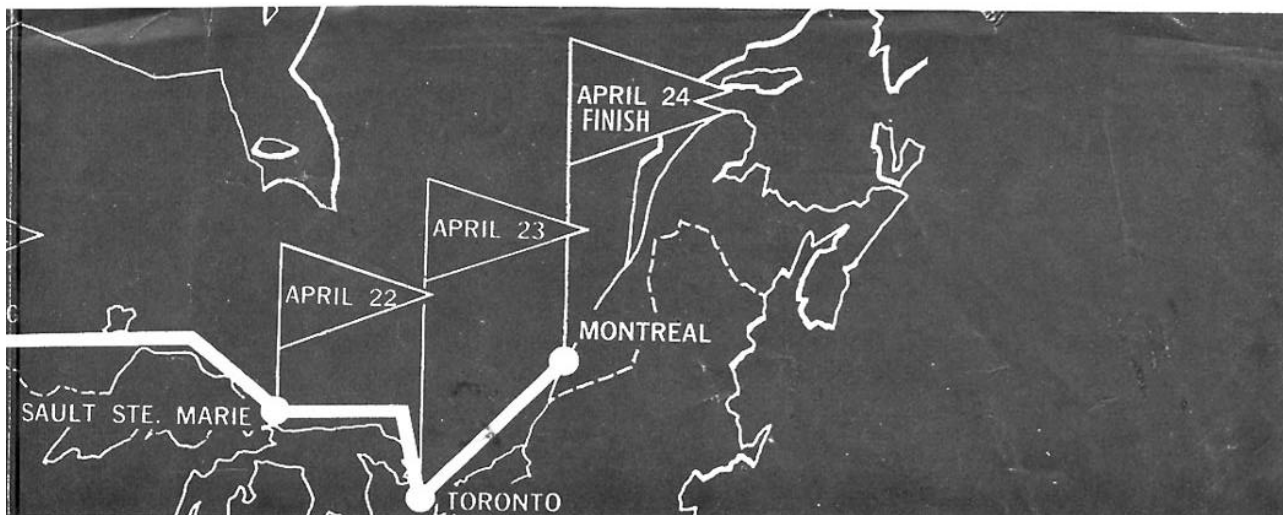
Special Sections

New in North America, these are based on European practice, using roads in areas off the beaten track and not usually open to the public (forest reserves, military camps, etc.). Competitors will drive each section against the clock and scoring will be on a class basis, fastest in class not losing any points and others penalized proportionately.



Driving Tests

Once again the tests are used only as tie breakers, starting with the Calgary hill climb. A single straight forward layout will be used for the other tests this year to prevent tired drivers from becoming lost during an unfamiliar manoeuvre, as has happened in previous events. Times are taken



SECTION 4—April 22: Winnipeg 3:02 a.m.; Kenora, 6:00 a.m.; Dryden 8:00 a.m.; Port Arthur, Inter-City Shopping Centre test, 1:30 p.m.; Sault Ste. Marie, Churchill Plaza, 10:45 p.m.
 SECTION 5—April 23: Sault Ste. Marie, 8:02 a.m.; Sudbury, New Shopping Centre test, 12:30 p.m.; Parry Sound 2:30 p.m.; Toronto, Golden Gate Centre, Elginton and Sloane, 8:30 p.m.
 SECTION 6—April 24: Toronto 6:02 a.m.; Bancroft, 10:00 a.m.; Ottawa, 1:30 p.m.; Lachute, 6:00 p.m.; Montreal, Place Ville Marie, 8:30 p.m.

to 1/10th second, with 5 seconds lost for every course marker hit, and points are scored on a class basis — fastest at zero, second fastest at 2 points, etc.



Scoring

Competitors start with zero and lose points as follows:

1—ON THE ROAD

One point for every minute early or late at any time control up to a maximum of 100 points at a known control or 50 points at an unknown control.



50 points for approaching a control from the wrong direction (where direction is specified); for reporting to an off-route control; for failing to attempt a test; and for not complying with regulations.

100 points for the first traffic offence.

Scoring for special sections will be by class. Fastest car scores with zero, with others losing one point for every 60 seconds they are behind up to a maximum of 50 points.

2—AT SCRUTINEERING AND SAFETY CHECKS

Up to 10 points for inefficient brakes.

2 points each for inoperative head lights (high and low beam), tail lights, brake lights, turn indicators, horn or windshield wipers if the fault cannot be rectified immediately with parts and equipment carried in the car.

2 points for a faulty exhaust system.

Up to 10 points for body damage.

25 points for broken or missing seals on engine or transmission.

15 points for broken or missing seals on the drive axle.

3—TESTS

Tie deciding only, as described.

4—EXCLUSION AND "NON-FINISHERS"

Exclusion can result from loss of both traffic offence certifications; proof of deliberately delaying



another competitor; or the use of "service" or "scout cars" on the route.

Competitors will not be classified as finishers unless: they start each section; they reach the finish control for each section within three hours of their scheduled time of arrival; their car is impounded in parc ferme at the end of every section; they arrive at the final control in Montreal.



Prizes

Up by \$4,000 to over \$10,000 cash this year, plus the unique hand-carved "Argillite" trophies, a distinctive feature of the event. The outright winner gets \$1,000 (up from \$750), as does the first private owner (up from \$500), while the awards in that category now go down to fifth, compared with the first three last year. The "first ladies" now get \$750 (\$500 in '63). There are cash awards for first three places in "manufacturers" and "sponsored" categories, and for first three in each class, plus the first three teams in each of the "manufacturers", "sponsored" and "private" categories, and special prizes like the Canada Track & Traffic "Sportsmanship Award".

ENTRIES



No.	ENTRANT	1st DRIVER	2nd DRIVER	CAR	TEAM	*
101	R. R. Reid, Spokane, Wash.	R. R. Reid, Spokane, Wash.	J. Matthews, Spokane, Wash.	Porsche 356A	Private #3	P
102	W. W. Dodd, Amherst, Ohio	W. W. Dodd, Amherst, Ohio	J. E. Krupp, Oberlin, Ohio	Saab 750 GT		P
103	R. G. Pepper, Dartmouth, N.S.	R. Pepper, Dartmouth, N.S.	W. Jackson, Toronto, N.S.	Volvo 544		P
104	Ford Motor Co. of Canada Limited	F. J. Hayes, Toronto, Ont.	J. C. Wilson, Toronto, Ont.	Falcon Sprint	Ford #1	M
105	Ford Motor Co. of Canada Limited	Bo Ljungfeldt, Sweden	Fergus Sager, Sweden	Falcon Sprint	Ford #2	M
106	Metro Motors Ltd., Calgary, Alta.	I. Morgan, Calgary, Alta.	H. K. Hartley, Calgary, Alta.	Falcon Sprint		S
107	Sports Cars Unlimited, Clarkson, Ont.	M. Jack, Milton, Ont.	Barbara Jack, Milton, Ont.	Morris 1100		S
108	P. Smith, North Bay, Ont.	H. Loyst, North Bay, Ont.	P. Smith, North Bay, Ont.	Morris Cooper		P
109	Volvo (Canada) Ltd.	O. Gendebien, France	M. Kerry, Agincourt, Ont.	Volvo Canadian	Volvo	M
110	A. L. Andreasen, Kitimat, B.C.	A. Andreasen, Kitimat, B.C.	E. C. Smith, Kitimat, B.C.	VW 1500		P
111	F. J. Curran, Toronto, Ont.	F. J. Curran, Toronto, Ont.	R. F. Carney, Weston, Ont.	Peugeot 404	Private #1	P
112	M. Dudowich, Sudbury, Ont.	M. Dudowich, Sudbury, Ont.	N. G. Barnett, Sudbury, Ont.	Thunderbird		P
113	Grant Katila Motors, Port Alberni B.C.	M. Grant, Port Alberni, B.C.	L. Katila, Port Alberni, B.C.	Chevy II-411		S
114	Mrs. M. Felton, Sault Ste. Marie, Ont.	H. Felton, Sault Ste. Marie	D. Riddick, Sault Ste. Marie	Morris CooperS	Ecurie Confusion Chrysler	P
115	Chrysler Corp., Detroit, Mich.	S. Harvey, Dearborn, Mich.	B. Mollman, Cleveland, Ohio	Valiant		M
116	Mrs. Alice Bourquin, Vancouver, B.C.	A. Bourquin, Vancouver, B.C.	M. J. Griffin, Vancouver, B.C.	Volvo P1800S		P
117	D. McQuirk, Thornhill, Ont.	D. McQuirk, Thornhill, Ont.	C. McQuirk, Thornhill, Ont.	Bentley Mk VI		P
118	Ford Motor Co. of Canada Limited	G. McLean, Montreal, Que.	D. Gallop, Pointe Claire, Que.	Falcon Sprint	Ford #1	M
119	Gorries, Toronto, Ont.	M. C. Carter, Islington, Ont.	I. M. Worth, Lachine, Que.	Chevy II	G-GM-CC	S
120	J. Deno, Spokane, Wash.	J. Deno, Spokane, Wash.	H. Pittock, Portland, Oregon	Volkswagen	Private #3	P
121	D. Milea, Montreal, Que.	R. Dhonneur, Montreal, Que.	D. Milea, Montreal, Que.	Peugeot 404		P
122	O.M. Johnson, Sault Ste. Marie, Ont.	J. Callon, Sault Ste. Marie,	D. Hickmott, Sault Ste. Marie	VW 113	Ecurie Confusion Ford #2	P
123	Ford Motor Co. of Canada Limited	G. Merson, Willowdale, Ont.	B. Davies, Cooksville, Ont.	Falcon Sprint		M
124	Marcel Rainville, Ile Perrot, Que.	M. Rainville, Ile Perrot, Que.	J. Catto, Windmill Pt., Que.	Volvo PV 544		P
125	Volvo (Canada) Ltd.	K. D. Ross, Toronto, Ont.	J. R. Bird, Toronto, Ont.	Volvo Canadian	Volvo	M
126	W. J. M. Wenzel, Calgary, Alta.	W. Wenzel, Calgary, Alta.	J. Proctor, Calgary, Alta.	VW 113		P
127	L. E. Batori, New York	L. E. Batori, New York, N.Y.	Dr. Valsamis, Rockville, Md.	MG 1100		P
128	Ford Motor Co. of Canada Limited	P. MacLennan, Toronto, Ont.	A. Dempsey, Toronto, Ont.	Falcon Sprint	Ford #1	M
129	Ford Motor Co. of Canada Limited	Anne Hall, England	J. Steagall, Merchantville, N.J.	Falcon Sprint	Ford #2	M
130	S. Ramsay, Montreal, Que.	S. Ramsay, Montreal, Que.	D. Elliott, Longueuil, Que.	Renault R-8	Private #4	P
131	Standard-Triumph Motor Co., N.Y.	G. Jennings, Costa Mesa, Calif.	E. Homsey, Avon, New York	Triumph TR4	Standard-Triumph	M
132	A. J. Lewis, Willowdale, Ont.	A. Lewis, Willowdale, Ont.	F. Anderka, Willowdale, Ont.	Sunbeam Alpine		P
133	Gorries, Toronto, Ont.	R. Doyen, Wauwatosa, Wis.	C. Gibbs, Menomonee Falls, Wisconsin	Chevy II 411	G-GM-CC	S
134	R. MacGregor, Montreal, Que.	R. MacGregor, Montreal, Que.	P. Bailey, Ville S Laurent, Que.	Morris 1100	Private #4	P
135	Volvo (Canada) Ltd.	Miss D. Carter, Toronto, Ont.	Miss G. Field, Syracuse, N.Y.	Volvo Canadian		M
136	R. H. Craik, La Mirada, Calif.	R. Craik, La Mirada, Calif.	W. Schmidt, L.A., Calif.	MG 1100 sedan	Private #3	P
137	Standard-Triumph Motor Co., N.Y.	B. Rasmussen, Downsview, Ontario	P. Coombe, Toronto, Ont.	Triumph TR4	Standard-Triumph	M
138	M. B. Martin, Montreal, Que.	M. Martin, Montreal, Que.	H. Gall, Montreal, Que.	Triumph TR4	Private #4	P
139	Volvo (Canada) Ltd.	N. Namerow, Montreal, Que.	C. Bick, London, Ont.	Volvo Canadian	Volvo	M
140	Gene Henderson, Dearborn, Mich.	G. Henderson, Dearborn, Mich.	J. Bickham, Upper Sandusky, Ohio	Falcon Sprint		P
141	Klaus Bartels, West Hill, Ont.	K. Bartels, West Hill, Ont.	H. Teubler, Toronto, Ont.	VW 1500S	Private #1	P
142	Chrysler Corp., Detroit, Mich.		(Mrs.) S. A. Koelmel, Huntingdon Valley, Pa.	Valiant		M
143	H. E. Peter, Minneapolis, Mich.	H. Peter, Minneapolis, Minn.	D. Andrews, Bloomington, Minn.	VW 113		P
144	A. Marchildon, Calgary, Alta.	A. Marchildon, Calgary, Alta	D. Jackman, Calgary, Alta.	Mini-CooperS		P
145	J. F. Jellett, Vancouver, B.C.	J. Jellett, Vancouver, B.C.		Valiant Signet		P
146	Skoda Cars Ltd.	J. Mazuch, V.J. Cartier, Que.	H. Dodsworth, Kingston, Ont.	Skoda Octavia	Skoda	S
147	Cummings Chevrolet, Montreal, Que.	J. Bloom, Detroit, Mich.	H. Ward, Utica, Mich.	Chevy II		S
148	L. Houser, Vancouver, B.C.	L. Houser, Vancouver, B.C.	J. Greenfield, Vancouver, B.C.	Valiant Signet		P
149	Chrysler Corp., Detroit, Mich.	T. Sumner, Thornhill, Ont.	P. Van Der Meyden, Hazel Crest, Illinois	Valiant	Chrysler	M
150	T. Jarman, Detroit, Mich.	T. Jarman, Detroit, Mich.	Fred Brown, Cleveland, Ohio	Pontiac GTO		S
151	E. B. Graham, Midnapore, Alta.	E. Graham, Midnapore, Alta.	H. Acteson, Calgary, Alta.	Volvo Canadian		P
152	D. Hull, Terrace, B.C.	Don Hull, Terrace, B.C.	Duane Hull, Terrace, B.C.	Ford 664F		P
153	Gorries, Toronto, Ont.	L. Lalonde, Scarborough, Ont.	J. Jones, Toronto, Ont.	Chevy II 411	G-GM-CC	S
154	Skoda Cars Ltd.	V. Bobek, Czechoslovakia	J. Luce, Hawkesbury, Ont.	Skoda Octavia	Skoda	S
155	Standard-Triumph Motor Co., N.Y.	J. Thuner, England	R. Fidler, England	Triumph TR4	Standard-Triumph	M
156	F. Hochreuter, Toronto, Ont.	F. Hochreuter, Toronto, Ont.	K. Lachner, Toronto, Ont.	Karman Ghia	Private #1	P
157	J. Merriman, Scarborough, Ont.	J. Merriman, Scarboro, Ont.	P. Manson, Toronto, Ont.	Chevelle SS		P
158	E. C. Maters, Brandon, Man.	E. Maters, Brandon, Man.	J. Morgan, Jasper, Alta.	Renault R-8	Ecurie Confusion	P
159	N. Gibbons, Hamilton, Ont.	R. Gerry, Hamilton, Ont.	N. Gibbons, Hamilton, Ont.	Volvo 222 44		P
160	Chrysler Corp., Detroit, Mich.	B. Silvera, West Hill, Ontario	B. Silvera, West Hill, Ontario	Valiant	Chrysler	M
161	Lügi Chineti Jr., Greenwich, Conn.	L. Chineti, Greenwich, Conn.	P. Grever, Westport, Conn.	Ferrari 2 plus 2		P
162	Skoda Cars Ltd.	B. Bunch, St. Bruno, Que.	R. Edwardes, Fabreville, Que.	Skoda Octavia	Skoda	S

* Classification of Entries: P—Private; S—Sponsored; M—Manufacturers.