

REGULATIONS



Shell 4000 Car Rally 1964

April 18-24

Organized and Sponsored by:

SHELL 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

ERRATA

Section C Paragraph 8

(Page 13)

(a) Alter to read:

“Groups 1, 2 and 3 of Appendix J shall be amalgamated into one class (station wagons included).”

(Page 14)

(b) Alter last line to read:

“Group 4 of Appendix J will not be allowed to compete.”

All other affected sections are hereby amended.

SHELL 4000 CAR RALLY

OFFICIALS

Honorary Stewards of the Meeting

His Worship Mayor Wm. G. Rathie, Vancouver, B.C.
His Worship Mayor Grant MacEwan, Calgary, Alberta
His Worship Mayor S. L. Buckwold, Saskatoon, Sask.
His Worship Mayor Stephen Juba, Winnipeg, Manitoba
His Worship Mayor James L. McIntyre, Sault Ste. Marie, Ontario
His Worship Mayor Jean Drapeau, Montreal, Quebec
Mr. P. L. Kartzke, President, Shell Canada Limited
Mr. W. F. Mitchell, Executive Vice President, Shell Canada Limited

Steward appointed by CASC

Donald P. Stewart

Rally Organizer (for Shell Canada Limited)

J. H. Gunn

Rally Manager (Clerk of the Course)

P. W. Bone

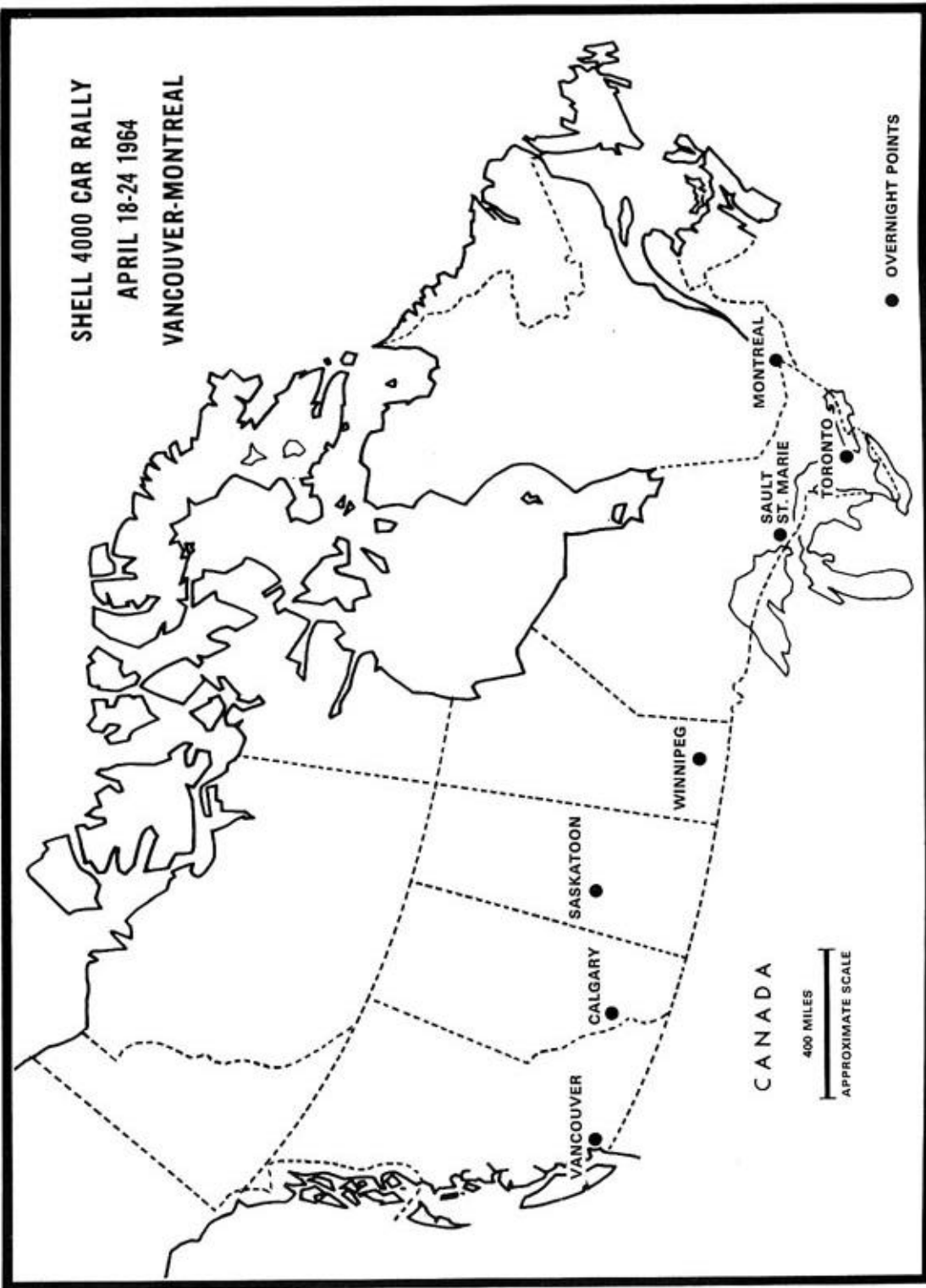
Rally Committee

S. C. Burnet	R. J. Benson	G. P. Marchesseau
J. H. Gunn	P. W. Bone	

All enquiries to:-

Shell 4000 Car Rally
c/o Shell Canada Limited
P.O. Box 400, Terminal "A"
Toronto, Ontario
Canada - Telephone 362-5522
(Area Code 416)

SHELL 4000 CAR RALLY
APRIL 18-24 1964
VANCOUVER-MONTREAL



CANADA
400 MILES
APPROXIMATE SCALE

● OVERNIGHT POINTS

FOREWORD

With the publication of these Regulations for the fourth in the series of car rallies across Canada, Shell Canada Limited invites participation from automobile manufacturers, dealers and private individuals in the Shell 4000 for 1964. Repeating the direction of travel for the 1963 event, the start will be in Vancouver on April 18th and the finish in Montreal on April 24th.

Based on experience gained in the previous events, changes have been made in the organization and planning to provide a stiffer challenge to the competitors and their cars. Detailed changes in these Regulations are made to bring the standard of the Shell 4000 closer to the other four International Rallies included in the Royal Automobile Club World Championship. A different route has been chosen using many areas that have not previously been crossed by the Rally. Selection of the routing has been in cooperation with experienced rallyists in many parts of Canada, with a view to presenting a greater portion of the Rally on unpaved surfaces.

Additional prize money is offered, to a total of over \$10,000.00, with the largest percentage of the increase in favour of the private entrant. First prize overall is now \$1,000.00, with an equal amount to the highest placed private entrant.

Once again, local motorsport clubs across the country have volunteered their services and their members will be acting as officials and marshals at control points. Without the enthusiastic cooperation of these groups, the Shell 4000 would not be possible, and we extend our thanks to these clubs and their members. The assistance of many organizations in providing accommodation for Rally cars and services to competitors and to the officials of the Rally is gratefully acknowledged.

International recognition of this event has been granted through the Canadian Automobile Sport Club; the Royal Automobile Club, London, England; and the Federation Internationale de l'Automobile, Paris, France.

We feel certain that the action and excitement of the Shell 4000 for 1964 will make a memorable event for all.

INDEX

	Page
PARTICIPATING MOTORSPORT CLUBS - - - - -	7
PREVIOUS WINNERS - - - - -	8
PROGRAMME - - - - -	10
A. The Event - - - - -	11
B. Eligibility of Entrants - - - - -	11
C. Eligibility of Cars - - - - -	13
D. Teams and Ladies - - - - -	14
E. Rights of Organizers and Entrants- - - - -	14
F. Entries - - - - -	15
G. Accommodations - - - - -	16
H. Identification of Cars - - - - -	16
I. Insurance and Indemnities- - - - -	17
J. Timing and Control of Rally- - - - -	18
K. Assessment of Performance - - - - -	24
L. Instructions and Protests - - - - -	26
M. Advertising- - - - -	28
N. Awards (Trophies) - - - - -	29
Special Awards - - - - -	31

PARTICIPATING MOTORSPORT CLUBS 1961 - 1963

British Automobile Racing Club (Ontario), Toronto
British Empire Motor Club, Toronto
Calgary Sports Car Club, Calgary
Canadair Automobile Club, Montreal
Canadian Race Communications Association (Prairie Division), Saskatoon
Canadian Race Communications Association, Toronto
Central Alberta Sports & Light Car Club, Red Deer
Columbian Autosport Club, Vancouver
Cornwall Light Car Association, Cornwall
Dryden Road Runners, Dryden
Jaguar Owners Association, Montreal
Kokanee Sports Car Club, Trail
Laurentian Autosport Club, Montreal
Lethbridge Sports Car Club, Lethbridge
Lower Canada Motor Club, Montreal
MG Car Club of Toronto, Toronto
Montreal MG Car Club, Montreal
Motor Sport Club of Ottawa, Ottawa
Muskoka Motor Sports Club, Huntsville
North Bay Auto Sport Club, North Bay
Northern Alberta Sports Car Club, Edmonton
Oakville-Trafalgar Light Car Club, Oakville
Okanagan Autosport Club, Penticton and Kelowna
Peterborough Motor Sports Club, Peterborough
Prairie Motor & Sports Car Club, Moose Jaw
Royal City Sports Car Club, New Westminster
St. Lawrence Automobile Club, Kingston
Saskatoon Sports Car Club, Saskatoon
Sault Ste. Marie Sports Car Club, Sault Ste. Marie
Sports Car Club of British Columbia, Vancouver
Sports Car Club of Saskatchewan, Regina
Sports Car Club, Toronto
Sudbury Sports and Light Car Club, Sudbury
Sports Motor Car Club, Montreal
Tamahi Sports Touring Club, Chilliwack
Thunder Bay Autosport Club, Fort William
Twin Lakes Motor Club, Orillia
Volkswagen Owners Club, Toronto
Volvo Car Club, Toronto
Wheat City Sports Car Club, Brandon
Winnipeg Sports Car Club, Winnipeg

PREVIOUS WINNERS

1961

BCITF CAR RALLY

106 Starters

91 Finishers

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

1962

SHELL 4000 CAR RALLY

42 Starters

24 Finishers

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 - J. Jones - L. Lalonde	Studebaker
2nd - J. Polivka - C. Bick	Volvo
3rd - G. McLean - W. Leathem	Renault

Sponsored Category

1st - T. Jarman - D. Hambly	Chevy II
2nd - R. Doyen - C. Gibbs	Chevy II
3rd - J. Jacobowski - L. Chelminski	Chevy II

Private Category

1st - B. Bunch - J. Gallop	Citroen
2nd - D. Cooper - R. Low	Corvair
3rd - R. Alexander - J. Jellett	Volvo

PREVIOUS WINNERS

1963

SHELL 4000 CAR RALLY

47 Starters

42 Finishers

General Classification

1st - R. Doyen - C. Gibbs	Chevy II
2nd - G. Merson - J. Wilson	Ford Falcon
3rd - P. MacLennan - A. Dempsey	Ford Falcon
4th - O. Gendebien - M. Kerry	Volvo
5th - S. Harvey - R. Mollman	Chrysler 300

Manufacturers Category

1st - G. Merson - J. Wilson	Ford Falcon
2nd - P. MacLennan - A. Dempsey	Ford Falcon
3rd - O. Gendebien - M. Kerry	Volvo

Sponsored Category

1st - R. Doyen - C. Gibbs	Chevy II
2nd - L. Chelminski - B. Bunch	Acadian
3rd - L. Brown - D. Johnson	Valiant

Private Category

1st - F. Curran - R. Carney	Peugeot
2nd - H. Felton - D. Riddick	Volvo
3rd - F. Hochreuter - K. Lachner	Volkswagen

SPECIAL AWARD WINNERS

Longines International Institute of Timing Gold Medal

1962 - R. Doyen - C. Gibbs	Chevy II
1963 - R. Doyen - C. Gibbs	Chevy II

Canada Track & Traffic "Sportsmanship Award"

1962 - R. Alexander - J. Jellett	Volvo
1963 - D. McQuirk - C. McQuirk	Bentley

Best Performance Quebec Competitor - Montreal MG Car Club

1963 - G. McLean - W. Leathem	Renault
-------------------------------	---------

PROGRAMME

Friday, April 17 (Pacific Standard Time)

Rally Office, Bayshore Inn, Vancouver — Open 9:00 a.m.

Saturday, April 18 (Pacific Standard Time)

Registration and Scrutineering 9:00 a.m. to 12:00 Noon

1:00 p.m. to 4:00 p.m.

Drivers' Briefing

5:30 p.m.

Start (First Car) Section 1

7:00 p.m.

(10:00 p.m. Eastern Standard Time)

Sunday, April 19

Arrive Calgary

End Section I

Driving time approximately 21 hours

Monday, April 20

Depart Calgary

Start Section II

Arrive Saskatoon

End Section II

Driving time approximately 18 hours

Tuesday, April 21

Depart Saskatoon

Start Section III

Arrive Winnipeg

End Section III

Driving time approximately 17 hours

Wednesday, April 22

Depart Winnipeg

Start Section IV

Arrive Sault Ste. Marie

End Section IV

Driving time approximately 19 hours

Thursday, April 23

Depart Sault Ste. Marie

Start Section V

Arrive Toronto

End Section V

Driving time approximately 13 hours

Friday, April 24

Depart Toronto

Start Section VI

Arrive Montreal

End Section VI

Driving time approximately 13 hours

Competitors' Reception - Queen Elizabeth Hotel 9:00 p.m. - 12:00 Midnight
(Eastern Standard Time)

Saturday, April 25

Presentation of Awards

Queen Elizabeth Hotel

Reception 6:30 p.m.

Banquet 7:30 p.m.

SUPPLEMENTARY REGULATIONS

A. The Event

1. The Shell 4000 Car Rally is an International motoring event, organized and sponsored by Shell 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 Federation Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club, as amended by the CASC, and these Supplementary Regulations. The event has been granted an International Permit No. 64-2 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 drivers 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 for each section as well as for the entire Rally. Special stages may be incorporated within these sections.
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 18th and will finish in Montreal, Canada, on Friday, April 24th, 1964.
(b) The Rally will follow an all Canadian route.
(c) The approximate length will be 4,100 miles.
(d) Road surfaces will be approximately:
30% paved Main Highways,
30% paved and gravel surfaced Secondary Roads,
40% gravel or dirt surfaced Concession and Township Roads.
(e) A Rally Office will be maintained at Shell Canada Limited, Toronto, Ontario, throughout the Rally.
7. Throughout the Rally there will be 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 competition license issued by the FIA or by a recognized National Automobile Club affiliated with the FIA shall be required by both drivers for the 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.
107 East 38th Street
New York 16, New York, U.S.A.

3. Both drivers will be required to hold a driver's license, valid in the province, state or country of his or her residence.
4. The following documents must be presented at registration:
 - (a) FIA licenses of both drivers.
 - (b) Drivers' licenses of both drivers.
 - (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 and FIA Homologation Certificate.
5. There will be three categories of entrants:
 - (a) Manufacturers: Any car or team that is entered by an automobile manufacturer, distributor or agent.
 - (b) Sponsored: Any car or team that is entered by a commercial interest, e.g. dealers, automobile trade suppliers, etc., but excluding automobile manufacturers, etc.
 - (c) Private: Any car or team that is entered by an individual, club or team.
6. (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 Shell 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.
7. 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.

8. Employees of Shell 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 groups 1 and 2 of Appendix J of 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.) Automobiles having engine, transmission and/or differential in unit may use a single shield.
(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. Lap type seat belts must be installed for both occupants of the car. These shall be installed in a proper fashion to the discretion of the scrutineers. (In addition, full shoulder harness or diagonal shoulder belts are recommended.)
4. Each car must carry at least six self-lighting chemical warning flares, each of which is capable of burning at least fifteen (15) 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 and 2 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	(79.33 cubic inches)
Class 2	1,301 cc to 2,000 cc	(79.39 to 122.05 cubic inches)
Class 3	2,001 cc to 4,000 cc	(122.11 to 244.10 cubic inches)
Class 4	4,001 cc and up	(244.16 cubic inches)

Super charged engines shall be classed as having 1.5 times their normal engine capacity.

Groups 3 and 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 CANADA LIMITED".
- 3. Entries will close midnight, Saturday, March 14, 1964. Additional entries postmarked after midnight of that date may be accepted until twenty-four (24) hours before the start of the event at double the normal 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 as a formal entry. 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, 1964.
- 6. The event will be limited to seventy-five (75) cars.
- 7. Each entry accepted will receive at registration in Vancouver:

- (a) Credit Card for Shell products supplied by Shell 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 18 - 24, 1964).
 - (b) Two souvenir Lapel Pins.
 - (c) Two Rally Bumper Plates. (Canadian entries will receive bumper plates by post prior to the Rally).
 - (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 CANADA LIMITED
P.O. BOX 400, TERMINAL A,
TORONTO 1, ONTARIO, CANADA.

G. 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 over-night stops, also the cancellation of reservations not used.

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 com-

petition 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.

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 forty-eight (48) 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.
3. Advertising and identification is permitted on competing vehicles as follows:
 - (a) The advertising display must be in good taste.
 - (b) The advertising display must not conflict with the recognition of the car's numbering by marshals and officials.
 - (c) The advertising display must be contained within an area of 120 square inches on each side of the vehicle. No portion of the advertising display may appear on the front or rear of the vehicle.
 - (d) The advertising display may include the vehicle sponsor's registered trademark, without slogans or product illustration, unless a slogan or product illustration is an integral part of the sponsor's registered trademark and normally appears as such. The advertising display may include the name of the entrant/sponsor, and name of sponsor's product.
 - (e) Advertising displayed must be identical on each side of the car.
 - (f) Drivers are encouraged to put their names on the competitive cars, and this name on the vehicle will not be considered as part of the advertising on that vehicle.
 - (g) Inscriptions as outlined in Article 3 (b), (c), and (d) 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 inches long x 16 inches high).
 - (h) 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.

I. 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 Shell Canada Limited, the Canadian Automobile Sport 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 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 will receive a certificate at Registration.

J. Timing and Control of Rally

Starting

1. The order of starting shall be determined by ballot, drawn at Toronto on March 19, 1964, 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.

Route and Route Book

4. Each competing car will be supplied with a Route Book and Time Cards at the start of the Rally in Vancouver. Route information 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 the Route Book and all matter in these documents shall have the force of these Supplementary Regulations. Information therein will be deemed to be correct.
5. Terminology used in the Route Book will be in accordance with CASC standards. This information is contained in the CASC Year Book, obtainable from Canadian Automobile Sport Clubs, Toronto, Ontario.
6. The onus of following the correct route and reporting at controls according to schedule shall rest with the competitor. Any sign along the route other than official signs displayed at controls or tests will be a supplementary aid, without mandatory authority.
7. 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.
8. 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.
9. 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.
10. No competitor may drive more than 200 miles continuously, without relief.
11. 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.

Controls

12. Controls will be established at points along the route for the purpose of recording the time of arrival of the competitors and/or observing

whether the correct route is being maintained by the competitors. The location of controls may or may not be revealed in the route information. Marshals will be on duty at all controls.

13. The actual location of all controls will be identified by official signs indicating "Time Control" or "Route Control". (Samples of all official signs will be on display at Registration.)
14. Approximately 500 yards from the actual location of the control, a sign bearing the word "CONTROL" will be displayed. One hundred (100) yards from the control, a sign bearing the words "CONTROL 100 YARDS" will be displayed, indicating the start of the Control Area.
15. On sighting a "CONTROL" sign, competitors must proceed to the Control Area. Once within the control area the competitor must drive directly to the control point and park in such a manner so as not to obstruct other competitors.
 - (a) At a Time Control where punch clocks are used, the competitor must immediately punch his own time at the time clock, then surrender the time card for the Marshal's stamp.
 - (b) 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 Marshal.
 - (c) At a Route Control, the competitor must hand his time card to the Marshal for stamping. No times will be recorded at these controls.
16. (a) 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.
 - (b) No claim for incorrect times will be allowed at any control; such claim must be made to the Organizers in writing.
17. (a) In the event of a competitor deliberately wasting time within the Control Area, 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.
 - (b) In the event of a competitor's presenting a time card to officials at a time when the car is outside the Control Area (100 yards from time clock), the officials shall have discretion as to whether or not a record may be made on the time card.
18. All controls will be open one-half ($\frac{1}{2}$) hour before the due time of arrival of the first car, and will close a maximum of three (3) hours after the due time of arrival of the last car.

19. 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.

20. 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 30 below,
- (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.

Timing

21. Official time will be based on time signals broadcast from station CHU, Dominion Observatory, Ottawa, (or WWV where contact with CHU cannot be made). All times will be recorded on the 24 hour system.

22. Competitor's time will be taken to the whole minute; e.g. Time recorded 11:44:01, actual time 11:44 - Time recorded 11:44:59, actual time 11:44. Sample clocks and cards will be on display at the start.

23. Alternative timing arrangements may be used for special stages; the methods will be fully explained in the Route Book.

24. (a) In certain areas there will be a minimum-maximum time allowed between controls. Competitors must punch their cards immediately on arrival as defined in Article 15 of this section; their "time-out" 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 his time-out.

(c) Competitors must utilize the time recorded on the time card.

25. Timing in all tests will be recorded to 1/10th second.

26. 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.

27. Time may be allowed for meal and/or rest stops throughout each section. These stops will be designated in the Route Book.

Parc Ferme

28. (a) Competitors' cars will be impounded at all overnight stops. Entry of the final time control in each section, at the Parc Ferme, shall constitute entry of the compound. Competitors must arrive at the final control within three (3) hours of their scheduled time of arrival, computed from their starting time for the section.
- (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 fifteen (15) minutes. Work on the car may only be carried out by the drivers. The work must be performed within the period allowed and the car removed by the drivers to the second section. Cars that are not moved within the allowed period shall be penalized at the rate of one point per minute.
- (c) Immediately upon entry of the second section 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.
- (f) Competitors and officials only will be allowed within the limits of both sections of the Parc Ferme.
29. The Organizers shall take all reasonable care with regard to competing cars lodged in the Parcs Ferme, but cannot be held responsible for any loss incurred or damage sustained therein.

Traffic Infringements

30. (a) Competitors shall drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Competitors must comply with National, Provincial and local traffic regulations.

- (b) Included in the Route Book will be Certificates concerning traffic offenses, which are to be completed by Police officers should an infraction occur. Absence of one Certificate will result in loss of points. Absence of both will result in exclusion from the Rally.

Exclusions

- 31. In addition to exclusions otherwise provided herein, the following will also apply.
- 32. Any car will be excluded if moved other than by its own power, except where it is necessary to be moved,
 - (a) By a ferry.
 - (b) By outside means for the minimum distance necessary to extricate it from difficulty.
 - (c) By gravity.
 - (d) By the drivers.
- 33. After the competition has started, no claim will be allowed for:
 - (a) Force majeure,
 - (b) Baulking.Nevertheless, the Organizers shall have the right to exclude any competitor proven to have unreasonably delayed another competitor.
- 34. 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.

General

- 35. No more than two (2) persons will be allowed to be conveyed in any competing car during the event, except in case of emergency.
- 36. To qualify as a "finisher" of the Rally, competitors:
 - (a) Must start each day's section.
 - (b) Must arrive at the final control of each section within three (3) hours of their scheduled time of arrival.
 - (c) Must have their car impounded nightly (Sec. J, Art. 28).
 - (d) Must arrive at the final control in Montreal.
- 37. 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.
- 38. 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.

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, including special stages, safety checks and component replacement. 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 other factors 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 previous 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. As the object of this event is to test the skill of the drivers and the reliability of the automobile, penalty points may 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.
3. Penalty Points
 - (a) For every minute early or late at any time control including late starting each day - - - - - 1
 - (b) Maximum penalty at any one control listed or described in the Route Book for failure to report or lateness - - - - - 100
 - (c) Maximum penalty at any one control not listed or described in the Route Book for failure to report or lateness - - - - - 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) - - - - - 25
 - (g) For not complying with any requirement in the Route Book or the Supplementary Regulations for which no other penalty is specified - - - - - 50
 - (h) For a first traffic offense - - - - - 100
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 10 points
 - (b) Head lights (high beam)- - - - - 2 each
 - (low beam) - - - - - 2 each
 - (c) Tail light - - - - - 2 each
 - (d) Brake light - - - - - 2 each
 - (e) Turn indicator light - - - - - 2 each
 - (f) Horn - - - - - 2
 - (g) Windshield wipers - - - - - 2 each
 - (h) Faulty exhaust system - - - - - 2
 - (Extra lights: spots, fog, etc., will not be penalized if inoperative.)
 - (i) Body damage - - - - - up to 10 points total
5. No penalty points will be awarded for defective items under 4(b) to (g) if the fault can be rectified within the time allowed for the safety check, with parts or equipment carried in the competitor's car.
6. At scrutineering, the Organizers shall provide for the sealing and/or identification of major components. Should these components be removed or replaced and the seals or identification destroyed, the competitors will be penalized when the car is scrutinized en route.
- (a) The following components will be sealed or identified:
 - 1 - Engine, including head and sump.
 - 2 - Transmission, whether in unit or separate.
 - 3 - Drive axle assembly (excluding axle shafts).
 - (b) Should replacements have been made, or identification or sealing in doubt, the following penalties shall apply:
 - 1 - Engine in whole or in part - 25 points
 - 2 - Transmission - 25 points
 - 3 - Drive axle assembly - 15 points
 - (c) The Organizers will notify with acceptance of entry if provision must be made by entrants for sealing or identification.
 - (d) It will be the responsibility of the entrant to ensure that the sealing and/or identification is properly applied at registration and scrutineering prior to the start of the event. No claim for improper application, or for accidental loss or damage to sealing or identification will be allowed after the start of the event.
7. (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 Regulations and shall be in writing.
- (b) During the Rally, the Organizers 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 Toronto at:

Shell Canada Limited
505 University Avenue
Toronto, Ontario
Telephone 362-5522
from April 18 - 24, 1964

and at:

Queen Elizabeth Hotel
Dorchester Street West
Montreal, Quebec
Telephone UN. 1-3511
from April 25-26, 1964

(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, provisional results will be posted at the Queen Elizabeth Hotel. An individual IBM report will also be issued for each car. This report will contain the recorded times and assessment of penalties for the car.

(d) Competitors may make verbal queries to the Organizers of any apparent discrepancies in the assessment of penalties between 8:30 and 10:00 a.m., Saturday, April 25, at the Rally Office. The Organizers shall, by reference to Route Cards and other data, make adjustments where justified.

3. (a) Each protest must be individually submitted by a competitor or entrant, 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 (1) hour of the closing of Registration and Scrutineering.

(c) Protest and enquiries during the Rally must be presented to the CASC Steward at the end of the section concerned. The competitors are not to present protests or enquiries directly to the Organizers or Clerk of the Course. The CASC Steward will consult with the Organizers, who may at their discretion hear verbal representations from competitors and/or entrants regarding such protests. Decisions will be posted on the Notice Board.

(d) Protests concerning the timing, route instructions or Provisional Results may only be made from 8:30 a.m. to 10:00 a.m., Saturday,

April 25, 1964, at the Rally Office.

- (e) The Protest Committee will sit and hear all protests at the Rally Office 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 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 Regulations, the ruling of the Stewards shall be final subject to the right of appeal as provided by the General Competition Rules of the CASC.

M. 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 advertising 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". This information must not be in the body copy, but separately set out.
- (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, Shell 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 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 result in immediate disqualification of the entry concerned, and forfeiture of awards.

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 \$1,000.00

- (b) Manufacturers' Entries:

First - - - "First Manufacturer's" award and \$200.00
Second - - - "Second Manufacturer's" award and \$150.00
Third - - - "Third Manufacturer's" 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 \$1,000.00
Second - - - "Second Private" award and \$750.00
Third - - - "Third Private" award and \$500.00
Fourth - - - "Fourth Private" award and \$300.00
Fifth - - - "Fifth Private" award and \$200.00

- (c) Manufacturers' Teams:

First - - - "First Manufacturer's Team" award and \$200.00
Second - - - "Second Manufacturer's Team" award and \$150.00
Third - - - "Third Manufacturer's Team" award and \$100.00

Sponsored Teams:

- First - - - "First Sponsored Team" award and \$250.00
- Second - - - "Second Sponsored Team" award and \$200.00
- Third - - - "Third Sponsored Team" award and \$150.00

Private Teams:

- First - - - "First Private Team" award and \$500.00
- Second - - - "Second Private Team" award and \$300.00
- Third - - - "Third Private Team" award and \$200.00

(d) Ladies' Entries:

- First - - - "First Ladies" award and \$750.00
- Second - - - "Second Ladies" award and \$500.00
- Third - - - "Third Ladies" award and \$300.00

(e) Class Awards:

Class 1

- "First in Class" award and \$200.00
- "Second in Class" award and \$150.00
- "Third in Class" award and \$100.00

Class 2

- "First in Class" award and \$200.00
- "Second in Class" award and \$150.00
- "Third in Class" award and \$100.00

Class 3

- "First in Class" award and \$200.00
- "Second in Class" award and \$150.00
- "Third in Class" award and \$100.00

Class 4

- "First in Class" award and \$200.00
- "Second in Class" award and \$150.00
- "Third in Class" award and \$100.00

(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.

September 16, 1963

Alan B. Sands
Chairman

SPECIAL AWARDS

"Sportsmanship Award"

Presented by Canada Track & Traffic

"Longines Award"

Presented by Longines-Wittnauer Co. of Canada Limited

"Best Performance by Quebec Province Entry"

Montreal MG Car Club Trophy