



REGULATIONS



Shell 4000 Car Rally 1966

April 30 – May 6

Organized and Sponsored by:

SHELL CANADA LIMITED

Permit granted by:

CANADIAN AUTOMOBILE SPORT CLUBS

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 Wm. G. Rathie, Vancouver, B.C.
His Worship Mayor Jack Leslie, Calgary, Alta.
His Worship Mayor E. J. Cole, Saskatoon, Sask.
His Worship Mayor Stephen Juba, Winnipeg, Man.
His Worship Mayor Donald S. Reid, Ottawa, Ont.
His Worship Mayor Wilfrid Hamel, Quebec City, Que.
Mr. Paul L. Kartske, President, Shell Canada Limited
Mr. Douglas P. Robinson, Vice-President, Marketing, Shell Canada Limited
Mr. W. L. Grossman, Vice President, Exploration and Production,
Shell Canada Limited
Mr. C. F. Williams, General Manager, Marketing, Shell Canada Limited

Steward Appointed by CASC

D. P. Stewart

Rally Organizer (for Shell Canada Limited)

J. H. Gunn

Rally Manager (Clerk of the Course)

P. W. Bone

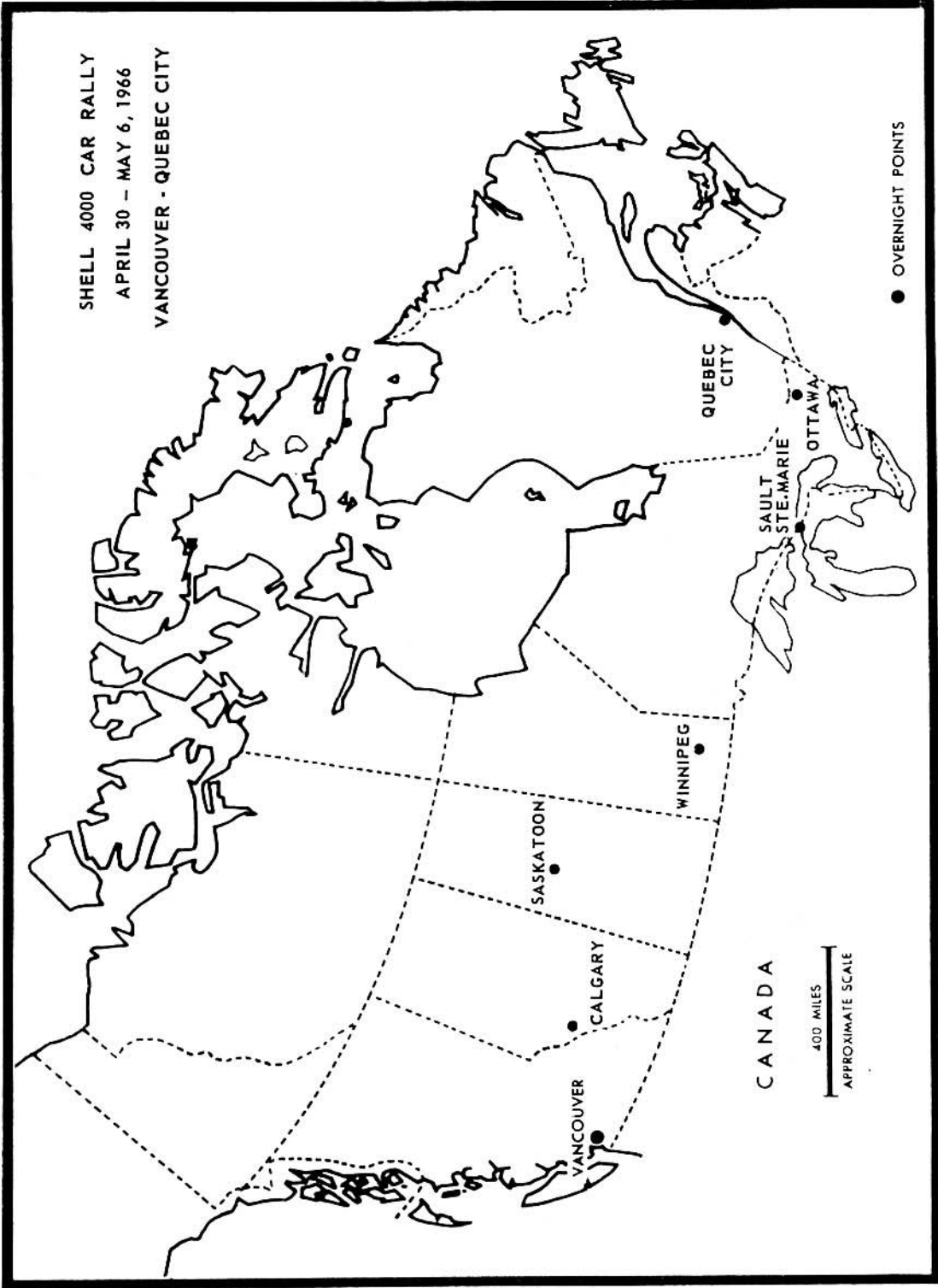
Rally Committee

R. J. Benson	J. H. Gunn	G. P. Marchesseau
P. W. Bone	A. G. Gunter	T. A. Peake
H. R. Daboll	C. E. Hergott	

All enquiries to: -

Shell 4000 Car Rally
c/o Shell Canada Limited
P. O. Box 400, Terminal "A"
Toronto 1, Ontario
Canada - Telephone 866-7672-3
Area Code 416

SHELL 4000 CAR RALLY
APRIL 30 - MAY 6, 1966
VANCOUVER - QUEBEC CITY



FOREWORD

For the sixth successive year Shell Canada Limited are pleased to present a Car Rally across Canada - the 1966 Shell 4000.

Following the pattern of continual change and development, the route has been altered, to start at Vancouver and finish in Quebec City. Canada's capital city, Ottawa, is included as a stop-over point for the first time.

Prize money has been increased to a total of more than \$12,500. As an added incentive to ladies' crews, the prize money in this category has been increased to \$1,000.00 for first place. Team prize money has also been increased.

These Regulations have been prepared to make use of the new F.I.A. Appendix J for 1966. Cars of Groups 1, 2 and 3 of the new appendix will be allowed entry. The new specifications for these groups permit fewer modifications to automobiles, and therefore the competing cars will more closely conform to those bought by the general public. The number of capacity classes has been increased from four to six to give greater equality in competition, particularly in closed sections.

The 1966 Shell 4000 has again been included as one of five events counting toward the Royal Automobile Club of London, England, World Championship for Automobile manufacturers. International status has been granted by the Federation Internationale de l'Automobile through the Royal Automobile Club and Canadian Automobile Sport Clubs.

Shell Canada Limited extends an invitation to car manufacturers, dealers and private individuals to enter Canada's longest test of automobile endurance, the Shell 4000 for 1966.

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PARTICIPATING MOTORSPORT CLUBS 1961 - 1965

Association des Coureurs Automobile de Montreal
British Automobile Racing Club (Ontario), Toronto
British Empire Motor Club, Toronto
Brockville Sports and Light Car Club, Brockville
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
Club Auto-Sport Metropolitain, Montreal
Columbian Autosport Club, Vancouver
Corsairs Car Club, Toronto
Cornwall Light Car Association, Cornwall
Deutscher Automobile Club, Toronto
Dryden Road Runners, Dryden
Edmonton Light Car Club, Edmonton
Interior Sports Car Club, Kamloops
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
Meridian Auto-Sport Club, Lloydminster
Michipicoten Auto Sport Club, Wawa
Montreal Lakeshore Sports Car Club, Montreal
Montreal Motor Racing Club, Montreal
Motorsport Club of Ottawa, Ottawa
Muskoka Motor Sports Club, Huntsville
North Toronto Motorsport Club, Willowdale
North Bay Auto Sport Club, North Bay
Northern Alberta Sports Car Club, Edmonton

PARTICIPATING MOTORSPORT CLUBS 1961 – 1965 continued

Northern Electric Automobile Club, Montreal
Oakville-Trafalgar Light Car Club, Oakville
Okanagan Autosport Club, Penticton and Kelowna
Oshawa Motor Sport Club, Oshawa
Pacific Sprite Club, Vancouver
Peterborough Motor Sports Club, Peterborough
Prairie Motor & Sports Car Club, Moose Jaw
Quinte Auto Sport Club, Belleville
Royal City Sports Car Club, New Westminster
St. Clair Autosport Club, Toronto
St. Lawrence Automobile Club, Kingston
Saints Car Club, Kenora
Saskatoon Sports Car Club, Saskatoon
Sault International Sports Car Club, Sault Ste. Marie
Sault Ste. Marie Sports Car Club, Sault Ste. Marie
Shell Employees Motorsport Club, Toronto
Sports Car Club of British Columbia, Vancouver
Sports Car Club of Saskatchewan, Regina
Sports Car Club, Toronto
Sports Motor Car Club, Montreal
Sudbury Sports and Light Car Club, Sudbury
Tamahi Sports Touring Club, Chilliwack
Thunder Bay Autosport Club, Fort William
Triumph Sports Owners Association, Toronto
Twin Lakes Motor Club, Orillia
University of British Columbia Sports Car Club, Vancouver
Volkswagen Owners Club, Toronto
Volkswagen Owners Club of B.C., Vancouver
Volvo Car Club, Toronto
Wheat City Sports Car Club, Brandon
Winnipeg Sports Car Club, Winnipeg

PREVIOUS AWARD 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

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

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. Jacubowski - L. Chelminski	Chevy II

Private Category

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

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

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

1964
SHELL 4000 CAR RALLY

60 Starters

44 Finishers

General Classification

1st - K. Ross - J. Bird	Volvo
2nd - M. Carter - I. Worth	Chevy II
3rd - G. Merson - B. Davies	Ford Falcon

Manufacturers Category

1st - K. Ross - J. Bird	Volvo
2nd - G. Merson - B. Davies	Ford Falcon
3rd - O. Gendebien - M. Kerry	Volvo

Sponsored Category

1st - M. Carter - I. Worth	Chevy II
2nd - B. Bunch - R. Edwardes	Skoda
3rd - M. Grant - L. Katila	Chevy II

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SHELL 4000 CAR RALLY

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1st – F. Curran - R. Carney	Peugeot
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Manufacturers Category

1st – K. Ross - J. Bird	Volvo
2nd – G. Merson - B. Davies	Ford Falcon
3rd – O. Gendebien - M. Kerry	Volvo

Sponsored Category

1st – M. Carter - I. Worth	Chevy II
2nd – B. Bunch - R. Edwardes	Skoda
3rd – M. Grant - L. Katila	Chevy II

1964 continued

Private Category

1st - F. Curran - R. Carney	Peugeot
2nd - J. Merriman - P. Manson	Chevelle
3rd - L. Houser - W. Remington	Valiant

1965

SHELL 4000 CAR RALLY

64 Starters

37 Finishers

General Classification

1st - K. Ross - J. Bird	Volvo
2nd - P. MacLennan - J. Wilson	Mustang
3rd - H. Taylor - R. Edwardes	Cortina GT
4th - E. Graham - H. Acteson	Volvo
5th - S. Harvey - R. Mollman	Valiant

Private Classification

1st - E. Graham - H. Acteson	Volvo
2nd - D. Hacker - D. Quirk	Renault
3rd - F. Curran - R. Carney	Peugeot
4th - F. Hochreuter - F. Anderka	Volkswagon
5th - P. Onions - D. McLellan	TR 4

Class 1 up to 1300 CC

1st - D. Hacker - D. Quirk	Renault
2nd - J. Mazuch - P. Wilson	Skoda
3rd - A. Albrecht - T. Jones	Mini-Cooper

Class 2 1301 CC to 2000 CC

1st - K. Ross - J. Bird	Volvo
2nd - H. Taylor - R. Edwardes	Cortina
3rd - E. Graham - H. Acteson	Volvo

Class 3 2001 CC to 4000 CC

1st - S. Harvey - R. Mollman	Valiant
2nd - P. Onions - D. McLellan	TR 4
3rd - J. Jones - L. Lalonde	Chevelle

Class 4 4001 CC and Over

1st - P. MacLennan - J. Wilson	Mustang
2nd - G. Henderson - D. Gallop	Valiant
3rd - L. Howell - B. Davies	Mustang

SPECIAL AWARD WINNERS

Shell Canada Award

1962 – No competitor qualified	
1963 – R. Doyen - C. Gibbs	Chevy II
G. Merson - J. Wilson	Falcon
1964 – K. Ross - J. Bird	Volvo
1965 – No competitor qualified	

Longines Timing Award

1962 – R. Doyen - C. Gibbs	Chevy II
1963 – R. Doyen - C. Gibbs	Chevy II
1964 – K. Ross - J. Bird	Volvo
1965 – K. Ross - J. Bird	Volvo

Canada Track & Traffic "Sportsmanship Award"

1962 – R. Alexander - J. Jellett	Volvo
1963 – D. McQuirk - C. McQuirk	Bentley
1964 – R. Gerry - N. Gibbons	Volvo
1965 – Alice Bourquin - M. Griffin	Volvo

Best Performance, Quebec Competitor - Montreal MG Car Club Trophy

1963 – G. McLean - W. Leathem	Renault
1964 – B. Bunch - R. Edwardes	Skoda
1965 – G. Vincent - P. Rainville	Mustang

Best Performance, Prairie Competitor – Saskatoon Sports Car Club Trophy

1964 – W. Wenzel - J. Proctor	Volkswagen
1965 – E. Graham - H. Acteson	Volvo

Best Performance, British Columbia Competitor - Columbian Autosport Club Trophy

1965 – D. Fraser - J. Balfour	Porsche
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Sam Nordell Memorial Award - Best Aggregate Performance "Closed Sections"

1964 – J. Merriman - P. Manson	Chevelle
1965 – H. Taylor - R. Edwardes	Ford Cortina

BRIEF HISTORY

The concept of a Car Rally across Canada had existed in the minds of many motoring enthusiasts for several years prior to 1961, but it was not until that year that the British Columbia International Trade Fair brought the idea to fruition. The B.C.I.T.F. Rally started in Montreal and ended in Vancouver at the opening of the Fair seven days later. Over 100 cars started, with the majority finishing. Although organized by the B.C.I.T.F., Shell Canada Limited were the sponsors, and thus began the series of annual events now known as the Shell 4000.

In 1962 Shell organized and sponsored the 4000 mile trek, again from Montreal to Vancouver, and under difficult spring weather conditions only 24 of the 42 starters finished the Rally. Most of the finishing crews took away some of the \$6,000.00 in prize money.

To provide a major change in format, the route direction in 1963 was altered to a West-East direction with Vancouver and Montreal being take-off and finish points. The time schedule was cut to six days for the 47 starters, of which 42 finished. The conditions were clear and dry over the entire route giving a relatively easy run for the \$8,000.00 in prize money.

In order to bring the 1964 Shell 4000 up to the Standards of comparable European and other World Championship events, Closed Sections were introduced. This new element added excitement for the competitors and public alike and gave new impetus to rallying in North America. European rallyists competed in large numbers for the first time but received only a small part of the \$10,000.00 prize money. The routing was again Vancouver-Montreal. Of 60 starters, 44 crossed the finish line.

The Fifth Annual country wide event brought out the largest entry since 1961, and 64 cars started from Montreal, with only 37 reaching Vancouver. Varying weather conditions, with everything from snow to dust storms, helped to make this the toughest run to date. Close competition was the order in all classes and categories with Closed Sections again proving to be the greatest drawing card for both competitors and the public.

**1966 SHELL 4000 CAR RALLY
PROGRAMME**

ALL DEPARTURE AND ARRIVAL TIMES FOR FIRST CAR

Friday, April 29 (Pacific Daylight Time)
Rally Office, Bayshore Inn - Open 9:00 a.m.

Saturday, April 30 (Pacific Daylight Time)
Registration and Scrutineering 9:00 a.m. to 12:00 Noon
12:30 p.m. to 3:30 p.m.
Drivers' Briefing 5:00 p.m.
Start (First Car) Section 1 7:00 p.m. (P.D.T.)

Sunday, May 1
Arrive Calgary End Section 1 3:00 p.m. MST (approx.)
Driving time approximately 20 hours

Monday, May 2
Depart Calgary Start Section II 1:00 a.m. MST
Arrive Saskatoon End Section II 5:00 p.m. C.S.T. (approx.)
Driving time approximately 15 hours

Tuesday, May 3
Depart Saskatoon Start Section III 1:00 a.m. CST
Arrive Winnipeg End Section III 5:00 p.m. CDT (approx.)
Driving time approximately 15 hours

Wednesday, May 4
Depart Winnipeg Start Section IV 1:00 a.m. CDT
Arrive Sault Ste. Marie End Section IV 8:00 p.m. EDT (approx.)
Driving time approximately 19 hours

Thursday, May 5
Depart Sault Ste. Marie Start Section V 4:00 a.m. EDT
Arrive Ottawa End Section V 9:00 p.m. EDT (approx.)
Driving time approximately 17 hours

Friday, May 6
Depart Ottawa Start Section VI 7:00 a.m. EDT
Arrive Quebec City End Section VI 7:00 p.m. EDT (approx.)
Driving time approximately 12 hours

Competitors Reception - Chateau Frontenac
7:00 p.m. to 8:30 p.m.

Saturday, May 7
Presentation of Awards - Chateau Frontenac
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. 66-2 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. Tests of driving ability will be held on roads closed to the public at the time of the Rally. These will be known as Closed Sections of the Rally.
4. The event is to be timed from point to point (controls). Time lost or gained cannot be gained or lost between subsequent controls.
5. (a) The Rally will start in Vancouver, Canada, on Saturday, April 30th and will finish in Quebec City, Canada, on Friday, May 6, 1966.
(b) The approximate length will be 4,100 miles.
(c) 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.
(d) A rally office will be maintained at Shell Canada Limited, Toronto, Ontario, throughout the Rally.

B. ELIGIBILITY OF ENTRANTS

1. A Rally 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. Entrants who are not drivers will also require a separate FIA Entrants license.
2. Enquiries in regard to licenses valid for this event should be made to:
Canadian Automobile Sport Clubs
P.O. Box 97
Willowdale, 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. 10016

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 license of both drivers.
 - (b) Drivers' licenses of both drivers.
 - (c) Evidence of third party liability insurance, in the minimum amount of \$35,000, covering the vehicle entered by means of the "Canada Inter-Province Motor Vehicle Liability Insurance Card". Foreign entrants must provide suitable proof of liability insurance if the "Inter-Province Card" is not available.
 - (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) A certificate of Homologation by the FIA for the car entered.
5.
 - (a) All Entrants will compete for awards in the General Classification whether entered by a Manufacturer, Dealer, Distributor or Agent or a Private Owner.
 - (b) Entrants qualifying as Private Owners will compete for awards in the Private Classification, in addition to the General Classification.
6. To Qualify for the Private Classification, Entrants must comply with the following:
 - (a) Provide proof that the car entered was registered with the appropriate licensing authority prior to March 1, 1966. A copy of the registration certificate must be attached to the entry form.
 - (b) Sign the following 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."
 - (c) 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 exclude any Entrant from the Private Classification before or during the Rally up to the publication of the official results.

8. Competitors must have in their possession the necessary documents for crossing the border into the United States of America, and returning to Canada. The Organizers will make the necessary general arrangements, but individuals must satisfy the requirements of Customs and Immigration authorities of both Canada and the U.S.A.
9. Employees of Shell Canada Limited or of any of its affiliate companies are not eligible to enter the Rally.
10. (a) Entrants may enter teams to be made up of three (3) cars.
(b) To qualify for a Manufacturers Prize a car or team must be entered by a Manufacturer, Distributor, Agent or Dealer. For a Manufacturers Team Prize the three cars must be of the same make, model and class.
(c) To qualify for a Private Team Award all cars in the team must be entered in the Private Classification, and may be of any make, model and class.
11. 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.

C. ELIGIBILITY OF CARS

1. (a) The eligibility of the competing cars will be in accordance with Group 1, 2 and 3 of Appendix J of the International Sporting Code of the FIA for 1966, for Series Production Touring, Touring and Grand Touring cars. (It should be noted that permissible modifications under Appendix J for 1966 are strictly limited and cars will be thoroughly inspected to ensure that they comply with the new Appendix J).
(b) Scrutineers shall inspect all competing cars to ensure that they comply with 1966 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 steamlining is not allowed. (Automobiles having engine, transmission and/or differential in one 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.
(e) All cars of the "convertible" type, that is having a covering over the passenger compartment of other than steel, must have a suitable Roll Bar (per CASC specifications) installed. Such Roll Bars

must give equal protection to both occupants of the car, and be either full width or individual installations for each seat. A single central roll bar will not be acceptable. (Ref. CASC Year Book 1966 edition. Obtainable from the Canadian Automobile Sport Clubs, Box 97, Willowdale, Ontario, Canada).

- (f) Means must be provided for tying down any loose articles in the passenger compartment of the car.
- 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 strongly recommended).
- 4. Each car must carry at least eight self-lighting chemical warning flares, capable of burning for a total of one hundred fifty (150) 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 1 B.C. minimum. A 2½ pound dry chemical type is recommended.
- 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. Each competing car will be required to have certain major components sealed and/or identified by the Organizers.
 - (a) The following will be sealed or identified.
 - 1 - Engine, including head and sump
 - 2 - Transmissions, whether in unit or separate
 - 3 - Drive axle assembly (excluding axle shafts).
 - 4 - Generator or alternator.
 - (b) The Organizers will notify with acceptance of entry how provision is to be made by entrants for sealing or identification.
 - (c) It will be the responsibility of the entrant to ensure that the sealing and/or identification is properly applied prior to registration and scrutineering. No claim for improper application, or for accidental loss or damage to sealing or identification will be allowed after the start of the event.
- 9. Categories and Classes:
 - (a) Groups 1, 2 and 3 only of FIA Appendix J for 1966 shall be amalgamated into one group (station wagons included).
 - (b) This group shall be divided into the following classes:
 - Class 1 up to 1150 cc (70.15 cubic inches)
 - Class 2 1151 cc to 1600 cc (70.21 to 97.60 cubic inches)

- Class 3 1601 cc to 2000 cc (97.66 to 122.05 cubic inches)
- Class 4 2001 cc to 3000 cc (122.11 to 183.07 cubic inches)
- Class 5 3001 cc to 5000 cc (183.13 to 305.12 cubic inches)
- Class 6 5001 cc and up (305.18 cubic inches)

Supercharged engines shall be classed as having 1.4 times their normal engine capacity.

10. Commercial vehicles (trucks) and four wheel drive vehicles will not be allowed to compete.
11. Each entrant is assumed to have full knowledge of his car and to vouch for its eligibility in the section and capacity class entered.
12. All cars must be neat in appearance and have finished paint work without showing any prime coat.

D. 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 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 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 in writing at least 48 hours prior to the start of the event.
- (d) An entry is refused.

E. ENTRIES

1. Entry Fee:

General Entries	\$150.00 per car (Canadian currency)
Private Entries	\$ 50.00 per car (Canadian currency)
(all those qualified under Section B, Para. 6)	
General Team Entries	\$50.00 per team (Canadian currency)
(all teams qualified under Section B, para. 10 (b)).	
Private Team Entries	\$10.00 per team (Canadian currency)

- 2. Entry fees must be paid by certified cheque or money order, and are to be made payable to: "SHELL CANADA LIMITED".
- 3. Individual entries will close midnight, Saturday, March 5, 1966. Additional entries postmarked after midnight of that date may be accepted until fourteen (14) days before the start of the event at double the normal entry fee. Entries postmarked after midnight, Saturday, April 16 cannot be accepted.
- 4. Entries must be made on the authorized forms and must include all required information regarding Drivers and Cars, and be accompanied by the entry fee to be accepted. 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 before midnight, Saturday, April 16, 1966.
- 5. Entries from manufacturers, dealers, distributors, agents or sponsors must include a catalogue describing the vehicle entered along with a list of options or changes that are proposed to be made to the car entered.
- 6. 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 the week of March 21, 1966.
- 7. The event will be limited to seventy-five (75) cars.
- 8. Each entry accepted will receive at registration:
 - (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 30 - May 6, 1966), or until the competitor is deemed a non-finisher (Sec. I, para. 36).

- (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 (Ref: Section H, Paragraph 4).
 - (f) Shell maps covering the entire route.
9. Any competitor who does not start the rally will not be entitled to the above items.
10. (a) The Organizers may permit a change of drivers from those nominated on the entry form on written application being made not less than 12 hours before the scheduled start of the event, with the permission of the CASC steward.
- (b) The crew designated for the car concerned on the entry form must complete the rally, and no change of crew members will be permitted during the running of the event.
11. 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.
12. 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

F. 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.

G. IDENTIFICATION OF CARS

1. Competitors will be supplied with two Rally plates and two appropriate numbers. These plates and numbers must be displayed at all times during the Rally. Each competitor is required to firmly fix 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.

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 and plates under penalty of forfeiture of any award. Manufacturers or dealers wishing to display automobiles with numbers and plates intact may do so provided the numbers and plates are covered during transit.
3. (a) Drivers are requested to inscribe their names on their vehicles.
(b) Drivers are requested to display their vountry, province or state of origin at the front and rear of the vehicle, provided area used does not exceed 60 square inches on each surface.
4. Advertising 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 216 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) Cars entered in the Private Classification may not carry advertising.
5. Inscriptions as outlined in Article 3 and 4 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. 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.
(b) Entrants must have in their possession throughout the Rally a

"Canada Inter-Province Motor Vehicle Liability Insurance Card" valid for the duration of the event. Foreign entrants must produce evidence that the vehicle entered is insured as specified in (a) above, by letter or endorsement if an "Inter-Province Card" is not available.

- (c) Entrants are advised that third party liability insurance carried by their vehicle will not be valid in Closed Sections. Shell Canada Limited will have in force for these areas Public Liability and property damage insurance covering the Rally; however, Shell cannot be responsible for any damages caused or incurred by any individual, car or crew in any of the Closed Sections.
2. Entrants will be required to sign the following declaration: "I have read the supplementary regulations issued for this event and agree to be bound by them and by the Competition Rules of the Canadian Automobile Sport Clubs. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I or myself, my heirs, executors, administrators, successors, and assigns agree to save harmless and keep indemnified Shell Canada Limited, the Canadian Automobile Sport Clubs, its affiliated clubs and/or other Clubs or individuals and their respective agents, officials, servants and representatives from and against all actions, claims, costs and expenses and demands in respect of death, injury, loss of or damage to my person or property howsoever caused, arising out of or in connection with my entry or my taking part in this event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their agents, officials, servants, or representatives. I declare that the use of the car hereby entered is covered by insurance as required in the Supplementary Regulations issued for this event, which is valid for such part of the event as shall take place on Public Roads as defined in the Regulations. I declare that the drivers possess the standard of competence necessary and are physically fit for an event of the type to which this entry relates, and that the car entered is suitable and road-worthy 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 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 competitor, having a principal sum of \$5000. Each competitor will receive a certificate at Registration.

I. TIMING AND CONTROL OF RALLY

Starting

1. The order of starting shall be determined by ballot, drawn at Toronto during the week of March 7, 1966 under the supervision of the Canadian Automobile Sport Clubs.
2. All cars will be given a number indicating their order at the start of the Rally, and their class. Cars will be started in numerical order without regard to class. Cars entered by any one entrant shall be separated by at least three numbers.
3. Cars will start the Rally at 2 minute intervals.
4. The starting order for the second day, and succeeding days, will be based on the order of arrival at the finish control for the previous day. Cars will start at 2 minute intervals without regard to number or retirement of other cars.

Route and Route Book

5. Each competing car will be supplied with a Route Book and Time Cards at the start of the Rally. 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 will be contained in the Route Book and all matter therein shall have the force of these Supplementary Regulations. Information given will be deemed to be correct.
6. Terminology used in the Route Book will be in accordance with CASC standards. This information is contained in the CASC Year Book.
7. 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 will be a supplementary aid, without mandatory authority. Direction signs will be used on Closed Sections where necessary.
8. 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.
9. No oral instruction to competitors during the course of the Rally shall be valid when such instructions may affect the route, or the time schedule, except in an emergency when directed by a police officer or other governmental authority for safety, or reasons of force majeure.
10. 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.

11. No competitor may drive more than 200 miles continuously, without relief.

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 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 one hundred (100) yards from the control, signs bearing the words "CONTROL 100 YARDS" will be displayed, indicating the start of the Control Area.
15. 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 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 recorded will be 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.
 - (c) In the event of a competitor's presenting a time card to officials at a time when the car is outside the Control Area, the officials at the Control shall have discretion as to whether or not a record may be made on the time card.
17. All controls will be open one-half (1/2) hour before the due time of arrival of the first car, and will close a maximum of two (2) hours after the due time of arrival of the last car, calculated from the start of the Section.

18. Some controls will be situated at Shell Service Stations. Time clocks will be placed where they do not obstruct the normal flow of Service Station business. Replenishment of gas and oil, or service work may be carried out at these Service Stations; however no time allowance will be given. Competitors obtaining services or performing work on their vehicles must not obstruct or hinder the passage of general traffic or other competitors. Officials or Service Station personnel may direct competitors for the purpose of free traffic flow and all competitors are requested to follow such directions.
19. The Organizers shall establish "Special Controls" without giving the competitor prior notice, for the purpose of observing:
 - (a) Driving behaviour, in accordance with Article 20 below.
 - (b) Vehicle noise.
 - (c) Vehicle safety inspection.
20. At Special Controls a sign "SPECIAL CONTROL" will be displayed at the Control Point only. Competitors must proceed without stopping, to the Control Point upon sighting a "SPECIAL CONTROL" sign and punch in immediately.
 - (a) Times will be recorded at Special Controls solely for the purpose of determining whether the competitor has averaged more than 120% or less than 80% of the Base average speed specified from the start of the sub-section.
 - (b) No Special Control will be located less than 20 miles from the start of a sub-section.
 - (c) Times recorded at Special Controls will not be used in calculating allowances between Time Controls.
 - (d) There will be at least one Special Control, for the purpose of determining speeds, each day of the Rally.
 - (e) COMPETITORS WHO HAVE BEEN FOUND TO EXCEED OR NOT MAINTAIN THE NECESSARY BASE AVERAGE SPEEDS AT ANY SPECIAL CONTROL WILL BE SUMMARILY EXCLUDED FROM THE RALLY WITHOUT THE RIGHT OF PROTEST OR APPEAL.
 - (f) Stopping in sight of a Special Control for any purpose whatsoever will result in the time of stopping being recorded as the time of the competitor at that Control.

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. (a) In certain areas there will be a minimum-maximum time allowed

between controls. Competitors must punch their cards on arrival as defined in Article 15 of this section; their "time-out" will be calculated from 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 EXCEPT WHERE THE MARSHAL HAS DETERMINED THAT THE CLOCK IS IN ERROR. THE MARSHAL WILL NOTE THE CORRECT TIME ON THE BACK OF THE TIME CARD AND THE COMPETITOR WILL UTILIZE THE TIME NOTED BY THE MARSHAL.
 - (d) An allowance for delay will be made at the start of a Closed Area and for safety checks. An "Out" time will be given to the Competitor and marked on the Time Card.
24. Competitors must not deface or mutilate time cards. Times must be stamped in the proper order. Misuse or defacement of the time cards shall result in a penalty.
25. (a) Time will be allowed for meal and/or rest stops throughout each day. These stops will be designated in the Route Book. A Time Control will be located at each of these stops. An "Out" time will be given at the conclusion of such stops.
- (b) At each rest and/or lunch stop there will be a designated parking area which all competing vehicles must use. There will be a marshal in charge of this area and only crew members will be allowed near their cars. No work other than changing of tires, if they are in dangerous condition, will be allowed.
 - (c) Competitors must take full time allowance designated in the Route Book and receive an "out" time before proceeding on the next sub-section of the Route.

Closed Sections

26. Parts of the Route may run through areas closed to other traffic and the roads used will be termed "Closed Sections". The following procedure will be used in Closed Sections.
- (a) Approved protective helmets of the type used in Motor Racing must be worn by all competitors driving in Closed Sections. (Ref: Canadian Automobile Sport Clubs Yearbook 1966).
 - (b) Competitors will be required to proceed through these areas in the least possible time or within a specified time.
 - (c) Start Controls. Departure from the Start will be at two minute intervals without regard to arrival time, except that the normal order of numbers will be followed where practical. An "Out" time

will be marked on the time card, and the card will be returned to the Competitors just prior to his time of departure.

- (d) Finish Controls. Normal Control procedure will be used. The time that the Competitor punches in at the Control shall be the time-in at the Finish Control.
- (e) Time-in at the Finish Control will be Time-out for the next part of the Rally.
- (f) Where laps of a circuit are required, the onus rests with the Competitor to complete the number of laps specified in the Route Book.

Parc Ferme

- 27. (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 two (2) 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 ten points 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 Parc 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) Competitors and officials only will be allowed within the limits of both sections of the Parc Ferme.
- (f) If the Organizers deem it necessary, for safety reasons, to have window glass replaced in a competing vehicle, the work may be done in the second section of the Parc Ferme at any time. Only the minimum body work necessary for the fitting of the new glass will be permitted. Assistance in performing this work may be obtained by the crew. Admission to the Parc Ferme will only be given by written permission of the Organizers.
- (g) Tire and accessory manufacturers or dealers will be permitted to provide service to competitors in the Parc Ferme, and may park vehicles for such purpose in the vicinity of the Parc Ferme, but not within the designated limits. Such service will be subject to these regulations.
- (h) At no time, other than the above mentioned, 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 exclusion from the Rally.

28. 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

29. Competitors shall drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to comply with National, Provincial or local traffic regulations or the Criminal Code of Canada or any instance of a competitor driving at excessive speed or in a negligent manner will result in exclusion from the Rally, without the right of protest or appeal.

Exclusions

30. In addition to exclusions otherwise provided herein, the following will also apply.
31. 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.
32. 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.
33. (a) It is recognized by these regulations that there may be personnel representing teams and entrants travelling by non-competing cars between overnight points. Cars and personnel so engaged are prohibited from making their services available to any competitor or car for any purpose whatsoever.
 - (i) En Route.
 - (ii) At a lunch or rest break.
 - (iii) At a closed section.
 - (iv) At a Parc Ferme (except for verbal consultation subject to Parc Ferme Rules)
- (b) Non-competing cars as defined above and their personnel may not park or be observed in the immediate vicinity of (i) to (iii) above.
- (c) Infractions of this regulation will result in the immediate exclusion

of the competitor concerned. The onus of proving that no infraction has taken place rests solely with the competitor.

N.B. This Regulation will not apply in cases of accident, personal injury or similar emergency.

34. The Organizers may at their discretion exclude any competing vehicle during the Rally on the grounds of safety.

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 must:
- (a) Start each section.
 - (b) Arrive at the final control of each section within two (2) hours of their scheduled time of arrival, calculated from the start of the section. In Closed Sections the fastest time in Class, unless a time allowance is specified in the Route Book, will be the basis of calculation for all competitors. Delay allowances (See Item I, para. 23 (d) will also be taken into account.
 - (c) Accumulate less than 1200 penalty points in any one section of the Rally.
 - (d) Have their cars impounded nightly (Section I, Art. 27).
 - (e) Arrive at Final Control.
- N.B. Competitors who are classed as non-finishers under (b), (c) or (d) of this paragraph will not be allowed to continue in the Rally and may not start the following section.
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. before the start of a Closed Section, at a safety check, ferry, etc., or within sight of the finish.

J. ASSESSMENT OF PERFORMANCE

1. (a) Competitors will start with zero penalty points. The Competitor having the least number of penalty points shall be deemed winner of the Rally, class or other award. The competitor having the next lowest number of penalty points shall be placed second, etc.
- (b) In case of ties the competitor who reaches the greatest number of controls consecutively without penalty from the start of the Rally shall be placed highest. In the event that a tie is still not broken,

the lowest number of penalty points incurred on Closed Section(s) shall be the basis of determining the highest placing.

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 ----- 10
- (b) Maximum penalty at any one control listed or described in the Route Book for failure to report or lateness ----- 600
- (c) Maximum penalty at any one control not listed or described in the Route Book for failure to report or lateness ----- 300
- (d) For approaching any control in the wrong direction (if specified in the Route Book) ----- 100
- (e) For each 6 seconds slower than the fastest car in Class in Closed Sections ----- 1
- (f) For each 6 seconds slower than the specified time for a Closed Section, if the fastest time in Class is less than the specified time ----- 1
(If fastest time in Class is greater than the specified time, Rule (e) will apply.)
- (g) For failure to start a Closed Section ----- 600
- (h) For not complying with any requirement in the Route Book or the Supplementary Regulations for which no other penalty is specified ----- up to 300

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 points
- (b) Headlights (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)

(i) Body damage which is evident above a line drawn round the car at a height of 14" above the surface on which the car rests. No penalty will be incurred for damaged areas which have a maximum dimension

of less than 12" measured along the surface, or less than 1/2" in depth measured from the normal contour of the panel

----- up to 50 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. Penalty points will be incurred if the sealing or identification of major components is missing or cannot be positively identified:
 - (a) Engine in whole or part ----- 250
 - (b) Transmission----- 250
 - (c) Drive Axle Assembly----- 150
 - (d) Generator or Alternator ----- 50
7. For misuse or defacement of time card (as determined by the Organizers) ----- 100 points

K. INSTRUCTIONS, PROTESTS AND RESULTS

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 place 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: 866-7672/3

from April 30, 1966

and at:

Chateau Frontenac
Quebec City, P.Q.
Telephone: 522-3861

May 6 - 7, 1966

- (b) Estimated daily scores and standings will be available from the above Office and will be posted at the Sectional Headquarters daily. At the completion of the Rally, Provisional Results will be made available as promptly as possible.
 - (c) Competitors may make verbal queries to the Organizers of any apparent discrepancies in the assessment of penalties contained in the Provisional Results between 8:30 and 9:30 A.M. E.D.T., Saturday, May 7, 1966 at the Rally Office. The Organizers shall, by reference to Route Cards and other data, make adjustments where justified.
3. (a) Protests concerning the eligibility of any competing car as entered must be made to the Organizers within one (1) hour of the closing of Registration and Scrutineering.
- (b) Protests and enquiries during the Rally must be presented to the CASC Steward at the end of the section concerned. 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.
 - (c) Protests following the event may only be made from 8:30 a.m. to 9:30 a.m. E.D.T., Saturday, May 7, 1966 at the Rally Office.
 - (d) Each protest must be individually submitted by a competitor or entrant, accompanied by a twenty dollar (\$20.00) protest fee (cash, money order or certified cheque) and must contain the following: name, car number, concise explanation and signature.
 - (e) The Protest Committee will sit on Saturday, May 7, 1966 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 Protest Fee shall be returned if a protest is upheld or is found not to be of a frivolous nature.
 - (g) The Provisional Results shall be confirmed after the Protest Committee hears any protests.
 - (h) The Official Results shall be published within thirty (30) days of the finish of the event, subject to the hearing of any appeals which may be outstanding.
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 Organizers shall be final.

L. ADVERTISING

1. (a) There shall not be made, initiated, concurred in or assisted by the entrants, competitors or their agents before publication of the 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 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 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, competitor 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 judge of infractions under this regulation. Offenders may be subject to complete disqualification, 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, competitor or the agents of either shall result in immediate disqualification of the entry concerned, and forfeiture of awards.
 3. No vehicle that carries any competitive oil company identification will be allowed to start the event.

M. 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. All competitors (both members of the crew) who are classed as finishers shall receive a "Finishers Plaque".
4. Shell Canada awards will be given to all entries completing the Road Section of the Rally with a loss of 50 points or less. Replica awards will be provided for both first and second drivers.
5. (a) **General Classification:**
 - Outright Winner - - - - Shell Grand Prize (perpetual) and \$1000.00
 - Second Place - - - - Award and \$750.00
 - Third Place - - - - Award and \$500.00
- (b) **Manufacturers Awards:**
 - First - - - - - "First Manufacturer's" Award and \$250.00
 - Second- - - - - "Second Manufacturer's" Award and \$200.00
 - Third - - - - - "Third Manufacturer's" Award and \$150.00
- (c) **Private Awards:**
 - First - - - - - "First Private" Award and \$1000.00
 - 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
- (d) **Team Awards:**
 - Manufacturers Teams**
 - First - - - - "First Manufacturer's Team" Award and \$300.00
 - Second- - - - "Second Manufacturer's Team" Award and \$225.00
 - Third - - - - "Third Manufacturer's Team" Award and \$150.00
 - Private Teams:**
 - First - - - - "First Private Team" Award and \$600.00
 - Second- - - - "Second Private Team" Award and \$450.00
 - Third - - - - "Third Private Team" Award and \$300.00
- (e) **Ladies' Awards:**
 - First - - - - "Coupe des Dames" and \$1000.00
 - Second- - - - "Second Ladies" Award and \$ 750.00
 - Third - - - - "Third Ladies" Award and \$ 500.00
- (f) **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

Class 5

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

Class 6

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

7. 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, subject to the hearing of any appeals which may be outstanding.

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

September 28, 1965

D. P. Stewart for
G. R. Shelton, Chairman
CASC NATIONAL COMPETITION BOARD

SPECIAL AWARDS

"Sportsmanship Award"

Presented by Canada Track and Traffic

"Longines Timing Award"

Presented by Longines-Wittnauer Co. of Canada Limited

"Nordell Memorial Award"

(Best aggregate performance - Closed Sections)

Presented by friends of the late Sam Nordell

"Best Performance by a Quebec Province Entry"

Montreal MG Car Club Trophy (Montreal Motor Racing Club)

"Best Performance by a Prairie Entry"

Saskatoon Sports Car Club Trophy

"Best Performance by a British Columbia Entry"

Columbian Autosport Club Trophy

"Best Performance by an Ontario Entry"

St. Clair Autosport Club Trophy