

Southwest Idaho Sports Car Club

2017 TSD Rallye Code

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All rallies will be laid out in compliance with the current SWISCC Rally Code. Any deviations will be explained in the General Instructions.

0. RALLYE SAFETY

In light of the fact that TSD (Time, speed, Distance) rallying is a sport, it should always be played with the constant thought of sportsmanship and safety.

TSD rallies are run entirely on public streets and roads, always at or below prescribed legal speed limits. However, there is a certain amount of pressure placed on contestants to meet time requirements during the rallye, and they may be tempted to push safety margins to meet the rallye master's agenda and therefore it is emphasized they resist any temptation to push safety margins in order to meet rallye masters agenda

1. CONTESTANTS

Note: this section shall apply to all rallies sanctioned by the Southwest Idaho Sports Car Club.

1.1 All vehicles shall be road equipped and licensed in strict compliance with the Vehicle Code from the state in which the vehicle is registered and shall be properly

insured with Property Damage and Property Liability insurance. State law requires use of seat belts.

1.2 All contesting vehicles shall be operated by a licensed driver in compliance with State law. Drivers shall be 18 years of age, or at least 16 years of age and whose parent(s) or legal Guardian(s) is/are active, participating members of the club. The parent(s) or legal guardians must sign a release for all passengers or rallye workers under 18 years old.

1.3 Contestants shall not be under the influence of alcohol or drugs, nor will they drink alcoholic beverages or illegally use any controlled substance during their participation. Failure to comply will mean automatic disqualification.

1.4 A moving traffic violation during the rallye is automatic disqualification.

1.5 Use of two-way communication devices (e.g. CB radios, cellular phones, walkie-talkies, etc.) by contestants for rallye purposes is prohibited except as allowed in sec. 6.5. Installed devices may be rendered inoperable at the discretion of the Rallye Master.

1.6 All contestants, by signing the release form, agree to abide by this code and to follow any other official instructions.

2. RALLYE COURSE

2.1 A rallye road shall be defined as a public thoroughfare, open to all traffic. Dead ends (Ref sec. 7.4.4), private roads, driveways, and unpaved roads shall not be considered rallye roads; and for rallye purposes, these roads do not exist. Short incomplete roads within subdivisions, approximately 10-50 feet in length shall not be considered rallye roads. Any exceptions will be clearly stated in the Route or General Instructions.

2.2 The course shall be laid out on roads considered passable to all cars, at the average speed designated, without danger or damage to contestants or cars. This does not preclude unpaved roads. However, the Rallye Master shall provide low enough speeds to avoid excessive rock chips, dust, etc. Use will be clearly stated in Route or General Instructions.

2.3 Rallies shall be laid out in such a manner that actual speeds will not exceed legal, responsible and safe speeds. No speeds shall be so slow as to interfere with normal traffic, unless there is ample room for traffic to pass safely. The Rallye Master shall ensure that the rallyist will never be required to arbitrarily change speed without an instruction.

2.4 The Rallye Master shall insure that all contestants have the opportunity to run the same course with the same instructions. Route Instructions shall be written so that each leg shall be complete and whole in itself.

2.5 The Rallye Master shall specify in the General Instructions; 1. the make of car, tires, cold tire pressure, and type odometer for each vehicle used to measure rallye miles and which vehicle measured each section. 2. Exceptions to the rallye course, (dead ends, private roads, etc) (2.1) 3. Exceptions that may occur at checkpoints, (3.3) 4. Changes to the 3 mile rule, (4.15) 5. ANY NEW INNOVATIONS, (4.16)

2.6 The rallye course shall be measured to the nearest .10 miles on a cumulative mileage basis at approximately rallye speeds, out marker to checkpoint, as accurately and consistently as possible.

2.7 The odometer (ODO) check shall be a minimum of 10 miles. There shall be a specified amount of time to complete the ODO check. The route will be very easy to follow, clearly marked and have a minimum of turns and instructions. There shall be a clearly defined ODO correction distance in the instructions for each separate vehicle measuring the rallye.

2.8 It is required that each rallye be pre-run at rallye speed at least once by a nonparticipant, from the printed instructions, i.e. General Instructions, Route Instructions, Supplements, Checkpoint Slips, Route Control Slips, etc. A qualified member who is thoroughly familiar with the current rallye code shall do the pre-run. The Activities Director (AD) shall approve the selection of pre-runners. The AD may waive the pre-run requirement if deemed reasonable and prudent.

3. CHECKPOINTS AND CONTROLS.

3.1 The first timed control will be a manned checkpoint and will be no less than 3 miles after the ODO check. The final checkpoint will also be manned. A minimum of two responsible people should be at a manned checkpoint.

3.2 Checkpoints will not be positioned so soon after a congested area (e.g. traffic light, heavily traveled road, lengthy no passing zone or other condition likely to delay rallye cars) that contestants are denied the opportunity to recover all time lost as a result of such condition prior to reaching the CP.

3.3 Checkpoint “In” markers shall be safely situated on the right side of the road, or completely off the road on the right, with ample stopping distance and space to park all cars expected at any one time. General instructions will indicate deviations.

3.4 Some type of clearly marked or referenced “Out Marker” must be used. The “Out Marker” cannot be used as a Route Instruction unless otherwise referenced.

3.5 Entering a checkpoint shall be defined as when the front wheels of the car cross the imaginary line extending from the checkpoint sign or referenced DIY landmark perpendicular to the road. (Ref. 3.3 & 5.2)

3.5.1 Entering any checkpoint where the checkpoint sign is on the right shall require the contestant to stop as soon as practical after passing the checkpoint.

3.5.2 Entering from the wrong direction shall be defined as reaching a checkpoint sign directly across the road from a legal checkpoint sign. The car will be timed as provided in section 3.5 & 5.2.

3.6 False Checkpoint. A False Checkpoint shall be defined as a checkpoint sign on the right hand side of the road, not on the rallye route (i.e. off course). After entering a false checkpoint, the driver will be directed back on course by the shortest route possible. A rallye cannot end on a false checkpoint. If there is a false checkpoint in the final leg, the rallyist must be provided supplemental instructions to get to the final checkpoint.

3.7 Hidden or Secret Checkpoints. Hidden Checkpoints or Secret Checkpoints, where cars are scored according to time of passing, must be indicated in the General Instructions, i.e., “you may or may not encounter a hidden checkpoint”. Contestants are not expected to be aware of a hidden or secret checkpoint, nor is any action (i.e. stopping) required if encountered. The time in and time out is taken simultaneously at a hidden checkpoint by a

checkpoint worker. For timing purposes only, this is the end of one leg and the beginning of the next leg.

3.8 Do It Yourself Checkpoint (DIY). A DIY is an unmanned checkpoint where the reference may appear to the right, left, directly in front, overhead, or on the roadway of the rallye route where contestants must time themselves in and out as per the Rallye Masters instructions. DIY's are referenced by instructions but are not marked with a checkpoint sign.

3.9 Rotating Checkpoints. The Rallye Master may opt to temporarily remove a car from the rallye to man a checkpoint.

3.10 Passage Control. A Passage Control is similar to a checkpoint but does not require stopping. In-Time and Out-Time is taken simultaneously. This is the end of one leg and the beginning of the next. The identity of passage controls must be well marked and carefully described in the General Instructions.

3.11 Route Control. Route Controls are non-timed on or off course indicators. The identity of Route Controls must be well marked and carefully described in the General Instructions.

4. INSTRUCTIONS

4.1 All instructions shall be in clear, concise English. Information within (parenthesis) in a route instruction is not necessary or required for completion of the instruction.

4.2 All General Instructions shall be available as soon after registration as possible, and in no case later than one hour before the start of the rallye.

4.3 Route Instructions shall be made available a minimum of one (1) minute before the rallyists' Out- Time.

4.4 No verbal instructions shall be given to contestants before or during the rallye except in the case of an emergency.

4.5 Sufficient written information shall be available at checkpoints to enable contestants to continue the rallye from that point. It is mandatory that Route Instructions be such that the rallye can be continued in case checkpoints are closed when the contestant reaches those points on the rallye.

4.6 All referenced signs, landmarks and objects shall be clearly visible from a driving position and legible at rallye speeds. The action to be taken shall be clearly defined or described.

4.6.1 Utility poles, numbers and letters affixed to utility poles will not be used. Signs fastened to utility poles may be used.

4.6.2 Mailboxes, names and numbers on mailboxes will not be used except at assigned route speeds of 20 MPH or less.

4.7 When an instruction specifies a turn at or after a given distance or its time equivalent, there shall be no other turn possibilities fitting the instruction's requirement within 1/10 mile of the road intended in the instruction.

4.8 Unless otherwise indicated in the General Instructions, each numbered instruction must be completed before execution of the next one. Exceptions are; speed changes will not void route instructions nor will route instructions void speed changes.

4.9 A Note instruction is indented, unnumbered and preceded by the word "Note". It can occur once or any number of times after placement in the Route Instructions. Notes cancel at the end of a leg, i.e., the next check point manned or unmanned unless specified in the General Instructions. It may be possible that notes may occur in any order, i.e. the second note may be encountered before the first note, etc.

4.9.1 If multiple instructions occur within a note, all instructions in the active note, once initiated, must be fully executed before another instruction (note or route instruction) is activated.

4.10 Supplemental Instructions may be given to competitors at any point along the rallye route. They are used to change, add to, or delete, either route instructions, general instructions, or the rally code instructions.

4.11 The rallye route is determined by applying the following in numbered order:

4.11.1 Supplemental Instructions

4.11.2 General Instructions

4.11.3 Note Instructions

4.11.4 Route Instructions

4.11.5 Remain on the named or numbered road if directed ONTO it by name or number until you are directed off of it by a route instruction.

4.11.6 Remain on the main road as defined by similar road surfaces, painted center line or highway arrows.

4.11.7 Remain on the protected road. (All entering roads or streets have a yield or stop sign).

4.11.8 Continue straight, or as nearly straight as possible.

4.11.9 U-turns are to be executed only when instructed or the rallye road ends.

4.12 If a conflict occurs in Sec. 4.11, the higher ordered instruction takes precedence. You are still looking for the lower precedent instruction.

4.13 Pie plates may only be used in these ways: as out-markers, as supplemental instructions to replace a reference that is missing, as a goof marker (off course because of contestant error), reassurance (on course) marker, or ODO check marker. Pie plates should be of vivid contrasting colors.

4.14 There will be no intentional miss-numbering or misspelling of any Route Instructions.

4.15 Each Route Instruction shall occur within three (3) miles of the previous Route Instruction unless otherwise specified in the preceding route instruction and General Instructions.

4.16 Any new innovations in Route Instructions, not covered elsewhere in this Code, shall be adequately explained in the General, Route or Supplemental Instructions.

4.16.1 Any such innovation shall have prior approval of the chairperson of the Rallye Committee and/or the Activities Director.

5. TIMING

5.1 A master timepiece shall be available at the starting point in order to synchronize contestant's watches with the organizers. Rallye Masters shall see that all checkpoint personnel have adequate and accurate timepieces which have been synchronized with the master timepiece before the start of the rallye.

5.2 "In-Time" is recorded at the point each car enters (Ref sec. 3.3, 3.5 & 3.8) a checkpoint. At a DIY checkpoint, unless otherwise instructed, the "In Time" is also the "Out Time". At a manned checkpoint, each rallyist's "In Time" and "Out Time" will not be less than three (3) minutes apart.

5.3 No contestant shall be required to leave a checkpoint within 60 seconds of the previous contestant.

5.4 Timing shall be to the nearest second local time on a 24-hour clock unless otherwise specified.

5.5 True times will be available at each manned checkpoint.

5.6 A rallye entrant may request a delayed-out time at a checkpoint. Approval is at the discretion of the checkpoint crew.

5.7 Unless otherwise stated in the General Instructions, contestants have the privilege of declaring time lost because of circumstances beyond their or the Rallye Master's control (i.e., trains, wreckage blocking highway, bands of sheep, etc.). Such delay should be verified by at least one other contestant or official. Declaration must be made to checkpoint crew before in time or true time is given to contestant.

Declarations of time lost will not be allowed for vehicle malfunction or allegations of Rally Master error.

6. SCORING

6.1 Each leg, from the out marker to the next checkpoint, of a TSD Rallye shall be scored independently. The rallye score shall consist of the sum of all valid legs.

6.2 The leg score for being early or late will be one point per second unless otherwise specified in the General Instructions.

6.3 If a leg has been disallowed, any or all route controls, etc., in that leg shall also be disallowed if they are affected or occur after the point in question.

6.4 All rallye scoring shall be based solely on driving and navigating skills. There will be no “puzzles”, “treasure hunts”, etc., where the contestant relies on chance.

6.5 Upon request, Rallye Masters will provide either an “escape kit” or the equivalent service (i.e. the location of the rallye finish) to any entrant concerned about getting lost. Escape kits are sealed addresses or instructions directing an entrant to specific place such as a checkpoint, lunch break, event finish, etc. The Rallye Master may also issue a phone/cell phone number to call/text for assistance. Except in an emergency, breaking the seal of the escape kit or using the phone number results in a 300-point penalty.

6.6 In the event of a tie on total rallye scores, the contestant winning the most checkpoints shall be the victor. However, if a tie still exists then the best checkpoint determines the winner.

6.7 The Rallye Master will provide each checkpoint with adequate log sheets for recording car numbers, in times, out times and penalties for each contestant vehicle. Suitable log sheets will also be provided for Route Controls, Passage Controls, etc.

6.8 The Rallye Master will ensure that all Trophy Winner times will be verified against checkpoint logs and penalty points are verified against penalty logs. The Rallye Master will review Trophy Winner scores before awards are made. Contestant’s scores will not be corrected in favor of the contestant.

6.9 If a checkpoint is missed, scoring for the next leg will be the elapsed time compared to true time for the two legs combined.

7. TERMS AND DEFINITIONS

7.1 Checkpoints

7.1.1 **CHECKPOINT** A manned, timed, control point identified with a red/ orange 

Checkpoints will be situated on the right side of the road and all contestants must stop upon entering. (Ref sec. 3.2 & 3.5)

7.1.2 **DIY** Do It Yourself Checkpoint. (Ref. sec. 3.2 & 3.8)

7.1.3 **FALSE, HIDDEN, ROTATING CHECKPOINT** (Ref. sec. 3.6, 3.7 & 3.9)

7.2 Definitions

7.2.0 **AT** execute the instruction as close to as reasonably possible.

7.2.1 **AFTER** Any navigational aid identified by the use of the word “after” may be found anywhere along the rallye route following the point of execution of the immediately preceding route instruction. The point of execution may be found anywhere after the aid, but before the point of execution of the next instruction.

7.2.2 **BEFORE** Any navigational aid identified by the use of the word “before” shall be clearly visible from the intersection at the instruction execution.

7.2.3 **CST** Change Speed To. All speed changes shall occur at 90 degrees to the reference point.

7.2.4 **DEAD TIME** A specific amount of time given to contestants along the rallye route. This Dead Time is included in the true time for the rallye leg in which it is given.

7.2.5 **(MBCU)** May Be Considered Unnecessary. When used at the end of a Route Instruction, indicates that in the absence of an instruction of any kind, the action would probably have been taken anyway.

7.2.6 **NOTE** (Ref. sec. 4.9)

7.2.7 **ON** On is used when placing a rallyist on a road. Not to be confused with the term ONTO. (Ref. sec. 7.2.8)

7.2.8 **ONTO** Onto is used when placing a rallye car on a named or numbered road and the rallyist is to continue onto that named or numbered road until directed off by a route instruction. (Ref. sec. 4.11.5)

7.2.9 **OBJECT** An inanimate physical item or facsimile thereof, i.e. wagon wheel, a road or a picture on a billboard, building etc. The object or description of the object will appear in the route instructions without the use of “quotes” or a RIP.

7.2.10 **RALLYE MILES** Rallye miles refer to distance as measured by the official measuring car and should be corrected to correspond to your odometer before used in calculation.

7.3 Intersections

7.3.1 **FORK** An intersection where the road you are on must have the opportunity to go straight and bear left and bear right as the Route instructions so state.

7.3.2 **T** An intersection where the road you are on is the stem of the T, and the turns available are approximately 90 degrees. An intersection marked with a T sign.

7.3.3 **Y** An intersection where the road you are on is the stem of the Y, and the turns available are approximately 45 degrees. An intersection marked with a Y sign.

7.3.4 When a sign for a **T**, **Y**, **curve** or **crossroad** is used for route instructions, it must be designated as the sign and not the road itself.

7.3.5 **Roundabout** A roundabout (or traffic circle) is a joining of rallye roads where traffic travels counterclockwise around a central island. A roundabout may be exited only by instruction.

7.4 Signs

Signs shall be defined as a single area or printing on one surface. There may be several signs on a post or framework, all of which may or may not be part of a single context. But each and every one, for rallye purposes, will be considered a single sign.

7.4.1 **SIGN LOCATION** Referenced signs, with the exception of stop signs, will be parallel, or approximately perpendicular to your line of travel or any point in between. You will never have to look back for any referenced sign including stop signs. Signs may appear to the right, left, directly in front, overhead or on the roadway itself. (Sec. 4.6)

7.4.2 **QUOTE** When used to enclose words or a word, indicates the entire sign enclosed within one border.

7.4.3 **RIP** Reads In Part. Is used when referring to a portion of a sign, which must be at least one complete word or several complete words in a sequence, or a sequence of numbers.

7.4.4 **DEAD END** Dead end roads must be designated by a dead end sign. If the words “Dead End” either in total or in part are on a sign the referenced road does not exist. (Ref. sec. 2.1)

7.4.5 **MILEAGE DESIGNATION SIGN** If a mileage designation sign is used as a reference, only the mileage may be used, i.e. 10-20-30. Example:

Boise	10
Nampa	20
Caldwell	30

7.4.6 **PM** Paddle Marker. Refers to highway markers, usually spaced one mile apart, which mark distance on a given highway.

7.4.7 **LAZY T** A diamond shaped sign showing a side road to the left or right of your line of travel.

7.4.8 **SS** Stop Sign. A conventional octagon sign which is intended to control traffic on the road on which you are traveling.

7.4.9 **STOP SIGN** Any other conventional octagon sign (not an SS as defined in section 7.4.8) not on the line of travel may also be used as a reference point. The word “STOP” must be legible.

7.4.10 **SL** Speed Limit sign. A white, rectangular speed limit sign with black lettering. Yellow advisory speed signs, as on curves, are not considered Speed Limit signs.

7.4.11 **TL** Traffic Light. Any red, green and amber traffic control light, whether operational or not. All other traffic or warning devices must be specified in Route Instructions if used as reference points. Multiple lights at an intersection count as one Traffic Light.

7.5 Turns Route Instructions may contain four words to designate a turn. When instructed to:

7.5.1 **TURN** the corner will be approximately 90 degrees.

7.5.2 **ACUTE** the turn will be more than 90 degrees.

7.5.3 **BEAR** refers to a turn of less than 90 degrees.

7.5.4 **GO** proceed in the indicated direction without concern for the degree of angle.

7.5.5 **R/L** and **Rt/Lt** The letters R and L may be used in place of the words “right” and “left” in instructions.

7.5.6 **STRAIGHT** Travel in as straight a direction as possible.

7.6 Zones

7.6.1 **FREE ZONE** A designated distance in the rallye in which no checkpoints may be used. The beginning and end will be well defined.

7.6.2 **TRANSIT ZONE** A section of the rallye that is a specified distance to be completed within a given time without checkpoints.

8. PENALTIES

8.1 The maximum number of scoring points that may be accumulated on any one leg is 300. However, penalty points will be in addition to and not excluded from that total.

8.1.1 The checkpoint captain will issue a 150-point penalty for:

- a. Entering a checkpoint from the wrong direction.
- b. Entering a false checkpoint.
- c. Failure to stop at a checkpoint.

At the discretion of the checkpoint captain, a 150-point penalty may be levied for the following:

- a. Blocking a checkpoint.
- b. Stopping, creeping or obvious slowing of the vehicle to lose time after having discovered a checkpoint, real or false.
- c. Excessive accelerating or speeding into any checkpoint beyond reasonable or legal limits, which would compromise safety at a normally congested point.

8.1.3 Missing a check point will result in the maximum score for that leg. Scoring for the next leg will be the total elapsed time compared to true time for the two legs.

8.2 Any exception to the foregoing shall be left to the discretion of the Rallye Master, but must be listed in the General Instructions.

9. QUERIES

9.1 The Rallye Master shall be available at the finish of the rallye to discuss with any contestant any problems he may have had on the course. If such contestant has a legitimate complaint, the Rallye Master may take immediate corrective action, or refer the question to the Rallye Committee for resolution.

9.2 A query shall be a question presented in writing to the Rallye Master or other official at the rallye finish to clarify any questions concerning the rallye. It shall be clearly marked "Query".

9.3 Queries shall be filed within 15 minutes of entry into the final checkpoint.

9.4 A query does not preclude the right of a contestant to protest nor will it necessarily alter the contestant's time or score.

9.5 The Rallye Master will handle these queries with priority over point tabulation and scoring.

10. PROTESTS

Protests will be considered at the end of the rallye in accordance with the Rallye Code. While the right to protest in proper cases cannot be denied, it should be remembered that: rallying is a sport, to be conducted in a sporting spirit; that rallies are, for the most part, organized and managed by amateurs who cheerfully give their time and energy and do their best; that competitors may expect some imperfections on the part of the organizers and of his fellow competitors and that, to a reasonable extent, these things are a part of the chances he takes in a rally. There appears to be danger in some areas that protesting may itself become an ancillary sport that tends to destroy the spirit and pleasure of rallying and to delay unreasonably the promulgation of final results. Persons entering protests should do so in light of the above comment.

10.1 Any person participating in the rallye possesses the right to protest.

10.2 Nothing in these rules shall affect the right and duty of the Rallye Master to take action he deems proper whether or not a protest has been lodged.

10.3 Protests shall be in writing on the back of the official score sheet. Protests shall be clearly marked "Protest" in the front of the score sheet.

10.4 Protests must be well documented regarding times, distances, GI's, RI's, signs, etc.

10.5 It shall be the duty of the Rallye Master to make a general announcement to all contestants stating that portions of the rallye are under protest and that there will be a slight delay until a ruling is made on the protest.

10.6 Protests shall be filed within 30 minutes of entry into the final checkpoint. Protests shall be handed to the Rallye Master or other official. The Activities Director or Rallye Committee may waive time limit for extenuating circumstances.

10.7 Members of the Rallye Committee present shall resolve all protests. The protest committee shall consist of at least three persons; protestors may not serve. In the event three rallye committee members are not present, the Activities Director shall appoint additional members to serve temporarily. If the AD is physically absent, or if he is personally involved in the protest, then the Rallye Master shall appoint additional members. Names of protest committee shall be announced prior to the protest being handled. The Rallye Master and Protestor will be present for presentation of arguments as non-voting members, while the protest committee meets.

10.8 After proper examination of any and all protests, the judgment and decisions of the Protest Committee shall be final.

10.9 All protests must be ruled upon before rallye scores or totals are considered.

10.10 If protest cannot be fairly and adequately resolved immediately (generally within 30 minutes of committee receiving protests) then trophy presentation and official ranking of contestants will be deferred until the protest committee arrives at their decision. This decision must be made within 30 days.

10.11 Names of protestors, nature of protests and action taken will be officially published with the rallye results.

10.12 A protestor shall have the right to remove without cause one member of the protest committee, such replacement member to be appointed as specified in sec. 10.7.

11. CLASSES

11.1 Navigational: Any navigational aid or equipment may be used. (Ref. sec. 1.5)

11.2 SOP + (Seat of the Pants +): Same as SOP, plus all vehicles equipped with factory installed computers, digital speedometers, digital cruise control, or digital heads-up display capability. Regardless of the rallists “intent” to not use, it is the existence of this type equipment that determines this class.

11.3 SOP (Seat of Pants): No navigational aid or equipment may be used except that scratch paper, pencils, time of day watches and no more than one stop watch may be used. Charts, tables and navigational aids such as calculators or computers may not be used.

11.4 Novices: To be eligible for Novice Class, neither the driver nor the navigator shall have entered more than five (5) TSD rallies.

11.5 A Rallist may compete in a higher class than the vehicle is equipped.

12. TEAMS

12.1 Teams are a Rallye Master option. A team may consist of **up to** three rallye cars, one of which should be a qualified novice.

13. AWARDS

13.1 Awards for each class shall be given at the discretion of the Rallye Master.

13.2 Best checkpoint award shall be given to the non-trophy contestant with the best single checkpoint score.

13.3 It is recommended that an award be given to the Dead Last, But Finished (DLBF) entry.

14. RATIFICATION. Annual revision accepted and dated this 11th day of February 2017, by the general membership as proposed by the Rallye Committee of the Southwest Idaho Sports Car Club. P.O. Box 6102, Boise, ID 83707.

RALLYE COMMITTEE: Connie Andersen, Chairman

Mike Lemna
Dave Erickson
Bruce Altig
Tom Williams
Brent Smith