

**Champaign County Sports Car Club**  
**Motor Sports Code - Attachment I**  
**Rally Code**  
Revised: April 2001

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**I. GENERAL**

Rallies will be run under this Code and the Rally General Instructions. Participation as a contestant or organizer shall constitute acceptance of these rules as well as those specific to the event.

The registration times and lengths of rallies will be as follows:

**A. Friday Night Rallies:**

1. Registration will begin at 7:00 PM.
2. The length will be approximately 90 to 120 minutes.

**B. Sunday Afternoon Rallies:**

1. Registration will begin at noon.
2. The length will be approximately 150 to 300 minutes.

Any deviation from these registration times and lengths must be included in advance notice of the rally, either in the club newsletter, or announced at the club meeting prior to the date of the rally.

**II. GENERAL INSTRUCTIONS**

The General Instructions shall in no way violate or change this Rally Code unless approved before the rally by the Club Rally Chairman or the Club Rally Steward. The General Instructions shall contain at least the following items:

- A. All rules and regulations not covered in this Rally Code.
- B. Any terms or definitions not found in this Rally Code or that differ in meaning from this Rally Code.
- C. The Main Road Rules and route following priorities.
- D. The starting point and departure time, any midway restart points and times, and the final gathering point if they are not given in the Route Instructions.
- E. Any scoring and/or penalty procedures that differ from this Rally Code.
- F. Control (Checkpoint) procedure.

General Instructions given at the drivers meeting are considered to be part of the General Instructions.

### III. ROUTE INSTRUCTIONS

The printed Route Instructions will be given out at least five minutes before the vehicle's out time so that they may be checked for legibility, completeness, etc. Route Instructions shall be typed, double spaced, and clearly legible. Each page should be numbered as 1 of 5, 2 of 5, etc. Route Instructions must be identical for each entrant.

- A. Route instruction information given at the drivers meeting is considered to be part of the Route Instructions.
- B. Information given to a contestant at any other time must be given to all contestants.
- C. Information in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction.
- D. Mileage given in the left-hand margin of a numbered Route Instruction is official mileage.
- E. If there might be any ambiguity as to where a route-following action is to be executed, that route-following action will be referenced to an official mileage.
- F. Whenever a route-following action is referenced to a mileage (or equivalent elapsed time) that route-following action must be executed at that mileage. The correct execution of that action shall not require determination of the mileage to closer than 0.10 mile in order to correctly execute the action.
- G. A numbered route instruction is to be completed at the first opportunity to do so consistent with the event's General Instructions and this Rally Code.
- H. Unless specifically instructed otherwise, each numbered route instruction is to be completed in full prior to consideration of the next consecutive ascending numbered route instruction. A route instruction that is to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed except that the specified distance or time of an odometer comparison section or transit zone may overlap subsequent numbered route instructions.
- I. If a numbered route instruction consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.
- J. The initiation point for each route instruction must occur at a greater distance along the rally route than the completion point of the preceding route instruction.

### IV. ROUTE FOLLOWING PRIORITIES

Unless specifically instructed otherwise, the route following priorities are as follows:

- A. Special Instructions.
  - 1. When a Special Instruction directs the same action as the Main Road Rule you must execute the Special Instruction instead of the Main Road Rule.
  - 2. When a Special Instruction directs the same action as a Route Instruction you must follow the Special Instruction and continue to look for the Route Instruction.

- B. Route Instructions prefaced by a mileage.
  - 1. When a Route Instruction is prefaced by a mileage, you must execute the Route Instruction at that mileage.
- C. Route Instructions.
  - 1. When a Route Instruction and the Main Road Rule direct the same action, you must follow the Main Road Rule and continue to look for the Route Instruction.
- D. Main Road Rules.

## V. MAIN ROAD RULES

It shall be considered sufficient to list in the General Instructions one or more of the following approved Main Road Rules by their title only. When more than one is used, they must be listed in order of priority. Contestants and organizers are urged to study the definitions carefully. A Rallymaster wishing to use these rules but with a different meaning or to use rules of their own composition must comply with [Section II](#) of the Rally Code.

- A. ONTO (Put onto a Road by Name or Number or Letter)  
When a contestant is instructed onto a route by the use of its name, number, or letter, the contestant will continue on that route until directed to leave it by subsequent instruction or until the named, numbered, or lettered portion ends at which time the contestant will continue as if instructed without the use of the name, number or letter.
- B. CURVE ARROWS (Black on Yellow Curve Arrows)  
Stay on the prescribed rally route as determined by official highway black-on-yellow curve arrow signs and black-on-yellow directional arrows. These signs are to be used with the same intent as those of the erecting agency.
- C. CENTER LINES (Center Lines on Pavement)  
The Main Road is determined by following the center lines on the road. The center lines are either white or yellow and are either continuous or dashed.
- D. PROTECTION (Protection by Stop or Yield Signs)  
The Main Road is that single road leaving the intersection and having no Stop Sign or Yield Sign at that intersection. Contestants are required to recognize (possibly from the back side) the Stop Sign and/or Yield Sign. The Existence of a Stop Sign or a Yield Sign on the road the contestant enters the intersection is immaterial.
- E. Straight As Possible (STRAIGHT, SAP)  
The Main Road is the road that appears to go as directly ahead as possible through an intersection. This Main Road Rule is not to be applied at a T or Y. The determination of which road goes more directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.
- F. Straight As Possible Including T's  
Same as the "Straight as Possible" Main Road Rule above except that it does apply at a slant T or unequal Y.

## VI. ROADS

- A. Only public roads will be used. Unless otherwise directed, both paved and unpaved roads may be considered.
- B. A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.
- C. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Bridge Out Ahead, etc. do not exist. Roads which are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads which visibly dead-end do not exist.
- D. Any road which clearly ends in a garage, plant entrance, parking lot, etc. does not exist.
- E. Roads having illegal entry or roads requiring an illegal turn do not exist. A U-turn or other illegal turn is never required without specifically stating such in a route instruction or in written official information.

## VII. ODOMETER (ODO) COMPARISON

Each rally will begin with an Odometer Comparison Section of at least 8 miles. There shall be no speed changes within the Odometer Comparison Section and the over-all average speed or transit time shall be such that all contestants can arrive at the ODO comparison point by driving well within the speed limits. The ODO comparison point shall be clearly defined or marked. Mileages to each turn within the Odometer Comparison Section shall be stated, including Main Road Rule follows other than Straight As Possible.

## VIII. AVERAGE SPEEDS

- A. All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants shall not be required to exceed legal speed limits to arrive at a control on time. Occasionally, a speed in excess of the legal limit may be assigned. In such cases, contestants must observe that legal limit; there will be ample time to make up any time lost prior to the next control without exceeding the legal speed limit.
- B. A specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed (CAST).
- C. All speeds shall be in miles per hour.
- D. Speed changes will be perpendicular to the sign or leading edge of the described landmark, or at the apex of the corner during turns. When a turn onto, on, or off of an interstate is associated with diverging ramps and/or lanes it is executed at the point of the V made by the white lines that start or resume between the diverging ramps and/or lanes.

## IX. SIGNS AND LANDMARKS

### A. SIGNS

Signs consist of words, letters, numbers, and symbols visible from the rally route. Except as provided in this section, words, letters, numbers, and symbols are to be used as signs regardless of their background or method of support.

1. Words, letters, numbers, or symbols enclosed within quotation marks will refer to the content of a sign.
2. Type style, capitalization, and punctuation (including hyphens and apostrophes) are considered irrelevant. Spacing between words, letters, numbers, and symbols is considered irrelevant. Parts of words or parts of numbers will not be referenced nor will words or numbers be split.
3. Signs will be quoted without regard to weathering, vandalism, or other defacement.
4. Signs may be referenced in full or in part. Rallymasters may change this rule by indicating in their General Instructions: "Signs referred to in the route instructions are enclosed in quotation marks and quoted in their entirety unless preceded by the abbreviation SRIP (Sign Reading In Part); in this case, the abbreviation will be followed by a colon (:) and a principal part of the sign."
5. Where an instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, letters, or numbers which fall between the first and last of the referenced material.
6. All spelling and numbers will be exact. That is, the spelling and/or number(s) within the quotes will be the same as the spelling and/or number(s) on the sign that is being referenced.
7. A symbol in an instruction will be a reasonable representation of the actual symbol from the sign that is being referenced.
8. Referenced signs may or may not apply to the road you are on, but the contestant will never have to look backwards to read a sign.
9. Multiple signs on a common support are considered to be the same sign only when together they convey a single message. For example, separate signs on a single support reading "Junction", "East", and "US 40" could be quoted as "Junction East US 40".
10. Stop signs referenced in the Route Instructions can only be those at which the contestant(s) are required to stop.
11. Words, letters, numbers, or symbols on mailboxes, mailbox posts, grave markers, historical markers, vehicles, political posters, buried cable warnings, utility poles and road surfaces can not be used as signs.

## B. LANDMARKS

All landmarks referenced in the instructions will be identifiable based on one of the following rules:

1. The landmark will be defined in this Rally Code or in the General Instructions.
2. The landmark will be identified by a sign and the name from the sign (ex. Smith Rd.) will be used in the instruction.
  - a. The identifying sign must be clearly visible from at least one location on the rally route (without having to look backwards) between the completion point of the previous instruction and the execution point of the instruction calling for the landmark.

- b. Identifying signs are to be used as they “stand” without regard to whether or not they are turned or located incorrectly.
- c. All spelling and numbers will be exact. That is, the spelling and/or number(s) of the specific name given in the route instructions will be the same as the spelling and/or number(s) on a sign that identifies the landmark. Paragraph d. is an exception to this rule.
- d. If the landmark is a street, avenue, boulevard, road, court, place, building, park, etc. that must be specified using the whole word or one of it’s standard abbreviations (St., Ave., Av., Blvd., Rd., Ct., Pl., Bldg., etc.) without regard to whether the identifying sign spells out the word or uses the exact same abbreviation for the word.
- e. If the landmark is the responsibility of a city, township, county, state, country, or other government unit it is not necessary to reference that association.

### C. MISSING SIGNS OR LANDMARKS

Missing signs, landmarks, or landmark identification signs will be replaced by a circular placard at least 9” in diameter bearing identification letters and the appropriate instruction number.

## X. CONTROLS

There are two types of controls:

### A. Open Controls (Checkpoints)

1. Open Controls will be identified by a suitable checkpoint sign. Variations as to the style, punctuation or spelling on checkpoint signs may occur.
2. The time of arrival shall be the instant when the rally vehicle crosses the imaginary line extending across the road from the checkpoint sign.
3. The contestant will drive past the control and pull well off of the road before stopping. Stopping on the in-line or in front of the in-line is grounds for penalty.
4. Contestants may ask any questions and/or bring any discrepancies to the attention of the Control Captain at this time, but they will refrain from unnecessary conversation, argument, or other interference with the control procedure. Excessive interference will be penalized.
5. The correct leg times and mileages since the last checkpoint shall be given at each checkpoint.
6. The next instruction, beginning average speed, and out time for the next leg shall be given at each checkpoint.
7. The starting point for the next leg is the ending point of the previous leg, unless a different starting point is given.
8. The out time will not be less than three minutes after the arrival time, rounded up to the next whole minute.
9. No signs or landmarks called for in an instruction will be located within approximately 50 yards after a checkpoint.

B. Do It Yourself Controls (DIYC)

1. Do It Yourself Controls can be signs or landmarks. The Rally General Instructions, a Rally Route Instruction, or a Special Instruction will indicate the sign or landmark to be used for a Do It Yourself Control.
2. The time of arrival shall be the instant when the rally vehicle crosses the imaginary line extending across the road from the location of the Do It Yourself Control.
3. The out time will not be less than two minutes after the arrival time, rounded up to next whole minute.
4. A Do It Yourself Control will not be the first control of a rally.
5. Unless stated otherwise, the arrival time at a Do It Yourself Control is specified in hundredths of a minute.
6. The starting point for the next leg is the ending point of the previous leg, unless a different starting point is given.

XI. TIMING AND SCORING

- A. Rallies are made up of one or more legs. The total score for any rally is the total of the penalty points assessed on each leg. Penalties assessed at the end of one leg do not carry over into the following leg (i.e., a penalty of 200 points for being two minutes late on leg one cannot be “made up” by running two minutes early on leg two). The first leg of a rally includes the [Odometer Comparison Section \(see Section VII\)](#).
- B. One Master Time shall be used by all checkpoints and shall be made available at registration. Master Time shall preferably be based on WWV or CHU. WWV may be found at 2.5, 5, 10, 15, and 25 MHZ. CHU may be found at 3.3, 7.3, and 14.6 MHZ.
- C. Each checkpoint shall keep a score sheet for that checkpoint. This score sheet shall be available for the contestants’ inspection after the rally has been scored.
- D. Ties will be broken in favor of the contestant(s) winning the most legs; if still tied, the contestant(s) with the lowest score for any one, two, etc. legs will win.
- E. Delay allowances may be allowed for unavoidable delays such as: trains, funeral processions, herds of livestock, and accidents or disablements not involving your own rally vehicle. Delay allowances of up to 19½ minutes may be allowed. The delay allowance must be claimed at the next Open Control. One other entrant or worker must be a witness to and sign the delay claim.
- F. Each control will remain open for at least five minutes after the maximum lateness for the last rally vehicle, unless all rally vehicles have arrived at the control.
- G. Penalties:
  1. Rallies will be scored to the hundredth of a minute. The maximum time penalty for a leg will be 500 unless a lower maximum is specified beforehand by the Rallymaster.
  2. Contestants missing open controls or not turning in times for DIYC controls will be given the maximum time penalties for those controls, but will be scored into the next control as if the missed controls did not exist.

3. The creeping penalty is 100 points, and can be assessed only after the control personnel have attempted to warn the contestant(s) of the impending penalty by waving them into the checkpoint from outside the vehicle used at the control. Only when the contestant(s) fail to respond to the wave-in will they be assessed a penalty for creeping. Response shall be an immediate speeding up to a speed of more than 10 MPH. The creeping penalty is not in effect unless the Rallymaster specifies beforehand that it will be in effect.
4. Interference with control personnel, loud and abusive language, or blocking entry into a control may result in a penalty of 200 points. These penalties are assessed at the discretion of the Rallymaster.
5. Reckless driving, unsportsmanlike conduct, drinking, or conviction for a moving violation will result in disqualification. Using a cellular telephone, citizen band radio or similar communications device during the rally for other than emergencies will result in disqualification.
6. Additional penalties are at the discretion of the Rallymaster but must be specified beforehand.

## XII. ASSISTANCE

- A. If a contestant comes upon another rally vehicle (or vehicles) that is disabled, they are expected to lend assistance unless:
  1. Waved on by the occupants of the disabled vehicle.
  2. There is already another vehicle (or vehicles) there lending assistance.
- B. The contestants should keep track of the time they spend assisting the disabled vehicle. They can claim this as delay time under [Section XI.E](#). If the delay causes the contestants to miss part of the rally, they shall be awarded points for year-end trophies equal to their relative position on the rally on the legs that they complete.

## XIII. CLASSIFICATION

- A. Rally Classes:
  1. NAVIGATIONAL  
Able to use any or all computational aids.
  2. SOP (Seat of Pants)  
Pencil and paper, stock odometer, no other computational aids.
  3. NOVICE  
Any driver/navigator team, neither of whom has rallied for more than twelve (12) months, nor has won a First Place Trophy in the Novice Class, or placed First, Second, or Third in any other class.
- B. Contestants must state at registration which class they wish to enter. The Rallymaster has the right to reclassify any team prior to the starting time of the Rally.

## XIV. TECHNICAL INSPECTION

- A. All vehicles must pass a safety inspection prior to competing. The entry fee shall be refunded if



a vehicle fails to pass this inspection.

- B. All vehicles must be equipped so as to comply with legal requirements for street use in the State of Illinois.
- C. The following specific items and equipment will be checked for safe operating condition prior to the contestants leaving the starting point:
  - 1. Brakes must be in good operating condition.
  - 2. Headlights, brake lights, tail lights, and turn signal lights must be operating properly.
  - 3. Windshield wipers must operate properly and have good blades.
  - 4. Tires must be free of cuts, bruises, cord breaks and bulges. Tires which are bald or show the tread wear indicators will not be permitted.
  - 5. Seat belts must be installed and worn while the vehicle is in motion.
  - 6. Legal exhaust systems in good condition must be used.
- D. A vehicle which fails to meet any of the preceding requirements or which is judged by the Rally Steward or his appointed designee to be overly noisy or to be unsafe or hazardous for any other reason shall be barred from the event until the deficiency is corrected. Such judgment may be made at any time during the event.

#### XV. CLAIMS

- A. In the event that a discrepancy in the on-course route, timing, or calculations cannot be resolved by the Rallymaster to the satisfaction of the contestant, the contestant may have the matter referred to a Claims Committee for final judgment. The claim must be in writing and describe in detail the matter being claimed, and must be signed by the claimant, certifying that the matter being claimed was the significant cause of his penalty on the leg concerned. The claimant and the Rallymaster have the right to present their cases orally to the Claims Committee.
- B. The Claims Committee shall consist of four members plus a Chairman:
  - 1. one appointed by the Rallymaster,
  - 2. one appointed by the claimant,
  - 3. the Club Rally Steward or in his absence, the acting Rally Steward,
  - 4. one appointed by the Club Rally Chairman or in his absence, the acting Rally Chairman.
  - 5. The Club Rally Chairman or acting Rally Chairman will act as Chairman of the Claims Committee, conduct the balloting, vote in case of a tie, and announce the results prior to the awarding of trophies.
- C. A fee equal to the entry fee for club members for that event must accompany each written claim and must be turned in with the claim within 10 minutes of the close of the discussion with the Rallymaster at the ending point. When available, the official Claim Forms will be used. In the event the Rallymaster is not available to accept claim forms, they may be turned in to his appointee, or to any Club Officer or Board Member present at the ending site of the rally. If the claim is honored, the claim fee will be returned.

- D. The decision announced by the Chairman of the Claims Committee is final. The written claim and committee decision will be turned over the Club Rally Steward for future reference.
- E. In the event of the absence of either the Rally Chairman or Rally Steward an acting Rally Chairman or acting Rally Steward shall be appointed by available members of the Rally Committee.

XVI. GLOSSARY

AFTER	Any navigational aid used in conjunction with the word “after” shall be found anywhere along the route preceding the execution point of the instruction and following the execution point of the preceding instruction.
AT	“In the vicinity of” for actions that direct a course of travel; “even with” for other actions, including speed changes, mileages, pauses, etc.
BEFORE	Any navigational aid used in conjunction with the word “before” shall be visible from the last possible junction, intersection, etc. of the instruction execution.
BLINKER	A warning signal which the contestant is obliged to obey at an intersection or railway crossing. The blinker consists of a light or lights, usually red or yellow, operating in a fixed sequence of on and off. For rally purposes, only one blinker may exist at an intersection or railway crossing. The blinker may or may not be operating.
CAST	Change, Commence, or Continue Average Speed To. CAST is always followed by a number which indicates miles per hour.
<b><u>CONTROL</u></b>	<b><u><a href="#">See Section X.</a></u></b>
CREEPING	Approaching a checkpoint within sight of the checkpoint at a speed of 10 miles per hour or less.
CROSSROAD	An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.
<b><u>DIYC</u></b>	<b><u><a href="#">See Section X.B.</a></u></b>
DEAD MILEAGE	Mileage not included in official measurements.
FREE ZONE	That part of the rally in which there will be no checkpoints. No penalties will be assessed for stopping within the confines of a free zone.
GAIN	To make up a specified time during passage of a specified or implied distance. The gain time is subtracted from the time required at the given average speed to traverse the distance. The distance in which a gain is operative is a free zone.
INTERSECTION	Any meeting of existent roads at grade level from which the rally could proceed in more than one direction without making a U-turn or other illegal turn.
IN-TIME	Same as TIME-IN. Arrival time at a control.
JUNCTION	A meeting of two public roads where the road meeting the main road does not cross the main road.

LEFT	A turn to the left of from 1 to 179 degrees.
LEG	A portion of the rally route ending at a control.
OPPORTUNITY	A road ( <a href="#">see Section VI.</a> ) at which the specified action could be executed.
OUT-TIME	Same as TIME-OUT. The time that is assigned to the contestants to begin a leg.
OVERPASS	Road you are traveling on crosses over an obstacle (other than a river or stream).
PAUSE	To delay a specified time at a named point or during passage of a specified or implied distance. If no named point or distance is given, the pause should be executed at the first opportunity. The pause time is added to the time required at the given average speed to traverse the distance. The distance in which a pause is operative is a free zone.
PAVED	A road having a hard surface such as concrete, brick, macadam, etc. Gravel and dirt roads are not paved.
PICK UP	To go essentially straight onto a new road, route or surface.
RIGHT	A turn to the right of from 1 to 179 degrees.
<b><u>ROAD</u></b>	<b><u>See Section VI.</u></b>
RRX	Railroad crossing; the road you are traveling on must cross over the tracks at track level.
SIDEROAD	An intersection of exactly three roads where a road goes generally ahead and another road goes to the left or the right, but not both.
STOP	An official octagonal sign at which the rally vehicle is obliged to stop.
STRAIGHT	To go essentially straight at a point where the <a href="#">Main Road Rule (see Section V.)</a> would cause you to turn.
T	An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction STRAIGHT at a T.
TRAFFIC LIGHT	A traffic control device with red and green (and usually yellow) lights used at an intersection to regulate traffic and which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection. A traffic light set to operate as a blinker is a traffic light not a blinker. A traffic light may or may not be operating.
TRANSIT ZONE	A part of the rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.
TURN	To change direction at an intersection. A turn cannot be executed by going straight.

UNDERPASS	The road you are traveling on goes under an obstacle.
UNPAVED	A having a non-hard surface such as gravel, dirt, or broken stone.
Y	An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction STRAIGHT at a Y.
YIELD	An official yield sign at which the rally vehicle is obliged to yield.