

## Timing Calculations

In Canada, we use a system of transit times and stage long / lateness times to calculate our check-in times.

- Take the time you start the stage and add the given stage long & transit time.
- The result is your check-in time to the control at the start of the next stage or service.
- If your stage time is slower than the stage long time, you use your truncated stage time (drop the seconds) and add the transit time.

Three examples:

Stage start time	10:00	10:00	10:00
Long time	(8)	(8)	(8)
Stage finish time	10:05:28	10:08:32	10:12:10
Truncated stage time	5	8	12
Transit time	20	20	20
Check-in time	10:28	10:28	10:32

**The co-driver is responsible for all the entries on the time card.**

- ALWAYS double-check the times you are given.
- If you think the marshal has made a mistake, ask him/her to correct it right away. If the marshal disagrees, ask him/her to note it on the log sheet.
- When you leave a control, it is assumed that your time is correct as written on the card, unless you have a complaint noted in the log.

## Control Procedures

Time controls regulate the flow of rally traffic along the route. The time-of-day when you check in at each control is noted on your time card.

Time control “do’s”:

- Wait 5 seconds after the top of your minute has passed before entering the control zone.
- Always declare the time you want to receive.
- Leave an open lane in case emergency vehicles need to get through.
- When you enter the control at the start of a stage, you should be ready to go:
  - Belts, HANS and helmets are securely fastened.
  - Time card ready for the marshals.
  - Correct book in your hands.
  - All loose objects safely put away.
  - Intercom is turned on.
- If there is a delay or a blockage preventing you from driving into the control on your minute, you must get out of the car and enter the control zone on foot.

Time control “don’ts”:

- Don’t skip a control.
- Don’t enter controls in the wrong order.
- Don’t re-enter a control.
- Don’t enter a control from the wrong direction.
- Don’t reverse in a control.
- Don’t work on the car in a control.
- Don’t block a control.
- Don’t present your time card to the marshal until your calculated check-in minute.



# Eastern Canada Example

1/9

Numéro d'auto  
**13**

Pilote / Driver  
**Sebastien Loeb**

Co Pilote / Co Driver  
**Daniel Elena**

Écrire lisiblement : 1 2 3 4 5 6 7 8 9 0



The shaded boxes are for the co-driver. You can write your entries here.

0 Départ du rallye / Start of the rally  
**8 : 36**

Transit: 15  
**8 : 51**

C.H. 1 Départ / Start Ste-Agathe-Des-Monts 1

Entrée **8 : 51** Début **8 : 53:00**

Temps long / Long Time (5)  
**8 : 58**

E.C. 1 Fin / End  
Fin **8 : 56: 18**

Temps de spéciale / stage time  
**3 : 18**

The time card will give you a spot to calculate your check-in time at the next control. Use the stage start time, add the long / lateness time, and the transit time.  
 $8:53 + 5 + 15 = 9:13$

The marshal will note your arrival time and assign you a start time, usually 2 mins after your arrival time.

At the end of the stage, the finish control will note your time you crossed the flying finish line.

Transit: 15  
**9 : 13**

C.H. 2 Départ / Start Ste-Agathe-Monts 2

Entrée **9 : 13** Début **9 : 15:00**

Temps long / Long Time (5)  
**9 : 20**

E.C. 2 Fin / End  
Fin **9 : 22: 03**

Temps de spéciale / stage time  
**7 : 03**

Transit 5

**9 : 27**

C.H. 2a Entrée / In Service 2  
**9 : 27**

In this example, we were slower than the long / lateness time, so we use the truncated stage time instead of the long time.  
 $9:15 + 7 + 5 = 9:27$

In this example, the **blue times** are entered by the control marshals, while the **red times** are the co-driver's timing calculations. Time card layouts will vary by province but the basic procedure is the same across Canada.



# Western Canada Example



## Time Card 2 | Driver/Car # 13

**Service 1**

Arrival/Entrée	SERVICE	SERVICE # OUT	SERVICE OUT	RE-Seed OUT	TRANSIT	
9 36	45	10 21	10 21	10 29	50	11 19
H M	Min	H M	H M	H M	Min	H M
COMPETITOR USE		COMPETITOR USE				COMPETITOR USE

You will not be held in a re-group control.  
Vous ne serez pas retenus dans un contrôle de regroupement.

Calculate your arrival time using the 're-group out' time plus the transit.  
Calculez votre temps d'arrivée en utilisant le temps de départ du regroupement ajouté au temps de transit.

Time for fueling is allowed in the transit. Le temps de ravitaillement est inclus dans la durée du transit.

**Stage 4 | Forster Creek 1**

Arrival/Entrée	Start/Départ	Finish/Fin	LATENESS TIME TEMPS LONG	STAGE TIME TEMPS DE SPÉCIALE	TRANSIT	
11 19	11 21	11 29 47 6	13	8 47 6	11 34	12 24
H M	H M	H M S 1/10	Min	M S 1/10	H M	H M
				COMPETITOR USE	COMPETITOR USE	COMPETITOR USE

Use longer of Lateness / Stage Time minute / Employez plus long ou de la minute de Temps de spéciale

The marshal will note your arrival time and assign you a start time, usually 2 mins after your arrival time.

At the end of the stage, the finish control will note your time you crossed the flying finish line.

The time card will usually have a place for you to calculate the stage time.

The time card will give you a spot to calculate your check-in time at the next control. Use the stage start time, add the long / lateness time, and the transit time.  
 $11:21 + 13 + 50 = 12:24$

**Stage 6 | Forster Creek 2**

Arrival/Entrée	Start/Départ	Finish/Fin	LATENESS TIME TEMPS LONG	STAGE TIME TEMPS DE SPÉCIALE	TRANSIT	
12 24	12 26	12 41 39 7	13	15 39 7	12 41	13 31
H M	H M	H M S 1/10	Min	M S 1/10	H M	H M
				COMPETITOR USE	COMPETITOR USE	COMPETITOR USE

Use longer of Lateness time or Stage Time minute / Employez plus temps long ou de la minute de Temps de spéciale

In this example, the **blue times** are entered by the control marshals, while the **red times** are the co-driver's timing calculations. Time card layouts will vary by province but the basic procedure is the same across Canada.

In this example, we were slower than the long / lateness time, so we use the truncated stage time instead of the long time.  
 $12:26 + 15 + 50 = 13:31$

# Arrival Time Control (“ATC”)

Located at stage starts and (usually) at the start/exit of services.

You must enter on your correct minute.

## Yellow Clock

Beginning of the control zone.

Wait here until the top of your minute passes.



## Red Clock

After you enter the control zone, stop here to get your time from the marshal.



## Red Flag

Start line of the stage.



## End of Control Zone

After you have started the stage, do not stop until you clear this board.



Direction of  
Travel

# Finish Time Control (“FTC”)

## Yellow Checkered Flag

Approx. 100 metres to the flying finish.  
Beginning of control zone.



## Red Checkered Flag (“Flying Finish”)

Finish line of the stage. Note the time of day  
you pass the flying finish board. **DON'T STOP  
HERE!**



## Red Stop Sign

Stop here to have your time stamped/written  
on your time card. Check the time you are  
given is correct.



## End of Control Zone

Do not stop again until you clear this board.  
After you pass this board, you may work on the car.



Direction of  
Travel

# Main Time Control (“MTC”)

Usually located at the finish of each day. Occasionally used at the start of service.

You may arrive early and request a later time.

## Yellow Clock

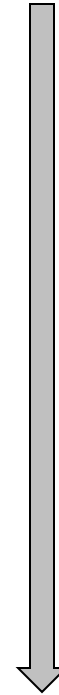
Beginning of the control zone. You can enter the control zone ahead of your calculated time and request a later time.

## Red Clock

After you enter the control zone, stop here to get your time from the marshal.

## End of Control Zone

After you have checked in, do not stop until you clear this board.



Direction of  
Travel