3PRALLY USER MANUAL

Version 5.1. The current copy is always the web one at 3prally.com/manual/.

> **English only.** The app is in six languages; this manual is not.

1. GETTING STARTED

1.1 WHICH APP DO YOU HAVE?

	3PRALLY	3PRALLY PRO
Devices	iPhone	iPhone and iPad
Price	Free to download	Free to download
Subscription sold inside	**No**	Yes
Lifetime Full Access Pass sold inside	No	Yes
Free trial	45 minutes of running time per day	45 minutes of running time per day

Both apps are the same instrument. The difference is commercial: the purchase flow lives in **3pRally Pro**. Both trials include every mode, Roadbook too. If you use 3pRally on iPhone and want unlimited running time, you buy in 3pRally Pro, and the entitlement follows your Apple ID.

If you bought either app before version 4.0 you are not on a trial: that app opens what you paid for. Stage mode, added since, is included. Roadbook mode needs a discounted upgrade, and future features may too. If you bought 3pRally on iPhone, 3pRally Pro recognises that purchase and offers you the discounted upgrade. Until you take it, Pro runs as a trial for you: every mode, 45 minutes a day. Your unlimited legacy access stays in 3pRally. See chapter 12.

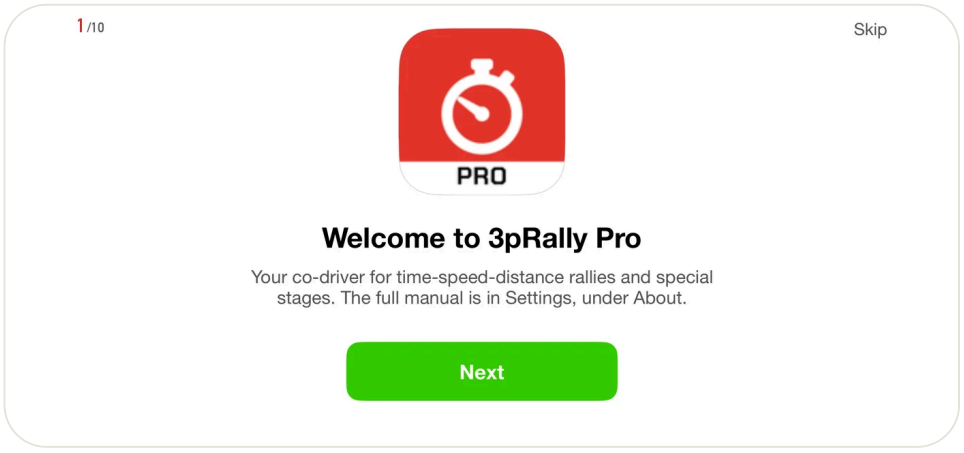
1.2 WHAT THE APP IS, AND IS NOT

> **We are your instrument, not the beam.** The organiser's timing owns the result. What this app gives you is a clock where there is none, and the splits nobody hands you. GPS distance is good to roughly three to five metres, which is about **a second**, not hundredths. Some events time to whole seconds, some to tenths, some to hundredths, and none of that is ours to choose.

Worth knowing before you enter an event: **some organisers ban this category of device outright.** Certain classic events allow mechanical counters only, some ban GPS devices from the crew entirely, and some clubs move any competitor using a computer into an expert class. Check your regulations, not the app.

If an event bans an average-speed display, **Settings ▸ Dashboard ▸ Hide average speed(s)** removes both averages from every mode and shows your current speed in their place. Whether that makes the app acceptable is still for the regulations to say.

1.3 FIRST LAUNCH



The tour opens here. Ten cards, and Skip is always offered.

A short tour runs once, one idea per page: **go** to start, **next** to reset the partial, the four modes, following a roadbook, Voice, saving and sharing, avoiding accidental resets, making it yours, and the location permission.

You can skip it, and replay it any time from **Settings ▸ About ▸ Show app tour**, where **Manual** opens this document. **What's New** shows the highlights of the version you are running.

LOCATION PERMISSION

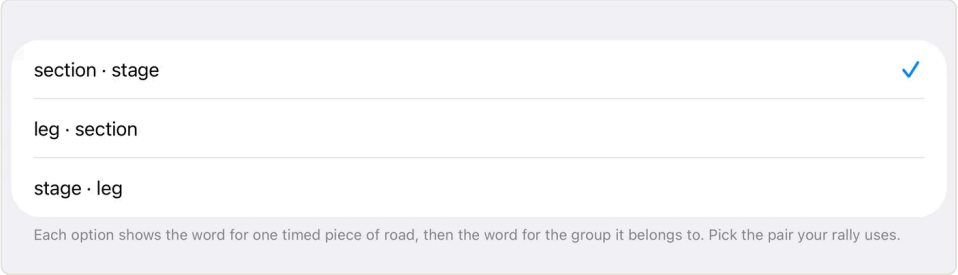
Your speed and distance both come from GPS, so the app cannot measure anything without it. The tour's last card explains that, and iOS asks for the permission once you tap **Get started**. The card does not grant it, and nothing is asked for while the tour is open. Grant **While Using the App** at minimum. If you decline, the dashboard prompts you and offers a shortcut into iOS Settings.

GETTING A FIX

At launch the app searches for satellites and shows the current accuracy against the minimum you require. Tap anywhere to interrupt the search. For the first 20 seconds the app then takes fixes within 50 m even if you require better, and never a rougher one (see 7.1).

If location cannot work at all, the search says why instead: location not allowed for the app, Location Services off, or Precise Location off. Each message points to the setting that fixes it; see 13.2.

1.4 CHOOSE YOUR WORDS FIRST



Pick the pair your rally uses. Every screen follows it.

Settings ▸ Mode ▸ Segment name sets the vocabulary the whole app uses:

Tap the row and pick from the list. Each option names the pair it sets, the word for one timed piece of road followed by the word for the group it belongs to:

CHOICE	ONE TIMED PIECE IS A	ITS GROUPING IS A	TYPICAL USE
section · stage	section	stage	European regularity
leg · section	leg	section	US TSD
stage · leg	stage	leg	Stage rally

The same three words swap roles rather than stacking into one hierarchy: a *section* is the timed piece under one choice and the grouping under another. That is deliberate, because each discipline uses the words differently.

It is cosmetic but pervasive: row labels, dialogs, summaries and the roadbook editor all follow it. Pick the one your paperwork uses, so the app speaks the same language as the event.

In the other five languages the words are not a simple translation of these three. Each discipline gets the term crews in that country actually use, which sometimes means the same word appears in two places and sometimes means three entirely different ones.

1.5 A FIRST RUN IN FIVE MINUTES

1. Open **Settings**: swipe **right** on the dashboard. On iPad you can also tap the gear icon at the top left.
2. **Settings ▸ Mode ▸ Mode**: leave it on **Advanced**.
3. **Settings ▸ Units & Format ▸ Units**: check it matches your paperwork.
4. Close Settings and let the accuracy settle.
5. Tap **go**.
6. Tap **next** at each waypoint. The partial distance and time zero, and the counter advances.
7. Tap **stop**, holding it or confirming depending on your settings, to end and save.

Everything else in this manual refines that loop.

1.6 BEFORE YOUR FIRST EVENT

- **Calibrate.** The organiser's distance and your GPS distance will differ, and calibration is what reconciles them. Chapter 7.
- **Pair your Flic**, or run **Test your button** for a Bluetooth media button, at home rather than at the start line. Chapter 9.
- **Decide your safety settings.** Two-finger swipe and double-tap buttons are both off by default. 2.3.
- **If you will follow a roadbook in the app**, build it and check it against the paper beforehand. It is optional: many crews run Classic or Advanced and read the roadbook on paper. Chapter 5.
- **Sort out access.** The free trial is 45 minutes of running per day, which is enough to evaluate the app and not enough for a rally. Chapter 12.

1.7 WHERE THINGS LIVE

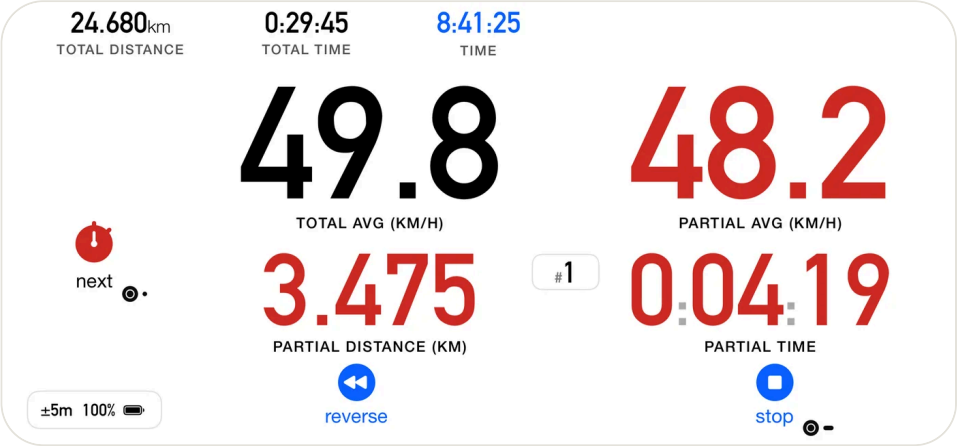
YOU WANT TO	GO TO
Change anything	Swipe **right** on the dashboard, or on iPad tap the gear icon at the top left
See the map or your track	Swipe **left**, or on iPad tap the map icon beside the gear
Build or pick a roadbook	Settings ▸ Mode ▸ **Roadbooks**
See saved tracks	Map ▸ **Show saved tracks**
Pair a Flic, set up a media button, or check the GPS	Settings ▸ **GPS & devices**
Check your access	Settings ▸ **Subscription**

2. THE DASHBOARD

The screen you drive with. What it shows depends on the **mode** (chapter 3); this chapter covers what is common, and the gestures that work everywhere.

The screenshots in this manual are mostly from an iPhone, because a phone screen fits the page better. The iPad shows the same readouts with more room; the differences are in 2.5.

2.1 THE READOUTS



Advanced: every readout on one screen.

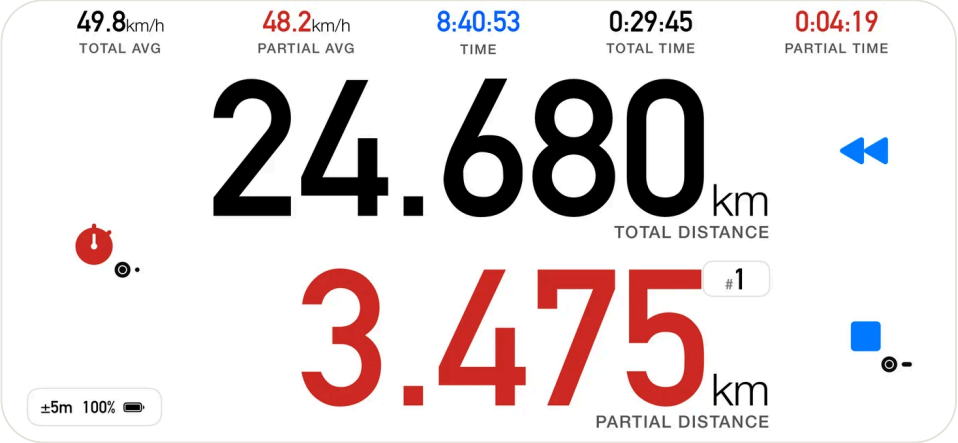
READOUT	WHAT IT IS
Total distance	Distance since **go**, or since the last quick restart
Partial distance	Distance since you last tapped **next**
Total time	Elapsed since **go**, or since the last quick restart, less any paused time
Partial time	Elapsed since you last tapped **next**, less any paused time
Current speed	Speed reported by the GPS, not computed from distance
Total average speed	Total distance over total time
Partial average speed	Partial distance over partial time
Independent average	A second partial average, in green, that you start and end yourself. See below
Coordinates	Your position, off by default
Clock	Wall clock, or official time when an offset is set
Crossing chip	Which part you are on, or the paper's own label where you typed one (Roadbook only)

Independent average. Turn on **Settings ▸ Dashboard ▸ Independent partial avg speed** and the reset button changes job, and turns into a green stopwatch: tap it to start a fresh average from that moment, and tap it again to end it. In Advanced and Roadbook the word under it reads **start avg**, then **end avg**. The average shows in green and runs alongside the normal partial. **next** does not zero it, so it can span as many waypoints as you like. A Flic double click does the same as tapping it.

Max speed. Set **Settings ▸ Dashboard ▸ Max speed** and, in every mode, going over it is announced: a beep with Sounds on, a spoken **"over max"** with Voice on. Where the slot shows your current speed you also see it: the caption becomes a dark pill naming the limit, **SPEED · MAX 180**, and the speed turns red when you are over. With the average in that slot instead there is no pill to show, so the limit is only heard. See 11.5.

In Roadbook mode the partial still zeroes each time you tap **next**, as in Advanced. The partial average is the difference: it runs from one control to the next, so a row that is only there for navigation does not restart it. The distances can also count down to the next control. See 6.2.

2.2 THE BUTTONS



Classic: the same run, fewer numbers, bigger.

In Classic the buttons are icons only, apart from **calibrate** on the idle dashboard. In Advanced and Roadbook a word sits under or beside each one.

BUTTON	LOOKS LIKE	WHEN	WHAT IT DOES
go	Large play triangle	Idle	Starts, immediately or on a countdown
next	Red stopwatch; word **next**	Running	Zeroes the partial and moves to the next part
	Red circled **A**; word **auto**	Roadbook, when the next crossing is automatic	Lets you cross early by hand
	Checkered flag; word **finish**	Roadbook, final part	Finishes: crosses the last control, scores it and saves the track. Tap and confirm **Finish**, or hold it if Confirm stop & reset is off. Reads **auto** when the roadbook's Finish is set to auto (6.8)
	Word **reset**	Roadbook with a single part	Zeroes the trip
stop	Blue square	Running	Ends the run and saves the track

BUTTON	LOOKS LIKE	WHEN	WHAT IT DOES
pause	Pause bars	Running, only with **Settings ▸ Controls ▸ Pause button** on *(default: off)*	Freezes the clock and stops counting distance. Never shown in Special Stage or Open Road parts
reverse	Blue double arrow pointing left	Running	Subtracts distance while you backtrack. The distances turn **blue** while it is on
quick restart	Black stopwatch; word **reset**	Running, with **Settings ▸ Controls ▸ Show reset button** on	Resets everything and restarts
	Green stopwatch; words **start avg** / **end avg**	Running, with **Independent partial avg speed** on	Starts or ends the independent average
calibrate	Ruler; word **calibrate**	Idle	Opens the calibration screen
set timer	Timer; word **set timer**	Idle, with Auto-Start "At time". In Classic and Stage, above **calibrate**	Sets the start clock time

Notes:

- **Confirm stop & reset** *(default: on)* makes stop and quick restart ask first. Turn it off and they must be **held** instead. In **Stage mode the stop is always a single tap**, because a hold would land on the result.
- **next**, and **split** in Stage mode, fire on a **tap** (or a double tap, with the double-tap setting on). Holding one down does nothing: let go and tap again. The finish is the one exception, as above.
- **Reset buttons** puts the reset side on the **Left** *(default)* or the **Right**.
- On a roadbook's final part, **next** becomes the finish. See 6.8.

2.3 GESTURES

GESTURE	WHERE	RESULT
Swipe **left**	Dashboard	Map, and from it your saved tracks
Swipe **right**	Dashboard	Settings
Pinch	Classic or Advanced	Switch between those two. It does nothing in Roadbook or Stage, or while reversing
Tap a top readout	Classic	Promote it to the big slot
Tap the timer	Stage	Swap the total and the split
Tap the splits row	Stage	Interval or cumulative times
Double-tap a distance	Running	The adjust dialog (7.4)

GESTURE	WHERE	RESULT
Tap next, or a Flic **single click**	One-part roadbook	Zero the trip (6.15)
Flic **double click**	Classic, Advanced or Stage, with **Show reset button** on	Quick restart
Flic **double click**	Classic, Advanced or Roadbook, with **Independent partial avg speed** on	Start or end the independent window (the button carries the two-dot badge)
Double-tap the clock	Classic, Advanced, Roadbook	Set the official-time offset
Tap the clock	Stage	Set the official-time offset

The gestures you cannot see get a short hint during your first few sessions: pinch, tapping a readout to promote it, double-tapping a distance, and in Stage tapping the timer. Each hint comes back a few times and then stops.

MAKING INPUT DELIBERATE

Two settings under **Settings ▸ Controls** exist to prevent expensive accidents:

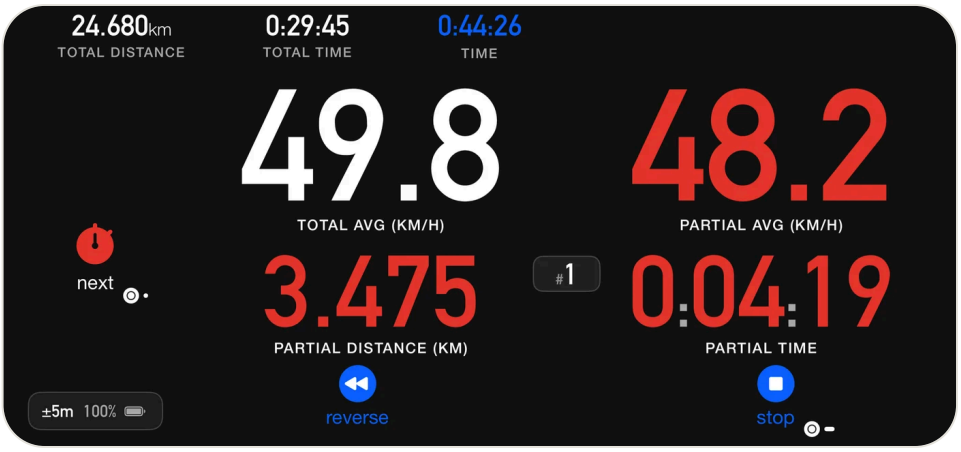
- **Two-finger swipe** *(default: off)*: the screen swipes then need two fingers, and a one finger swipe warns instead of moving.
- **Double-tap buttons** *(default: off)*: a dashboard button acts only on a double tap, two quick taps in a row, so a single accidental touch does nothing. In Stage mode stop still takes a single tap, so this reaches the split button only.

⚠️ Neither is on by default. On a rough route, turn both on before the start.

2.4 DAY AND NIGHT

Settings ▸ Dashboard ▸ Appearance is **Auto**, **Light** *(default)* or **Dark**, where Auto follows the device. Everything re-tints live, including the roadbook overlay, the speed signs and the Stage instrument.

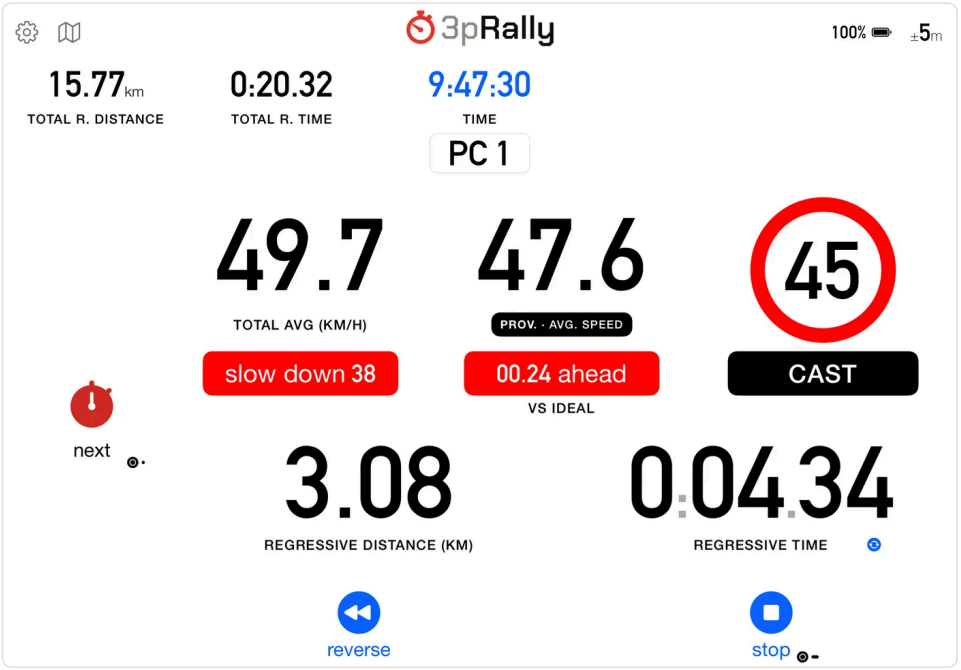
Max energy saving (**Settings ▸ Energy saving**) turns on every power-saving option at once: pure black instead of dark grey, a blank screen when parked, and less GPS while stopped. A green leaf in the status pill, beside the GPS accuracy and battery, shows that at least one of them is on. Turning it on while Appearance is fixed to Light moves Appearance to Auto and tells you so, because a black screen only saves power when it is actually dark. See 11.9.



The same screen with Appearance set to Dark.

2.5 IPHONE AND IPAD

- **iPad**, meaning 3pRally Pro, has a bar at the top with a **gear** icon for Settings and a **map** icon, beside the swipes both devices share.
- On iPad, Settings opens as a panel over the dashboard. On iPhone it fills the screen. The map is full screen on both.
- **3pRally is landscape only, on both devices.** Turning the iPad upright does not change the layout.



Roadbook mode on iPad. Chapter 6 explains its readouts.

3. MODES

Settings ▸ Mode ▸ Mode picks one of four screens: **Classic**, **Advanced**, **Stage**, **Roadbook** *(default: Advanced)*.

The mode changes what you see and what the buttons do. It does not change how distance is measured, which is the same engine everywhere.

3.1 WHICH ONE, AND WHY TWO OF THEM SCORE IN OPPOSITE DIRECTIONS

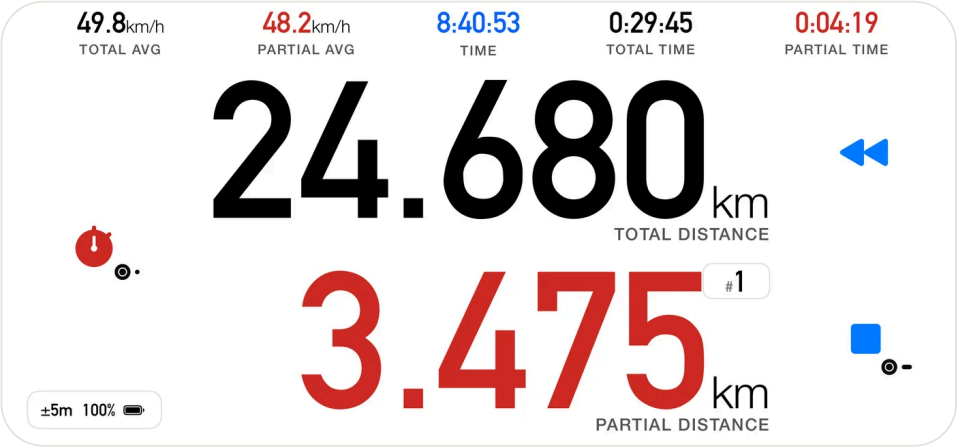
The most important functional distinction in the app, because **Stage** and **Roadbook** look similar and are scored in opposite ways.

- **Stage** is for repeating the **same course**, where **the best run counts**. A hillclimb, a sprint, a practice day, a test session. This is where the live gap to your best, the fastest flag and discarding a junk run all live.
- **Roadbook** is for a **whole event** driven once through, with everything in one book. **Every pass is summed, and there is no best-of.** So there is deliberately no ghost and no discard, because offering them would lie about how you are being scored.

YOUR SITUATION	MODE
Touring, no times, want the biggest numbers	**Classic**
A rally where you read the paper yourself and need accurate distances and average speeds	**Advanced**
Regularity or TSD with the route transcribed into the app	**Roadbook**, Regularity
Repeating one course, best run counts	**Stage**
A timed run inside a whole event	**Roadbook**, Special Stage
Open-road racing to a target average with speed zones	**Roadbook**, Open Road
A liaison between competitive parts	**Roadbook** with a Transit part, or **Advanced**

⚠️ **Liaisons do not score.** Transit time never enters a rally result. Only penalties do, which is why the app reports competitive times separately and never folds road sections into them.

3.2 CLASSIC



Classic: two distances big, everything else small.

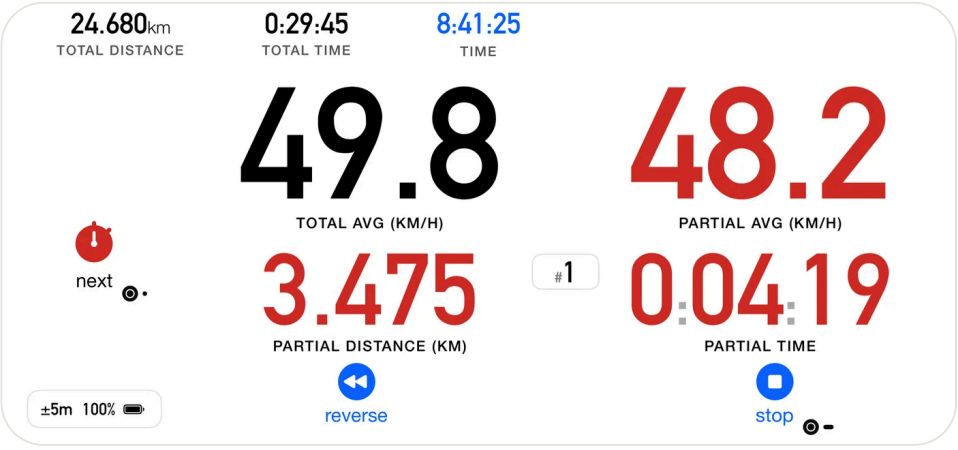
Two large counters, total and partial, with smaller supporting values.

Tap a top readout to promote it. The big pair cycles between distance, time and speed, so you can have a huge partial *time* rather than a huge partial *distance*. The choice lasts for as long as the app is running: close it or restart your device and Classic comes back with distance in the big slot.

Settings ▸ Dashboard ▸ Speed to display chooses whether the speed readout shows your **Total avg.** *(default)* or your **Current** speed.

Use Classic when you want the biggest possible numbers and are not working to a schedule. **Pinch in** to reach Advanced.

3.3 ADVANCED

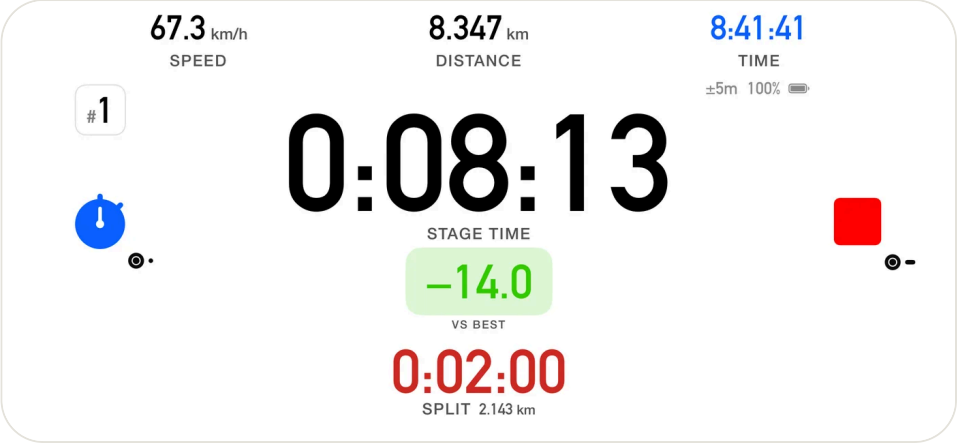


Advanced: the same run, every readout at once.

The default. A dense four-up grid, plus a compact button row that appears and disappears with the run state.

Advanced is what most crews use when they are not following a roadbook: everything on one screen, with no tapping to swap values. **Pinch out** to go back to Classic.

3.4 STAGE



Stage running: the clock, and how far up or down you are on your best.



Parked, the strip becomes the day's runs, fastest flagged.

A purpose-built instrument for a flat-out timed run, and for comparing your runs of the same course against each other.

What is on screen

- **A very large hero clock**, the time since **go**. **Tap the timer** to swap it with the current split. The split is always red and the total always the normal ink colour, wherever each sits.
- **A split badge** showing which split you are timing.
- **A strip**: current speed, distance, clock, plus the GPS accuracy and the battery. Tap the clock to set the official-time offset.
- **The live gap to your best**, a tinted pill under the hero: how far ahead or behind your best run of the day you are **at the same point on the course**. Green ahead, red behind. On the first run of a session there is nothing to compare against, so it stays away.

- **The splits**, each with the distance it covered. Tap the list to flip between interval and cumulative times.

next marks a split rather than starting a scheduled part. It banks the time and distance, and speaks the elapsed time if Voice is on.

Stopping is a single tap, always, whatever your confirm and double-tap settings say. A hold or a dialog would land on the recorded elapsed time, and that elapsed time *is* the result.

SESSIONS, THE BEST RUN, AND DISCARDING

The app never asks you to manage a session. It **infers** one: two runs belong together when they start at about the same place, within 500 m, on the same calendar day, **and cover about the same distance**, within 15% of the longer of the two. Start location is the strong signal, since a different course is miles away; the same-day rule matches the sport's own idea of a fastest time of the day; and the distance test separates two different courses that happen to share a start, such as a short run and a long one from the same paddock.

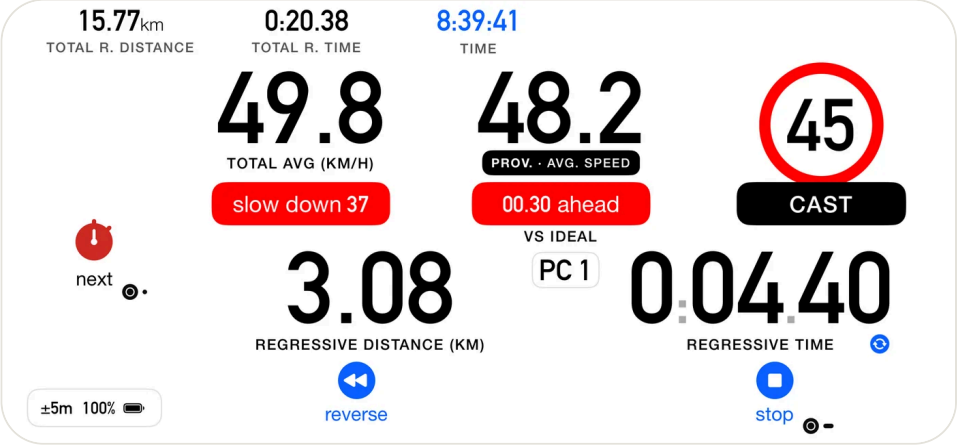
Once a session has two or more runs, comparison is simply on. Parked, the runs strip lists them with the fastest flagged, and the recap shows the delta against your **best** run of the session, captioned **vs best**, plus a **FASTEST** flag when you have just beaten it.

One benchmark, everywhere. The ghost you drive against, the runs strip and the recap all score you against the session best. They used to disagree: the recap alone graded you against your previous run, so the same run could read "+1.0 s" on the card above a strip showing "+2.0". Both were right, which was the problem.

A junk run, a warm-up or an aborted attempt, is **discarded from the recap**. It then drops out of the session best and stops being the next run's baseline, exactly like deleting a bad lap. That is deliberately a per-run decision: a single yes-or-no for the whole session could not express "this one run was a test".

⚠️ **This is your own clock, not the organiser's.** The gap, the fastest flag and the splits are your measure of your driving. See the note at the top of chapter 6.

3.5 ROADBOOK



Following a roadbook: the pace tip names a speed, and the regressive readouts count down to the next control.

Follows the selected part of the selected roadbook: the app knows every row's distance and target, shows what you are on, tells you whether you are fast or slow, and counts down to the next boundary.

It requires a roadbook. Selecting the mode with nothing to follow does not switch. It offers to build one instead:

> **No roadbook yet**: Roadbook mode needs a route to follow. Create one now, or keep using Classic or Advanced.

Create Roadbook takes you straight into the editor, **Not now** leaves you where you were, and the Mode selector goes back to what it was either way.

Build one in chapter 5, drive it with chapter 6.

Two more constraints:

- ⚠️ **Legacy customers** cannot select Roadbook mode, and are offered the one-off Lifetime Full Access Pass instead. The editor still opens, so you can build and explore. See chapter 12.
- While a run is under way you cannot switch **which** roadbook you are driving, though you can still edit the one you are on. See 5.13.

Pinch does nothing here. You leave Roadbook from Settings.

3.6 REPEATING THE SAME ROAD INSIDE ONE ROADBOOK

A road driven twice in an event is normal, and it is simply entered twice, at its own place in the itinerary, with the transit between. **Both passes count and both are summed.**

⚠️ **Known limitation.** The app holds no link between the two passes, so it cannot compare your two runs of the same road inside a roadbook. That comparison exists only in **Stage**.

3.7 SWITCHING MODES

You can switch mid-run. The dashboard re-renders and the counters keep going, with nothing reset. Switching into Roadbook mid-run picks up at the crossing count you are already on.

Changing mode rebuilds Settings, because the mode-scoped section appears and disappears with it.

4. RUNNING

4.1 STARTING

Tap **go**. What happens next depends on **Settings ▸ Start ▸ Auto-Start**:

AUTO-START	RESULT OF TAPPING GO
Off *(default)*	Starts immediately
30 sec / **60 sec**	Countdown screen, then starts on a round clock time: see below
At time	Counts down to a clock time you set

30 sec and **60 sec** do not start exactly that long after you tap **go**. They start on a round clock time, so the start is easy to agree with a marshal: **30 sec** picks the next whole or half minute at least 30 seconds away, and **60 sec** the next whole minute at least a minute away. So a 60 sec start can be up to two minutes off.

AUTO-START "AT TIME"

If no time is set, tapping **go** opens the set-time dialog. The rules:

- at least **10 seconds** in the future,
- within **90 days** of today,
- an invalid date is rejected with an explanation.

While Auto-Start is on "At time", a **set timer** button sits on the idle dashboard so you can set or change the time. In **Classic** and **Stage** it sits opposite **go**, above **calibrate**.

The **go** button carries a start-delay badge, the same in every mode:

BADGE	MEANS
Red **SET** with a timer	No start time yet: tap **go** or **set timer**
Orange **hh:mm**	The start time
Black **hh:mm** (white at night)	The start is less than 5 minutes away
Orange **dd/mm**	The start is more than a day away: the date
Black **+30s** / **+60s**	Auto-Start 30 or 60 seconds

⚠️ **The countdown screen only counts inside the last 5 minutes.** Further out it says so and offers **start now**. This is deliberate: you set your minute at the control, then park the phone.

If an **official time** offset is set, the countdown uses official time rather than the phone's clock.

COUNTDOWN

Settings ▸ Start ▸ Countdown is **Off**, **5 sec** *(default on a new install)* or **10 sec**, and it is the audible countdown on that screen. It needs Sounds or Voice to be heard. The same setting counts you out of a roadbook pause too (6.6b), so it can be set with Auto-Start off. If you updated from an earlier version it stays as you had it, Off unless you changed it.

4.2 MARKING A CROSSING

Tap **next** at each waypoint or control. It:

- zeroes the **partial distance** and **partial time**, and with them the **partial average** (in Roadbook the partial average runs from control to control instead: see 6.2),
- advances the crossing counter,
- drops a pin, where the boundary is a control,
- re-arms the distance alerts,
- in **Roadbook**, loads the next row's targets and fires any zero-odometer flag on it,
- in **Stage**, and in a Special Stage part, banks a **split**,
- clicks, or speaks, depending on your sound settings.

With **Settings ▸ Controls ▸ Show result at each control** on, a brief card follows each **next**. In Roadbook it shows how that part scored (see 6.13), and only at a **scored control**: a row that is a reference rather than a control crosses quietly.

In **Classic** and **Advanced**, where you follow a paper roadbook and **next** is your control, the card shows the sector you just closed: its time, distance and average, and the time of day you pressed. There is no score, because the target is on your paper, not in the app. In **Stage** the next button banks a split and shows no card. The card at the end of a run is a separate setting and does appear in every mode: see **Show run summary** below.

Some roadbook rows cross **by themselves**, at the distance the paper gives. See 5.5 for which rows do that and why the sport's own rules put it there.

WHAT YOU HEAR AT A CROSSING, AND WHY IT DIFFERS

A crossing you made and a crossing that happened to you need different things said, so the app says different things.

	WHAT IT SAYS
You tapped next	**"next"**, spoken: the word on the button you pressed *(until 3pRally 5.1, "Reset").* You know where you are, so it confirms the tap registered, nothing more. On a roadbook with a single row the button reads **reset**, and so does the voice.
In Stage	the **elapsed stage time**, because a tap there marks a split

	WHAT IT SAYS
The row crossed by itself	a **click** if the part ahead was already announced on the approach; otherwise its name and target, "CAST 40" or "target 120", or the length of the pause if the row is one. Nobody pressed anything, so "next" would answer a question you never asked. What you need is the number that just changed under you.
In a dense chain	a **click** only. Parts a few seconds apart would otherwise speak over each other continuously.

With voice off and sounds on, all of these are the click. With both off, an automatic crossing still **pulses the target speed** on screen, so it is never silent in the sense that matters.

A ROW THAT ZEROES THE ODOMETER

Roadbook only. A row can carry a flag that zeroes the total distance at its control; how that looks on screen is in 6.16.

4.3 PAUSE

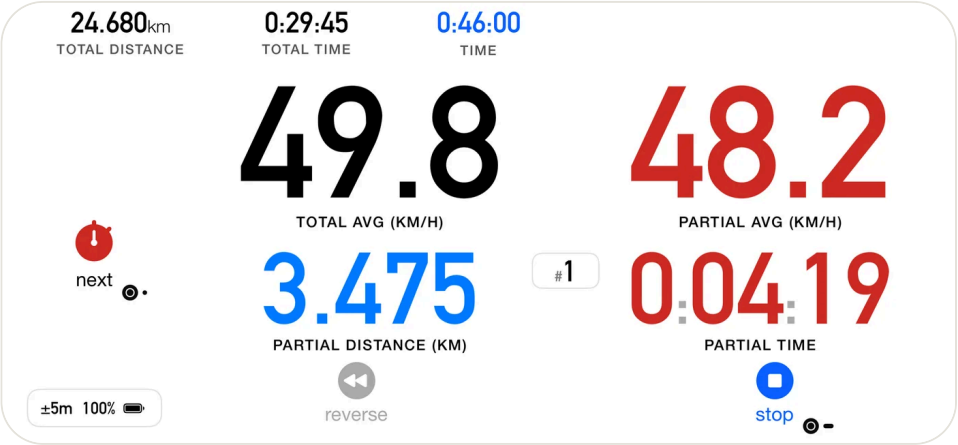
Off by default. Turn it on in **Settings ▸ Controls ▸ Pause button**.

While paused, the clocks freeze and **no distance accumulates**: the app keeps re-baselining your position, so measuring restarts from where you actually are. Tap **Resume**, or tap anywhere, to continue.

⚠️ **Not available in Special Stage or Open Road parts**, where the timing is continuous and there is no clock you may legitimately stop.

This is your clock, not the organiser's. Pause is the button for being held unexpectedly, and it stops the counters you own. It does not shorten or extend a roadbook **Pause part**, which is a halt the organiser scheduled and which runs for as long as it was written for (6.6b). The two share a word and nothing else.

4.4 REVERSE

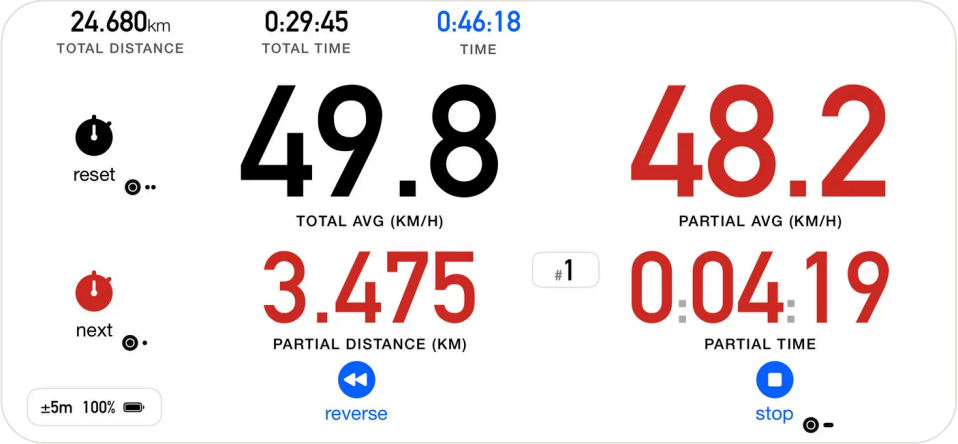


Reverse in Advanced: the partial distance turns blue while you roll back.

reverse subtracts distance instead of adding it, for backtracking to a missed junction without corrupting your totals. The partial distance turns blue; the total distance, the times and, in Roadbook, the count-down distance keep their colour. Voice says "Going Backward" and "Going forward now", and a brief flash confirms it. Tap again to return to normal.

4.5 QUICK RESTART (THE RESET BUTTON)

The button is labelled **reset**; this manual calls what it does a quick restart.



With Quick restart on, reset gets its own control above next.

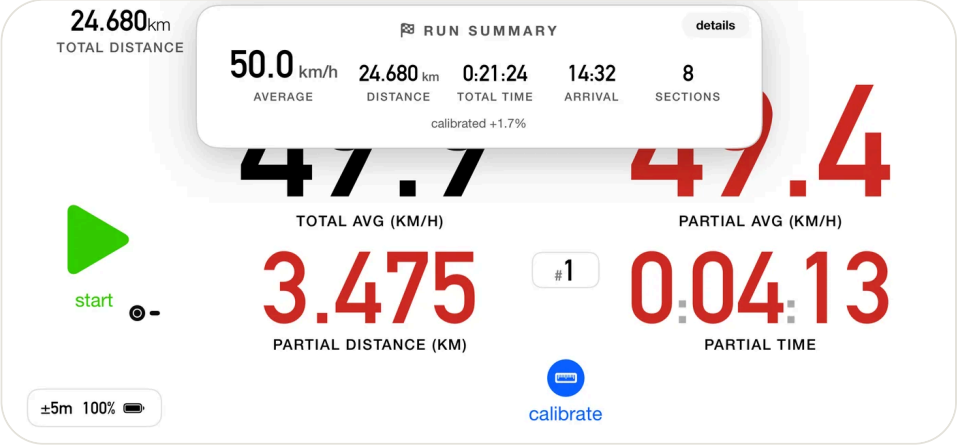
Resets every counter and starts again immediately, which is the fast way to begin another run without stopping first.

- Turn the button on in **Settings ▸ Controls ▸ Show reset button**.
- With **Confirm stop & reset** on *(default)* a **Reset?** dialog asks first. With confirmation off you **press and hold** it.
- The run it ends is always saved.
- With a Flic, a **double click** does it too (9.1); with the Bluetooth media button, two presses of **Previous** (9.6).
- Like stop, it takes its time and distance at the moment your finger or the Flic goes **down**, so waiting for a hold or a dialog costs you nothing.

⚠️ **Not available in Roadbook mode.** To zero the odometer at a point on a roadbook, put the zero-odometer flag on that row instead (5.6).

⚠️ **Quick restart and the independent average are mutually exclusive.** Turning one on turns the other off, since both want the same button.

4.6 STOPPING, AND FINISHING



The card you get at stop. The calibration line appears only when one was active; details opens the saved run.

stop ends the run.

- With **Confirm stop & reset** on, a **Stop?** dialog asks first and **Stop** ends the run. With auto-save on, which is the default, that one button also saves. With auto-save off the dialog gains a second button, **Stop & Save Track**. On a roadbook's final part the same dialog reads **Finish?** and **Finish**.
- With confirmation off, **press and hold**.
- With a Flic, **hold** it. With the Bluetooth media button, press **Next** twice, or hold it once if your button can.
- **The time and distance are taken the moment you press**, when your finger or the Flic button goes down. Holding, or answering the dialog, does not add to your time or distance.
- In **Stage mode it is always a single tap**, whatever those settings say, because a hold or a dialog would land on the recorded elapsed time, and that time is the result.

Finishing a roadbook is different from stopping one. On the final part the button becomes a checkered flag. Tap it and confirm **Finish**, or, with **Confirm stop & reset** off, hold it. Either way it crosses the last control, scores the final part and saves the track. Or set the roadbook's **Finish** to **auto**, and the run ends by itself at the last part's distance. Ending anywhere earlier is an abandon, and the button deliberately keeps saying stop. See 6.8.

Afterwards, with **Settings ▸ Controls ▸ Show run summary** on, a card shows the average speed, distance, time, arrival and how many parts you completed. When the run was saved, its **details** button opens it in the track list, part by part. This one appears in **every mode**, and after a **quick restart** as well as a stop. Those two are the only actions that end a run, which is why they are the only ones that produce it.

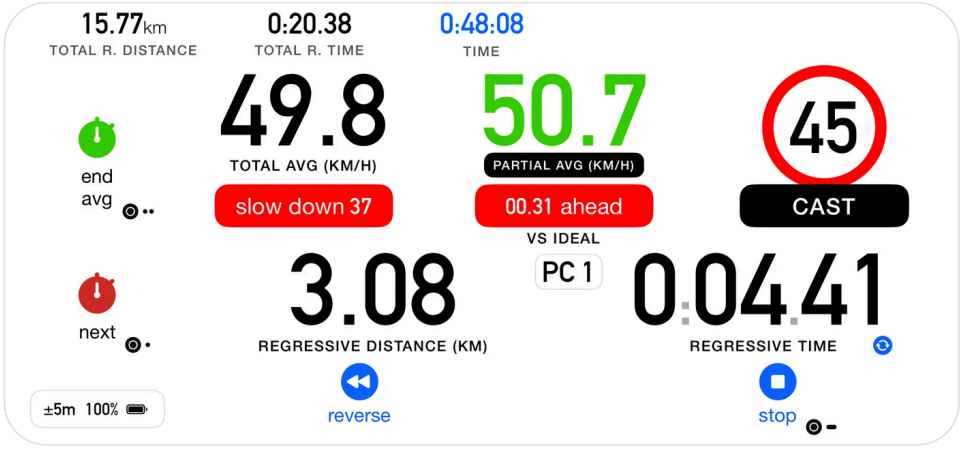
IF THE APP WAS KILLED MID-RUN

On the next launch it offers to **resume the trip**. If the state cannot be recovered it says so, and confirms the track was saved.

That includes being killed **during a pause** *(fixed in 3pRally 5.1)*: the run comes back **still paused**, with the pause card up, the time and the average exactly as they were when you paused; leave the pause as usual when you move off, and everything since you paused counts as pause, not driving. The one exception is a roadbook pause row whose due-out time has already passed while the app was down: the regroup is over, so the run comes back running. Until 5.1 a pause threw the recovery data away, so a crash at a regroup lost the run.

It also comes back **on the row you were on** *(3pRally 5.1)*. The recovery data is now saved at every control you cross, every reset and every undo, as well as every 30 seconds. Until then a crash just after a control could bring you back on the row before it: the app crossed that control a second time, scored it again and repeated its announcements, and a pause row it had just entered started its time over.

4.7 THE INDEPENDENT AVERAGE



While the window is open the readout is green and the control offers to end it.

Settings ▸ Dashboard ▸ Independent partial avg speed turns the reset button into an **A-to-B average tool**:

- press once and a fresh average starts from that moment, shown in green;
- press again and it ends, and the readouts go back to the ordinary partial.
- a Flic **double click** does the same as pressing it.

Both are a **single tap**, and ending one is not held or confirmed even when *Confirm stop & restart* is on. That setting guards the two expensive actions on the same button, stopping the run and quick restart. Ending this window costs you one temporary readout that you can start again with another tap, so it is not worth a gesture of its own.

While it is running, the big average on screen **is** that window, shown in green like its distance and time, and it is not coloured against the schedule: it is measuring your stretch, not your pace, so being fast or slow for the roadbook says nothing about it.

It intentionally ignores control crossings, which is the point: "from this sign to that junction, what did I average?" is a different question from "how am I doing against the schedule".

It is available in every discipline. In a Special Stage it has no competitive meaning, since fastest elapsed time wins, but it is harmless and opt-in. In Open Road, where you are managing an average, it is genuinely useful.

4.8 THE THREE RESETS PEOPLE CONFUSE

Keep these apart, because they get run together:

	WHAT IT ZEROES	WHAT SURVIVES
next	the partial only, and it advances the roadbook	everything else
zero the odometer (a roadbook row flag)	the distance **reading** only	time, schedule, marked controls, your position
quick restart	the whole run	nothing, it starts again

And a fourth that is easy to mistake for them: the **independent average** is a running average you arm by hand, and it ignores control crossings entirely.

4.9 OFFICIAL TIME

Rallies run on the organiser's clock. **Double-tap the clock** on the dashboard to enter an offset; in Stage mode a single tap on the clock does it. The clock then turns green and reads **official time**, and Auto-Start and the countdown follow it.

4.10 LONG RUNS

The app warns when the battery is low and not charging. For multi-hour work, set up **Energy saving** (11.9) before the start rather than during it, and keep the device on power.

5. ROADBOOKS: BUILDING THEM

A roadbook in 3pRally is the route the app follows for you. You transcribe the paper once, and from then on the app knows what is coming, what you are supposed to be doing, and how far you are off it.

Open it from **Settings ▸ Mode ▸ Roadbooks**. The row's right side names what is currently selected, so you can see what you are about to drive without opening anything.

> **A note on words.** The app swaps the name for one timed piece of road depending on what your event calls it: *section*, *leg* or *stage* (**Settings ▸ Mode ▸ Segment name**). This chapter calls the thing you type a **row**, because that is what it is in the editor, and leaves the driven thing to whatever word your app is showing you.

5.1 THE STRUCTURE

```
Roadbook            "Mille Miglia 2026"        the shareable, syncable unit
└── one or more     "Day 1"                    the runnable unit, carries the DISCIPLINE
    └── rows        CAST 50 km/h, 12.40 km     what you drive
```

The middle level is what you select and run. A one day event is the simple case: one roadbook, one of them, and a list of rows.

⚠️ **Only the selected one is driven.** A roadbook holding a whole week is not chained together automatically. You select the next one between runs.

5.2 DISCIPLINES

Tap the discipline chip in the editor header. The choice belongs to the middle level, and it decides which row types you may use:

DISCIPLINE	COMPETITIVE ROW	ALSO AVAILABLE	WHAT IT MODELS
Regularity	**CAST**, **Target Avg**	Time, Transit, Pause	TSD and regularity: hold a prescribed average
Special Stage	**Special**	Time, Transit, Pause	Flat out, fastest elapsed time wins
Open Road	**Open Road**, **Target Avg**	Time, Transit, Pause	Open-road racing, in either of its two scoring shapes
Transit	**Transit**	Pause	A non-competitive liaison

Changing the discipline when rows exist that the new one does not use offers to **convert** them: they are re-typed to the new discipline's primary type and keep their distances.

5.3 ROW TYPES

TYPE	REQUIRES	OPTIONAL	WHERE ITS TIME COMES FROM
CAST	distance, ideal speed		distance divided by the speed
Target Avg	distance, target average	**MAX** ceiling	distance divided by the average
Time	distance, a time		the time you entered
Transit	distance, a time		the time you entered
Pause	**a time. No distance**		the time you entered
Special	distance		unknown until you drive it
Open Road	distance	base speed, max cap	distance divided by the base speed, or by the max when there is no base

An Open Road row with **neither** a base speed nor a max is **unbounded**: it has no time of its own, so the schedule simply carries across it, and the dashboard shows no speed sign and no time-vs-base readout on it.

Time, Transit and Pause are three different things, and the difference is movement. A **Time** is a paced section given as a duration instead of a speed: "cover 3.5 km in 4:12" rather than "hold 50". A **Transit** is a liaison between competitive sectors, where you are due at the far end at a time and are not held to an average. The delta readout says so: it reads *vs ideal* on a Time and *vs schedule* on a Transit.

A **Pause** is neither, because you are not driving. It is a halt at a place: a regroup, a service point, lunch, parc fermé. It has a duration and **no length**, so the distance field is not shown for it, and the strip prints a dash where the length would be. That is how an event writes one: a road book gives the transit that reaches the stop, and the stop itself occupies time on the schedule, not road.

What a pause does while you are sitting in one is in 6.6b.

> **Roadbooks written before 5.0 have pauses with a distance**, because the old editor required one. Those that describe a stretch of road are converted to Transits when the roadbook is brought across, which changes nothing about the schedule: a Transit is scheduled from the same distance and time. A pause that was already written at a single point stays a pause.

CAST and Target Avg both minimise error against an average, and they sit side by side in the Regularity palette. The difference is the ceiling: Target Avg carries an optional **MAX**, which is a limit you are flagged for crossing rather than a scored penalty.

Do not model a precision trial as a Special. The short precision rows some regularity events print, forty to sixty metres at a walking-pace target, are precision trials inside a regularity event. Author them as CAST or Target Avg. A true special stage cannot legally appear inside a regularity event at all.

5.4 CONTROLS AND REFERENCES

This is the idea the rest of the chapter hangs on.

A roadbook has two kinds of rows. A **control** is a place the organiser measures you: a time control, a test, a start or a finish. A **reference** is a waypoint you tick off along the way ("at the church, keep left, still 50"), printed so you can follow the route.

The consequence while driving: your trip counter still zeroes at a reference, so the distance to the next instruction is always in front of you, but **your average keeps running across it**, because you are still being timed on the same average until the next real control. A reference tidies your navigation without disturbing the number you are judged on.

You do not mark a row as a reference. There is no such switch. You switch **"is a control"** off and leave the pace alone, and the row *becomes* a reference. The app works it out for you: a row is a real boundary when it is a control, or the first row, or the type changes, or the target speed changes. Anything else is a reference, and the editor dims it to show you.

Switching "is a control" off does not stop the app timing that stretch. It always banks a result at every row, because "+3 s at the speed change" is a real and useful fact. What it stops is the app **claiming** a control: an unscored boundary drops no pin on your map, is absent from the track recap and the export, does not count in the finish card's total, and never raises the "control not marked" warning. Your totals then still agree with the marshal's sheet.

5.5 HOW A BOUNDARY IS CROSSED: TAP OR AUTO

The sport's own rule sets this up. SCCA RoadRally §E4: *"All average speed changes must occur at a specific sign, landmark or at an official mileage."* Those are exactly the two cases:

THE ROADBOOK SAYS	WHO CROSSES IT	ROW MODE
an official mileage	the odometer	**auto**
a sign or a landmark	your eyes	**tap**

Set it per row. There is a roadbook-wide **Advance** default, off out of the box, and rows inherit it until you override them. Real route books mix both inside one run, so the row is the truth and the roadbook-wide setting is only the fallback.

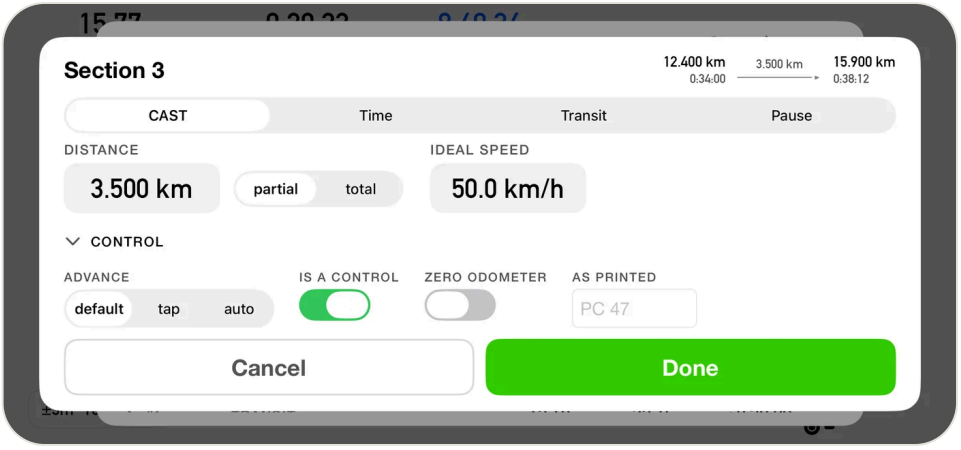
Three things worth knowing:

- **An auto boundary is still tappable.** Odometer drift, a mis-transcribed row, a tunnel. The tap overrides, and rule E4 is why it has to.
- **New in 5.0: tapping just after it fired does not cross a second control.** The boundary crosses itself and announces it, but by then your thumb is already moving, and that tap used to bank a part of almost no length and step you past a control you never reached. The app now absorbs that tap and tells you

the control was already crossed, so you do not have to know in advance not to press. It only absorbs a tap that cannot be a real crossing: on a short part, or one with no distance, your tap goes through as it always did. See 6.6a.

- **Crossing early costs almost nothing.** Auto fires against the **cumulative** authored distance, so one short part is followed by one long one and the book is back in step at the next boundary. Cross more than 300 m or 10% early, whichever is larger (but never more than half the part's own length, so a short part is still checked), and the app flags it as cut short and offers about nine seconds to undo it. A mis-tap that is not detectably early has no way back, so tap deliberately.
- **Advance never ends the run.** The finish is a press unless the roadbook's **Finish** is set to auto. See 6.8.

5.6 ROW FLAGS



The CONTROL panel: what the row does at its boundary, and what it is called on paper.

Beyond the type and the numbers, each row carries four switches. All four exist because they are printed on the paper, not because they are settings.

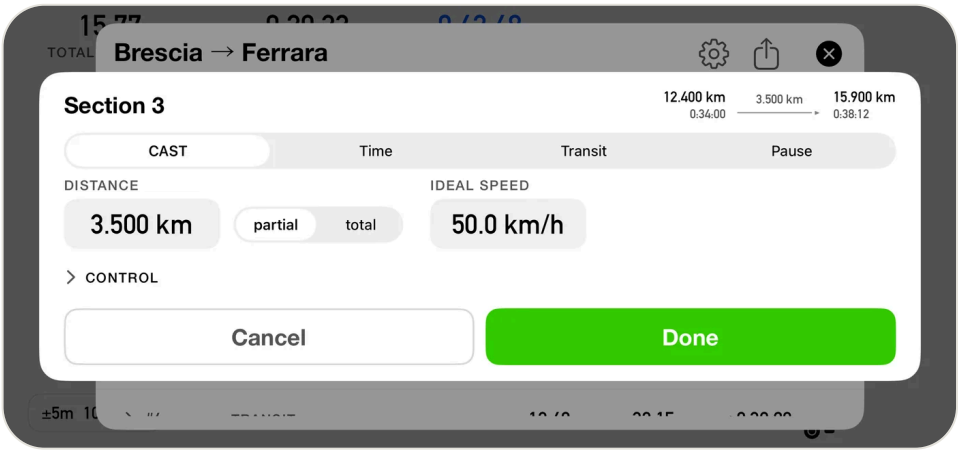
Is a control. Covered in 5.4. Off means the app still times the stretch and still shows you your error, it simply does not count it as a control.

Advance. Tap or auto, per 5.5.

Zero the odometer here. Some roadbooks tell you to reset your trip meter at a control. Switch this on for the row that control opens, and 3pRally does it for you the moment you mark the control. The total distance goes back to zero, so it keeps matching the paper. **It is not a restart.** Your time, your schedule, your marked controls and your position in the roadbook all carry straight on. Only the distance **reading** goes to zero, and the app keeps its own private count of how far you have really driven, so the finish still knows where it is.

As printed. A roadbook keeps several numbering systems at once, and they do not line up with the app's own count. Type what the paper calls the row ("PC 47") and the dashboard chip shows that instead of "#3", so what you read on screen is what you read on your knee.

5.7 ENTERING A ROW



One row. The header shows where it starts and ends, both in distance and in ideal time.

Tap **+ add a row** at the bottom of the strip, or tap an existing row to edit it. The card gives you:

- a **type** picker, limited to the discipline's palette. A new row starts on the discipline's main type (CAST for Regularity, Open Road for Open Road, Special for a special stage, Transit for a transit), so the fields below already match it before you type anything;
- a **distance**, typed as either **partial** (this row's own length) or **total** (the cumulative distance at its end). **A Pause has no distance field**, because it has no length;
- the **rate**: a speed for CAST and Target Avg, a base speed and a max for Open Road, a time for Time, Transit and Pause, nothing for Special;
- the four flags above;
- an **entry line**, `starts <distance> · <time>`, so a total has a visible starting point;
- an **exit preview**, `ends … · … · partial …`, computed live as you type.

Save + next saves and drops you into a blank row, carrying the type and your partial-or-total choice forward. The speed is left blank on purpose: typing it for each row is the moment you notice a row that is not really the same pace as the one before.

Long-press a row for insert above, insert below, duplicate and delete. **Edit** turns on drag to reorder, which re-derives every total.

5.8 WHAT THE APP REFUSES, AND WHAT IT WARNS ABOUT

Checked when you save a row:

RULE	MESSAGE
A type must be chosen	*please choose a … type*
A distance is required	*please enter a distance*

RULE	MESSAGE
Distance at most 9 000 km	*the distance you entered is too big*
CAST needs a speed	*please enter the ideal speed*
Target Avg needs an average	*please enter the average speed*
Time, Transit and Pause need a time	*please enter a time*
Every type except Pause needs a distance	*please enter a distance*
Open Road: max at or above the base speed	*the max speed cannot be below the base speed*
Target Avg: MAX at or above the average	*the max speed cannot be below the target average*

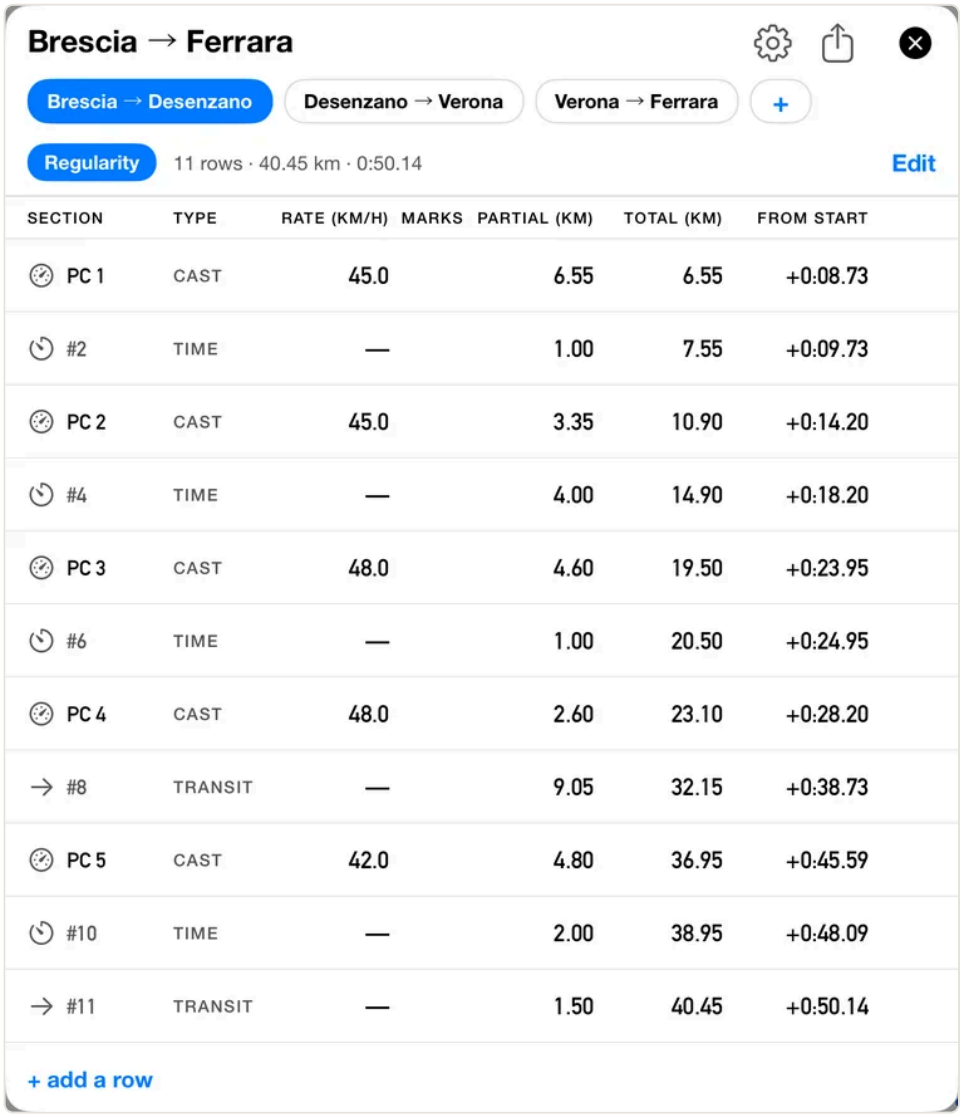
Across the whole list, cumulative distance and cumulative time must keep increasing. If they do not you get *the data in this section is conflicting with Distance / Time at section N*, which almost always means a total you typed is smaller than the total already reached there. Rows whose time is unknown until driven, Special and an unbounded Open Road, are exempt from the time check by design.

The very short row warning. Under about 300 m the app stops you and explains why:

> A stretch this short is below what GPS can place reliably, and the times for the sections around it are built from this row, so a chain of tiny rows drifts away from the organiser's schedule. Rows are for the stretches you drive between controls, not the short tests you are timed through separately. You can save it anyway.

You can **Save anyway**. The warning is a guard, not a veto.

5.9 READING THE STRIP AS A TABLE



The strip is the roadbook as a table: every row of the stage, and what they add up to.

The strip is laid out like the printed roadbook: a grid you check column by column against the paper in your hand, not a list of sentences.

COLUMN	WHAT IT HOLDS
Section	the type icon, plus the paper's own label if you typed one, otherwise the app's number
Type	the row type
Rate	the speed this row is driven to
Marks	the row's flags
Partial	this row's own length
Total	the cumulative distance
From start	how far into the run this point falls

The units are stated once, in the header, so the rows stay clean. Two columns stay quiet where nothing changes: a run of the same kind of row prints its type once and then leaves it blank, and the Rate is left blank while **both** the type and the speed are unchanged. So **a blank in the Rate column always means the pace carries straight on**, which is the reading that matters at speed.

A printed speed therefore means something about the pacing changed at that row, and it can be the *kind* of row rather than the number: a CAST at 45 followed by a Target Avg at 45 reprints the 45, because being paced against a target average is not a continuation of a CAST, and a blank there would claim it was. The type icon still shows on every row, so you never lose track of what you are on.

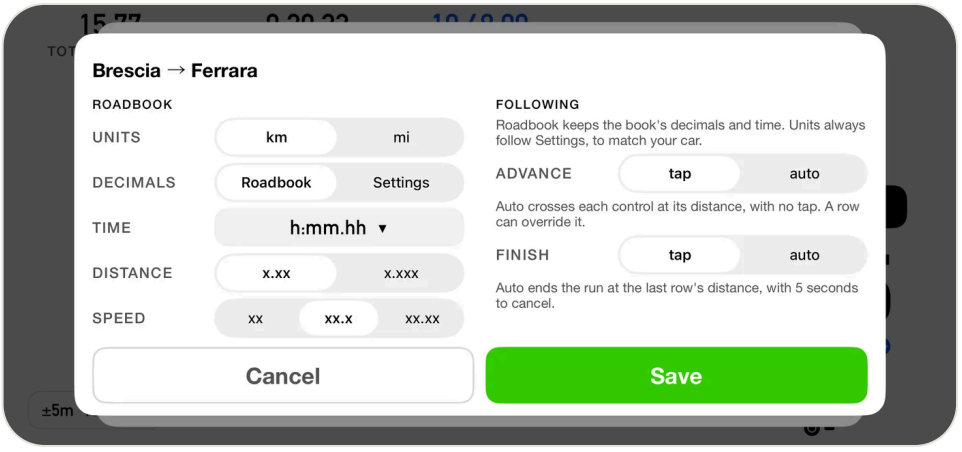
You can read that off the figure. **PC 1** is a CAST at 45.0, **#2** is a TIME, and **PC 2** comes back to CAST and prints **45.0 again**: the same number as two rows earlier, reprinted because a TIME row fell between them, so the pacing restarted rather than carried on. The same thing happens at 48.0 either side of **#6**. Nothing in this stage runs two rows of one kind back to back, so no Rate cell is blank here: the blank is what you see down a chain of CASTs held at one speed.

The last column is written with a plus sign, "+0:15:53", so it can never be mistaken for a time of day. It is how long into the run this point falls, not the hour a clock would show.

From start is hidden while you are editing. Tapping **Edit** adds the delete and reorder controls on either side of every row, which leaves less width for the grid, so the widest column steps aside and returns when you tap **Done**. It is the one you are least likely to be reading while dragging rows around.

The legend under the strip names the marks, and lists only the ones this stage actually uses: *dimmed = reference*, *not a control*, *blue = base speed*, *red = max cap*, *zero odometer*, *auto-advance*.

5.10 ROADBOOK FORMAT



How this roadbook is written, kept with the roadbook rather than in Settings.

Each roadbook carries the units, precision and time notation it is **printed in**. Set it when you create the roadbook. To change it later, tap the **gear** icon in the roadbook editor's header, or swipe the roadbook in the library and tap **Edit**.

FIELD	OPTIONS
Units	km or miles
Time	the same four as Settings: h:mm:ss, h:mm:ss.d (tenths of a second), h:mm.hh or h:mm.ttt (hundredths or thousandths of a minute); the time entry then takes exactly that precision *(until 3pRally 5.1 it offered only seconds or hundredths of a minute)*
Decimals	Roadbook, or follow Settings: governs the time notation and the two decimal rows under it *(the time notation joined them in 3pRally 5.1)*
Distance decimals	how many decimals distances show
Speed decimals	how many decimals speeds show
Advance	the roadbook-wide tap or auto default
Finish	tap, or auto to end the run at the last part's distance (6.8); not shown when creating a roadbook
Tech speed	Open Road only, see below

You type exactly what is on the paper. Underneath, everything is stored canonically, so changing the format later only changes how numbers are shown and entered, never what is stored.

A new roadbook starts on **Decimals: Settings**, so if you never open this panel it keeps following your usual precision, including when you change it later. The moment you set the distance or speed decimals by hand, the roadbook switches to **Roadbook** and holds those figures: you have just told it what the paper says, and paper does not change because a setting did. The toggle says which it is, and puts it back either way.

Switching is always safe. Everything is stored canonically, so neither choice moves a single number in the roadbook, only how the figures are shown.

Once set, the two halves of this panel reach different distances, and it is worth knowing which is which: **units follow your car, decimals follow your roadbook.**

Precision is the roadbook's. The distance and speed decimals you set here are used everywhere the roadbook is loaded: the strip, the segment editor, the upcoming-part card, the driving screen itself and the run summary afterwards. That is the point of them. A book written to two decimals is driven against a dashboard showing two decimals, so the figure you are calling can be matched against the figure on the page.

A decimal appears only where it carries something. Set the book to one decimal and a target of 80 still reads **80**, not 80.0, while a French regularity's **45,3** keeps its 3. This matters more than it looks: target speeds used to be rounded to whole numbers on the driving screen on the assumption that nobody writes a fractional one, which is true of SCCA and HRCR and false of French regularity, where showing 45,3 as 45 is about eight seconds over a twenty-minute test. Nothing was ever *computed* from the rounded figure, but you drive against what you read.

Units are yours, not the roadbook's. The driving screen always shows the units from **Settings ▸ Units & Format**, even while you are following a roadbook written in the other ones. This is deliberate. The instrument you are really checking against is the car's odometer, and a crew with a kilometre odometer

following a roadbook printed in miles normally wants kilometres in front of them. If you would rather the screen matched the paper, change the units in Settings; nothing about the roadbook has to change, because the distances are stored canonically either way.

The time notation follows the roadbook, like its decimals *(3pRally 5.1).* While you follow it, the elapsed, regressive and ideal-gap times on the driving screen, the cards and the run summary are written in the roadbook's notation (a book in h:mm:ss.d shows 0:09:16.1 even if Settings says h:mm:ss), unless its **Decimals** switch says **Settings**. The **time of day** is a clock, not a time from the paper, so it stays in your Settings notation. *(Until 5.1 every time on the driving screen used Settings.)*

The roadbook screens (the strip, the segment editor, the library rows) show the book in its own units and notation, because they are showing you the paper as you transcribed it.

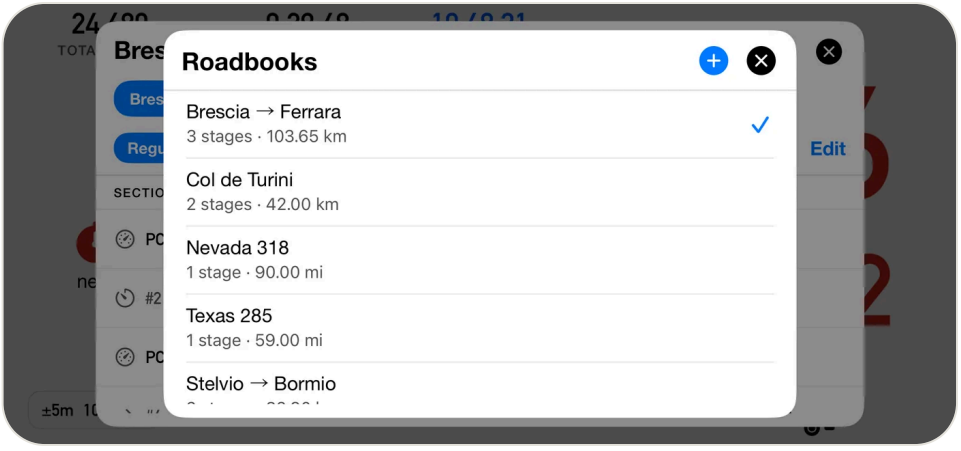
So of the three notation rows on the format sheet, the units are the only one that never crosses to the driving screen. The decimals and the time notation do, which is why those two are the ones the **Decimals** switch can point at Settings.

Trips driven outside a roadbook (Classic, Advanced, Stage) follow your settings for both.

One thing keeps your **settings** either way: spoken announcements. The voice reads distances and speeds at the precision from Settings, not the roadbook's, because a spoken number is not something you compare with the page and every extra decimal is another word to sit through at speed.

Tech speed is a class-wide never-exceed ceiling for the whole event, and it appears only when the roadbook has an Open Road part. Once set, it also caps every **Target Avg** row in the same roadbook, including one in a Regularity stage. The effective ceiling at any moment is the lower of the row's own cap and the tech speed.

5.11 THE LIBRARY



Every roadbook you hold. The tick is the one you are following.

Tap the roadbook name to open it. Rows show the name and a summary in that roadbook's own units, with a checkmark on the active one. Tap to switch, swipe to **Edit** (name, format, tech speed) or **Delete**, and tap **+** in the header to create.

The one you are following is always at the top, and the rest follow in the order you last touched them, so yesterday's roadbook is the second row rather than something to scroll for. The order settles when you open the library and holds while it is open, so nothing moves under your thumb.

Creating one gives it one empty runnable part and drops you into its first row.

With iCloud sync on (**Settings ▸ Tracks & roadbooks ▸ Sync to iCloud**, off by default; see 5.14), a deleted roadbook waits in **Recently Deleted** with the days remaining, and restoring it brings it back on your other devices too.

5.12 SHARING AND IMPORTING

Share exports the whole roadbook, everything in it, as a `.3prbk` file through the iOS share sheet. Opening one of those files with 3pRally **appends** it to your library with a fresh identity, so importing twice never overwrites anything.

An import never changes which roadbook you are driving. It arrives in the library and waits; you switch to it when you are ready. The only exception is a library that was empty, where the arriving book becomes the active one because there is nothing to displace. So importing three books at a control is safe: nothing moves under you, and nothing you have already loaded is disturbed.

An imported roadbook keeps the date it was last changed on the device it came from, so an old one does not arrive at the top of the library. If you import several, look further down the list.

This is how a co-driver prepares at home and hands the route to the driver's phone at scrutineering.

5.13 WHAT IS LOCKED WHILE YOU ARE RUNNING

The distinction is the whole explanation:

- **Editing the roadbook you are driving stays available**, and it recalculates live. You fix a row the moment you find it is wrong, which is what actually happens on an event.
- **Changing which roadbook you are driving is not available until you stop.** There is no coherent answer for what should happen to the distance and time you have already covered.

So while a run is under way the roadbook name stops opening the library and its chevron disappears, the selector chips and the add button go inert, and the long-press menu does not open. Each of those taps explains itself with a brief notice rather than doing nothing. When you stop, everything is available again.

Only roadbook following locks this. In Classic, Advanced and Stage the roadbook is not being followed, so switching it mid-run costs nothing and stays allowed.

5.14 ICLOUD

Roadbooks sync with the same switch as tracks, **Settings ▸ Tracks & roadbooks ▸ Sync to iCloud**. The section and the row are named for the two because, on Rally, that one switch covers both. Turning it on reconciles your tracks and your roadbooks together.

It uses **your own iCloud**: only devices signed in to the same Apple Account see your tracks and roadbooks. Nobody else, family included, can reach them.

3pRally and 3pRally Pro share the same iCloud storage, so moving from one to the other with sync on brings your tracks and roadbooks with you.

Opening the editor pulls the latest, so a change made on another of your devices shows up when you open it rather than whenever a push arrives.

⚠️ **A sync never changes the route under a driver.** If a remote edit lands while you are driving, the live route is left alone. Remote edits to the roadbook you are on take effect the next time you enter Roadbook mode.

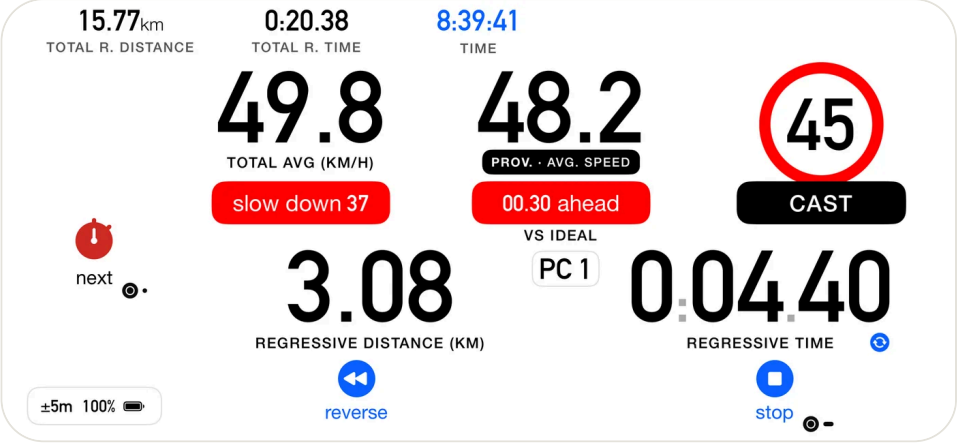
6. ROADBOOKS: FOLLOWING THEM

Set **Settings ▸ Mode ▸ Mode** to **Roadbook**, check that the right roadbook and the right runnable part are selected, and drive.

Before any of the detail, the honest frame:

> **We are your instrument, not the beam.** The organiser's timing owns the result. What we give you is a clock where there is none, and the splits nobody hands you. GPS distance is good to roughly three to five metres, which is about **a second**, not hundredths. Some events time to whole seconds, some to tenths, some to hundredths, and none of those are ours to choose. So our number and the official one can differ, and when they do, theirs is the one that counts.

6.1 WHAT IS ON SCREEN



Everything the app knows about the part you are in, on one screen.

ELEMENT	WHAT IT TELLS YOU
Chip	which part of the route you are on, showing the paper's own label if you typed one
Type pill	CAST, Target Avg, Time, Transit, Pause, Special, Open Road
Speed sign	the number you pace on this part
MAX chip	on a capped part, the ceiling: the chip replaces the current-speed caption, *SPEED · MAX 155* or *SPEED · LIMIT 100*
Pace tip	the speed to drive right now (6.3)
Time pill	how many seconds off the ideal you are (6.2a)
Average pill	the average's caption on a black pill, reading **PROV. · AVG. SPEED**, while the run is recorded at the roadbook's distances (6.11)
The average	your average since the last real control
Two distances	how far to the control, and how far to the next waypoint

ELEMENT	WHAT IT TELLS YOU
Look-ahead	a brief preview of the next real boundary
Puck	the button you press at the boundary, and what it will do

Both tips are on by default. **Settings ▸ Roadbook ▸ Show speed / ideal time tips** shows **All** *(default)*, only the **Speed** tip, only the **Time** pill, or **Off**.

The big circle is always the number you pace, never a ceiling: the **blue disc** is an Open Road base speed, the **red ring** a CAST target average. The ceiling is on the dashboard too, though never as a sign. It is the MAX chip under the current speed. Only the look-ahead card signs a ceiling: a red ring while it is in force, and a thin grey ring struck through where it ends.

Coordinates are off by default. On a roadbook built from distances there is nothing to check them against, so they are off entirely for a roadbook that uses references. Turn them on in **Settings ▸ Dashboard ▸ Show coordinates** if your event actually gives you coordinates.

6.2 THE AVERAGE HOLDS TO THE NEXT CONTROL

In a regularity you are scored on holding an average, and that average belongs to the whole stretch between two controls, not to each little waypoint inside it.

So the big average on screen is **your average since your last control**, and it keeps counting straight through the references. It needs two or three seconds of real driving before it means anything, because over the first moments it is mostly GPS noise.

That is why there are **two distances**. One counts down to the next control, so you always know how much road is left to hold or recover the average on. A smaller one counts down to the next waypoint, for the navigation.

The average is a reading, not an alarm, so it does not change colour. It stays in the dashboard's own ink whether you are above the target or below it. Being told off in red for running fast while running slow passed in silence would say something false about a regularity, where early and late cost you the same. What you are doing about the target is the tip's job and the time pill's job, and both of them work in both directions. The one time the average takes a colour is when the independent window owns the slot, and then it goes **green**, because it is a different measurement rather than a judgement (see 4.7).

6.2A THE TIME PILL, AND THE STATE THAT MEANS "THIS ONE IS GONE"

Beside the tip, the time pill shows the live difference between the time you should have taken for the distance covered so far and the time you have taken. On a part where you are **holding an average** (CAST, Target avg, Time, and a Transit liaison), its colours are **instructions**, not verdicts, matching the tip next to it. (An **Open Road** part reads the pill differently, because the rule there is different; see 6.6.)

PILL	MEANS
Blue	within 2 seconds either way, which is where you want to live
Red	you are ahead, so ease off
Green	you are behind, so push
An outline, with no fill	the time you are down can no longer be recovered on this part

The pill says which way it means, in a word. It carries the direction beside the number: `00:26 ahead`, `00:37 behind`, `00:01 on time`. There is no plus or minus, because the word is the sign. Read it with the colour above rather than against it. The word states the **fact** (where you are), the colour states the **instruction** (what to do about it), so on a regularity part `00:37 behind` is green, because behind is the side you can still recover.

That last state matters. Green means push, and there is a point beyond which pushing is a promise the road cannot keep: twenty minutes down on a 40 km/h average is not a "speed up", it is a part you have lost. The app works it out directly: on a part with a **MAX**, it asks whether driving all the remaining distance at that MAX would still bring you back; on a part without one, whether the time you are down is more than all the ideal time left, so that even arriving at once would be late. When the answer is no, it stops instructing you and simply shows the number.

When you stop, both go. The tip and the time pill are instructions for driving, and a stopped run has nothing left to instruct, so both disappear at the stop and the run summary gives the result. The other readouts stay as they were at the moment you pressed. The pill measures against the distance the dashboard shows, the same figure as the partial distance beside it. *(Until 3pRally 5.1 a part without a MAX assumed you would never drive faster than one and a half times its average, so on a 40 km/h part it gave up on a deficit 65 km/h could still win back.)*

6.3 THE PACE TIP NAMES A SPEED

The tip does not say "faster". It says **the speed to drive**, because that is what a right foot can act on. "Speed up 137" means go to 137.

When it expects you to recover depends on how the part is scored:

- On a **CAST**, the controls are hidden and can sit anywhere along the stretch, so the error has to be cleared **promptly**: the tip asks for the speed that clears it inside roughly the next kilometre, then settles back to the CAST on its own. Recovering only by the end would leave you late through the middle, which is exactly where an unannounced control catches you.
- On a **Target Avg, Time or Transit**, you are scored at the end, either on an average over the whole stretch or on a due time at a control you already know about. So it recovers by the end, which is gentler.

It works both ways: when you are ahead it asks you to slow to a number.

On a Target Avg the tip never contradicts the time pill. The tip compares your **current** speed with the speed still needed to finish on time, and names that speed. The time pill decides which tips are allowed:

TIME PILL	"SPEED UP"	"SLOW DOWN"
On time (within 2 s)	when you are slower than the speed needed	when you are faster than the speed needed
More than 2 s behind	when you are slower than the speed needed	never
More than 2 s ahead	never	when you are faster than the speed needed

"Slower" and "faster" mean by more than about 3 km/h, as for every tip. While on time, the tip still follows your current speed, so a corner can bring "speed up" and a straight "slow down" even with your average on target. "Too far behind" and "over max" are not held back by this table.

⚠️ **The number is arithmetic, not advice about the road.** The app knows the distance, the clock and the target. It does not know the corner ahead, the surface, the traffic or the weather. Whether "speed up 137" is safe or even possible is the crew's decision, every time.

A tip has to earn its way on, and it does not flicker. It appears once you are more than about 3 km/h off the speed it wants, and it only clears once you are genuinely back, within about 1 km/h. The band you cross to turn it off sits inside the band that turned it on, so a driver sitting on the target does not watch it strobe. The bands are wider for the instantaneous readings, which jitter, than for an average, which barely moves: the Open Road base speed works on your average and uses about 2 km/h on and 0.5 km/h off.

Two limits on it, both deliberate:

- **It will never ask you over the ceiling.** On a capped part the requested speed is clipped to the MAX. If the time you lost can only be recovered above the limit, the app asks for the limit and no more, and eats the loss. It must never instruct you over the very line it reddens you for crossing. On a part with no MAX it asks for at most **twice** the part's speed *(3pRally 5.1; one and a half times before)*, so a big deficit never becomes an absurd instruction, nor above your own **Max speed** (Settings ▸ Dashboard). Where the roadbook sets a limit, that limit is the ceiling, as it is for the "over max" alert.
- **Near the end of a part it stops recomputing.** With almost no distance left the arithmetic would demand an absurd speed, and by then the error is what it is, so the tip simply goes away.

WHEN IT STOPS ASKING

There is a point where no speed helps, and the tip says so instead of naming one.

Every part is worth a fixed time: its distance at its speed. A 5 km CAST at 50 km/h is worth 6:00. Once the part's clock passes that time by more than 2 seconds (the time pill's on-time band) and you have not reached the end, the part can no longer be finished on schedule at any speed: arrive instantly and you are still late. From then until the next part, the tip shows **"too far behind"** instead of a speed, and Voice says it **once**.

Until that point the tip always names a speed, however far behind you are, within the limits above. Being three minutes down at 4:00 is still "speed up", because the time is still there to be won back. In practice "too far behind" appears when you have stopped, been held up, or pressed next late.

Like the other tips it shows only while your speed is more than about 3 km/h away from the part's own speed, so it can come and go on screen; the voice says it once per part. Inside a dense chain it is not spoken. Open Road keeps its plain "speed up" and never shows it. It is the one tip with no icon: it is drawn as an outline rather than a filled pill.

⚠️ Note what this does **not** claim. It is a statement about **this part's schedule**, not about your run and not about what you could do with the road. A driver willing to press on can still change the rest of the route. The app is only saying it has stopped having a number worth giving you.

This works in both directions. Near the end of a part the tip stops naming a number at all rather than falling back to that part's own rate, because that rate is not advice: told to a driver who is behind and pressing on, "slow down" to it would make the loss worse, which is the opposite of what is needed.

Being pinned at the **ceiling** is a different thing and stays as it is: "speed up 90" on a 90 cap is real advice, floor it to the limit.

6.4 THE MAX CAP

A part with a MAX behaves differently, on purpose:

- the readout is **forced to current speed**, overriding your speed preference, because a ceiling is a limit on the speed you are doing right now and not on your average;
- the ceiling is shown as a **MAX chip** for the whole part, in place of the current-speed caption, so the number is in front of you before you are anywhere near it. It names the readout and the ceiling: *SPEED · MAX 155* when the limit is your class ceiling for the whole event, *SPEED · LIMIT 100* when this part posts a lower one of its own. Where a language's wording would not fit the column, the chip drops *SPEED ·* rather than spill over;
- **over the cap, the current-speed digits turn red**, with a beep or a spoken **"over max"**.

One deliberate absence:

- **No "slow down" tip.** The pace tip is about the schedule and never about the cap. When you are over, the tip area carries **"over max"** on red instead, which is also what the voice says. The two are kept apart in words so they can never be confused.

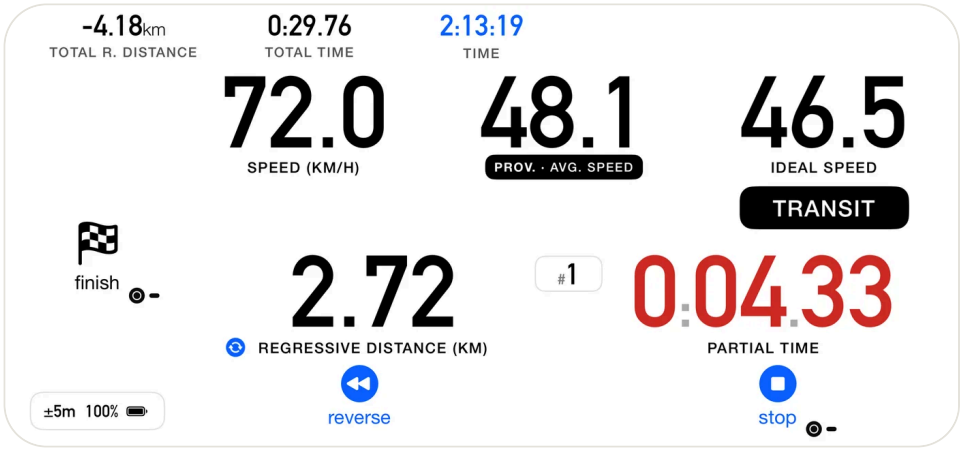
The chip is the only place a ceiling appears, on every type. Whenever a MAX binds it is shown, and the big circle never carries it. There is only ever one ceiling in force: where a part posts its own cap and your class also has one, the lower of the two applies. So it gets one home, and the word says which of the two you are under:

CHIP	MEANS
MAX 155	your class ceiling, in force for the whole event
LIMIT 100	this part posts a lower limit, so it is the one that binds here

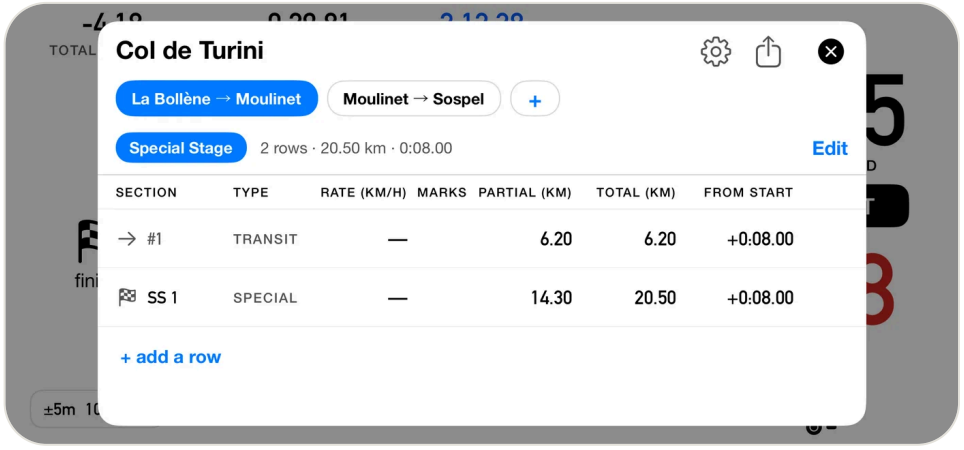
Both are mandatory. The distinction is scope: a *limit* is local and unusual, a *max* is yours and constant.

Your own Max speed. Outside a roadbook, or on a row the roadbook leaves uncapped, the ceiling can come from **Settings ▸ Dashboard ▸ Max speed** instead: the same chip, the same red digits, the same **"over max"**. The roadbook still speaks for its event: wherever it sets a limit, that limit is used, even when yours is higher or lower. Unlike a roadbook cap, your own setting does not force the readout to current speed, so with the average in that slot the limit is only heard. See 11.5.

6.5 SPECIAL STAGE PARTS



A Special part: the flag replaces the stopwatch, because you end this one yourself.



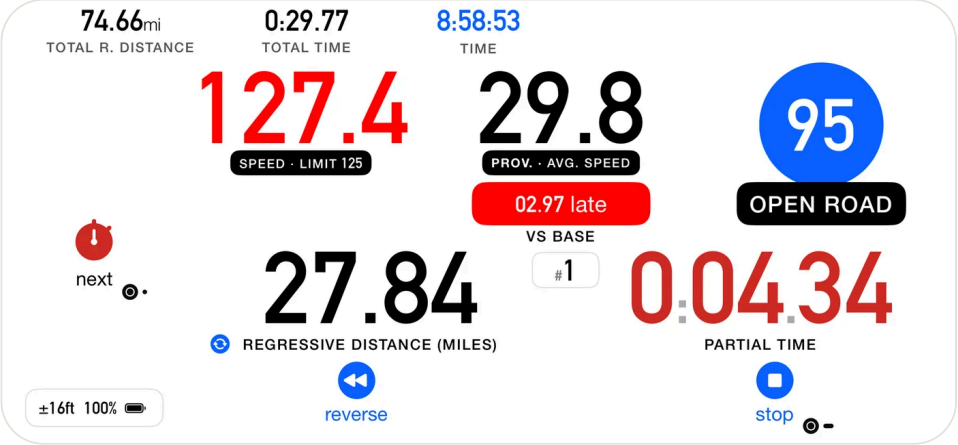
How a Special stage is written: a liaison in, then the stage itself, and no speed on either.

Flat out, fastest elapsed time wins, so there is nothing to hold and nothing to be off. No speed sign, no pace tip, no ideal time. The readout is current speed, time is elapsed only, and the pause button is hidden because there is no clock you may legitimately stop.

Each crossing banks a split.

A Special Stage **part** lives inside a roadbook, as one piece of a whole event. If what you want is to repeat the same course and keep your best run, that is **Stage mode**, not this: see 3.1.

6.6 OPEN ROAD PARTS



Open Road: a posted cap and a base speed, with the current speed reddened over the cap.

You are managing an average over a long stretch, with posted zones inside it.

- The **base speed** is the big blue circle: the average you are pacing, and the one the part's base time is computed from. The big circle on an Open Road part always holds the number you pace, never a ceiling. If your average since the last control falls below it, the tip asks you up to it.
- A **max** cap is shown as the MAX or LIMIT pill under the current speed, as described in 6.4.
- Pause is hidden.

The time pill reads differently here: same shape, opposite sense. An Open Road part is scored against a **base time**: you are asked to meet it, and being early is not an error to correct. The pill carries a direction word like it does everywhere else, but the on-target word is `on base` rather than `on time`, its direction words are **early** and **late** rather than ahead and behind (`02:25 early`, `00:00 on base`, `02:56 late`), and its caption is **vs base**. The part that matters most: its **colours are verdicts, not instructions**.

PILL	MEANS
Green	on the base time, within a couple of seconds. This is where you want to live
Blue	early: you are inside the base time and have margin in hand
Red	late: you are over the base time

Green sits on *on base*, not on early, and that is the rule rather than a preference. An open-road base time is a time you are asked to meet, and there is no advantage in beating it: a part finished a minute under scores exactly what a part finished on the second scores. So green marks the state worth holding, and blue says you have room rather than saying well done. That is useful, because the margin you are spending buys nothing and your class ceiling is still there.

Late is the only side that costs you, which is why it is the only side that reddens. The three colours are the same three your **per-leg card** and your **finish card** use for the same run, so what you read at speed, at each control and at the end all agree.

Red stays red however far behind you are. The empty-outline state described in 6.2a belongs to parts where green is a promise that can stop being keepable; "behind the base time" is simply true, and stays true.

6.6A A PART THAT CROSSES ITSELF, AND THE TAP THAT FOLLOWS IT

A row set to advance by distance crosses its own boundary at its mileage, and says so. With Voice on: if the part ahead was already announced on the approach ("CAST 40 ahead"), it only clicks; if not, it names the part you have just entered ("CAST 40", "Transit, ideal 40", or "target 120" for a Target Avg part). A pause row always says its length. With Voice off it clicks, and the target flashes either way. *(Until 3pRally 5.1 it said the bare target, "40 km/h", which sounded exactly like the current-speed readout.)*The puck under your thumb shows a circled **A** instead of the stopwatch, with the word **auto** in Advanced and Roadbook, for as long as the boundary ahead is one of these, so you can see at a glance that this one does not need you.

Tapping it anyway is allowed, and always will be. Your odometer can drift, a row can be mis-transcribed, and plenty of route books put a change at a sign rather than at a mileage, so your eyes have to be able to outrank our distance. The tap crosses the control there and then.

New in 5.0: a tap in the moment just after it fired is absorbed. You are told the control was already crossed, and nothing is banked. Before, that tap recorded a part of almost no length and moved you past a control you had never reached, which then shifted every part after it. You do not need to know in advance that you should not press: press, and if it was already done, the app says so.

This only ever applies to a tap that could not be a real crossing, which means one made while you are still at the very start of the new part. On a genuinely short part your tap goes straight through however soon it comes, because by then you have driven the part and the crossing is real. The same is true of a part with no distance on it, where your tap is the only thing that can cross it.

6.6B PAUSE PARTS

A pause is a halt at a place: a regroup, a service point, lunch, parc fermé. It has a duration and no length, so driving it is mostly a matter of what the app stops doing.

The odometer stops. Shuffling forward in a queue is not road, and counting it would walk your distance away from the organiser's for the rest of the route. The clock keeps running, because the time you spend there is real and the schedule already budgets for it: the regressive time counts your dwell down to zero, and that is your due-out.

The pause button does not stop a dwell, and neither does anything else you can press. The halt belongs to the organiser: it lasts as long as the road book says it does whether you sit in the car or walk to the coffee van. Pause still freezes your own clocks, which is what it is for when you are held unexpectedly, but it has no say over a scheduled halt. See 4.3.

Three readouts print a dash for as long as the pause lasts. The **ideal speed**, because a halt has no pace to hold. The **average**, because with the odometer stopped there is nothing to average. And the **distance to the next control** when you are running regressive, because a pause ends on time and not on a mileage, so a countdown there could never reach zero. A dash means the quantity does not apply here, the same thing the Rate column of the strip means by it. There is no pace tip either, for the same reason: you are not off a pace, there is no pace.

The regressive **time** keeps counting, and that is the one to watch: it is counting your dwell down to your due-out. If you are running progressive rather than regressive, the partial distance stays a real reading and simply does not move, which is true rather than meaningless. The **average announcement goes quiet** for the length of the pause too, so that what you hear agrees with the dash you are looking at. Current speed carries on being announced: it is a measurement of what you are doing, and it stays true while you shuffle forward in a queue.

The total average keeps falling while you sit, and that one is not a fault. Time passes and distance does not, so the figure drops for as long as the halt lasts. An organiser computes it the same way: a march table divides a sector's distance by its imposed time whatever happens inside it, which is why a sector holding two stamp controls can publish an average of 14 km/h on roads where every other sector runs at 32.

A pause set to advance by itself leaves when the dwell reaches zero rather than at a mileage, since it has none. On tap, you leave when you press **next**, whenever that is.

The app counts you out, as the start line does, because leaving a regroup is a start against a due-out time. With **Settings ▸ Start ▸ Countdown** on 5 or 10 sec, the last seconds of the dwell get the same numbers (Voice) or short beeps (Sounds), then **Go!** or the long beep. On a pause of 2 minutes or more you also hear one quiet *One minute.* (a double short beep with Voice off); on a shorter one that call would land too early to help. **Off** silences all of it. The countdown only talks; it never moves you on by itself. A pause set to advance by itself leaves at zero, as it would anyway. One set to advance on tap still waits for your **next**, and **Go!** is your cue to press it. The pause button has no countdown, since it ends whenever you say so.

6.7 WHEN THE APP GOES QUIET

Where the route is chopped into pieces too short to read, the app tells you it is standing down rather than flashing things you cannot use: a **GOING QUIET** notice, then a small **QUIET** chip under the number for as long as it lasts. What remains is the time counting up, the distance and the current speed, which is to say the roadbook collapses into something close to Classic. That is exactly what experienced crews already do by hand on those parts.

6.8 THE FINISH

Out of the box, the finish is never automatic (to make it automatic, see *Finishing by distance* below). Two things happen at the end of the route, and only one of them is automatic. Noticing is: the puck becomes a checkered flag as soon as you enter the final part, so you can see the end coming. Ending the run is not.

You tap the flag and confirm **Finish**, or, with **Confirm stop & reset** off, you **hold** it. That crosses the last control, scores the final part and saves the track.

Your time and distance are taken the moment you press, when your finger or the Flic button goes down, so the hold or the dialog costs you nothing.

The confirmation, or the hold, is the point. Ending a run is not something to be one accidental press away from, because there is no way back into it. Every other boundary has one behind it to absorb a mistake: cross early and the next part simply runs long, and the route is back in step by the following control. Cross well early and the app notices, and offers you about nine seconds to undo it. The finish has neither. It is the only boundary with nothing after it, so the drift the whole route has gathered arrives there at once, with nothing left to put it right.

Flagging the last row to advance by distance is still useful and still allowed. It carries you into the final part by itself. It does not end the run.

FINISHING BY DISTANCE (FINISH: AUTO)

Some events end where the organiser's distance says they do, with nobody at the line. For those, set **Finish** to **auto** in the roadbook's format sheet (5.10). It is off out of the box and works in every discipline.

With it on, the run ends by itself when the final part reaches its authored distance, measured the same way auto advance measures a part. Your time and distance are taken at that instant, the dashboard holds them, and a banner over the bottom buttons says **FINISHED**, with **automatic · tap to cancel** under it and a thin bar emptying over 5 seconds. With Voice on the app says **"Finished"** as the banner appears, so you know without looking; with Sounds only, it clicks. Then the app finishes exactly as if you had pressed: it crosses the last control, scores the final part and saves the track.

While Finish is on auto, the button that ends the run says so: the checkered flag reads **auto** instead of **finish**, and on a one-part roadbook, where **stop** is the finish, the stop button reads **auto**. After a cancel they go back to **finish** and **stop**.

- **Tap the banner to cancel.** Nothing is lost: the dashboard carries on, and you finish by hand as usual. It stays off for the rest of that run.
- **Your own finish still wins.** Finish by hand before the distance, or press during the 5 seconds, and your press decides.
- **Calibrate first.** The app can only be as precise as its distance. At 100 km/h, 1% of a long stage is several seconds; calibrate to the organiser's distance (7.2) before you rely on it.
- A final part that is a pause, or that has no distance written in, always ends with a press.

Finishing and stopping are different acts. Ending on the final part completes the route: it crosses that last control and scores it. Ending anywhere earlier is an abandon, and the button deliberately keeps saying stop rather than showing you a flag.

6.9 IF YOU MISS A CONTROL

The app tells you at the time. Once the odometer says you are more than 300 m, or 10% of the section, past a control you never marked, a notice appears and is spoken once: *Past this control. Tap next if you crossed it.* It says it once per section, and it stays quiet on the last section (past the end there means you have finished) and inside a dense chain.

It tells you rather than advancing for you. Marking the control itself would record a crossing that never happened, putting a control on your map and in your results that was never on the road.

Nothing is lost even if you drive on. The run summary tells you plainly, for example *1 control not marked, those sections were scored as one leg*, and the parts either side are scored merged rather than silently mis-attributed. The app can also still recognise the finish by distance when your crossing count says you are further back than you really are: the puck becomes the checkered flag on distance alone, without waiting for a crossing you are never going to make.

6.10 LEARNING THE CALIBRATION FROM YOUR CONTROLS

Settings ▸ Roadbook ▸ Learn calibration from controls is off until you have driven with it, and it only works while following a roadbook.

Every control you mark pairs a surveyed distance with a measured one. What matters is **why it takes a few kilometres**, because a user expecting an instant correction will think it is broken:

- **It measures across the whole run of controls, not one part at a time.** A mark is late by a reaction time, and that lateness varies: at 40 km/h half a second is 5.5 m, so a single part carries about 11 m of uncertainty. On a 500 m part that is over 2%, which is larger than the error being corrected. Measured across several parts it becomes a fraction of a percent.
- **The reason that works is that the marks cancel.** The mark that ends one part begins the next, so its error counts once each way and disappears from the total. Only the first and last marks of a run are left, spread over everything between them, so the answer gets better the further you drive.
- **Automatic crossings break the run.** They fire when the app's own odometer reaches the roadbook distance, so they would compare the odometer with itself. A part that was cut short, or that swallowed a control you never marked, breaks it too.
- **Your own calibration is used until it has enough road**, and is replaced once it has, because by then the app has measured over kilometres of the actual event.
- **Calibrating by hand starts the count again.** Setting a calibration yourself, or clearing one, puts aside whatever run had built up; collecting begins at your next marked control. So a figure you have just entered is never replaced moments later, and the app has to drive a fresh few kilometres of marks before it may disagree with you.

The correction shows on the dashboard, and the first time it happens you get a one-shot notice: *Distance calibrated from your controls*.

6.11 WHICH DISTANCE A PART IS MEASURED BY

New in 5.0. A part is 800 m because the surveyor said so, and if our GPS reads 791 that difference is our error, not a fact about the road. So by default each completed part is now recorded at the distance your roadbook gives, falling back to the measured one when the part was cut short or was never given a distance. **Settings ▸ Roadbook ▸ Use roadbook distances** turns it off, and the run uses the distance measured as you drive, as it was before 5.0 and as every other mode still is.

You do not have to decide in advance, and you are not expected to. At the first control where the two distances visibly disagree, the result card says which one it used and offers **USE MEASURED DISTANCE**. Tapping it switches the run to your own distances instead, **including the parts already behind you**, so you never end up with one run measured two different ways. Your answer is remembered for the next run.

With roadbook distances on, the average caption sits on a black pill. The pill itself is the signal, and it is the one to read: it is there whenever the run will be recorded at the roadbook's distances, and it is absent when the run will be recorded at yours. Inside it the caption reads **PROV. · AVG. SPEED**. The figure above it is built from the ground you have actually covered, while the part itself will be recorded at the roadbook's distance the moment you cross its control. Both statements are true, so the caption says which one you are looking at.

Starting your own average takes `PROV.` off the pill, not the pill off the screen. While the independent average is running (*4.7 The independent average*) that readout is your own measurement and is never scored at all, so `PROV.` would be saying something untrue about it and the word goes. The pill stays, because roadbook distances are still armed: end the window and the part's average comes back under them, marker and all.

The offer is made once per run, and it always gets made. If no control ever shows a difference worth mentioning (on a one-part roadbook there is no intermediate control at all), it appears on the run summary at the finish instead, where you are parked and every part is already recorded. So a route with a single timed part still gets the choice.

With the setting off, the run summary makes the opposite offer. When the roadbook's distances would change the run's average on the summary, even only in its last decimal, the summary says it used the measured distances and offers **USE ROADBOOK DISTANCE**, which recalculates the run on the roadbook's distances and turns the setting on. The summary then offers USE MEASURED DISTANCE, so you can look at both and go back. The summary's USE MEASURED DISTANCE follows the same rule.

The saved run follows the last basis you picked on the summary. Its distance and average in **Tracks** and on the share card, and the legs in its leg table, are the ones the summary shows when you close it. With iCloud sync on, the run is uploaded once you close the summary, so your other devices get those figures too.

The time ahead or late on a card never depends on this setting. It is your arrival against the roadbook's schedule at the control, and there is no distance in it. Only the average beside it changes. That is why, with the setting off and your distance a little short, a card could read *2.4 s ahead* beside an average just under the target: the time was against the schedule, the average against your own distance. The offer above is

there to bring the two onto the same basis. If you calibrate (*7.2 Calibrating against a measured distance*), the measured distance is the calibrated one you saw on the dashboard.

Changing the setting in **Settings** part-way through a run does the same thing: the parts you have already driven are recalculated to match, rather than leaving the first half of the run on one distance and the second half on the other.

What you gain is the numbers agreeing: that part's average, its ideal time and its error all tell one story, built on the same distance the organiser is judging you against, and the app's own distance error no longer moves your averages.

⚠️ It does **not** protect you from marking late. The distance is pinned but the clock is not, so a mark a second late lands entirely in the time and pulls that part's average down, slightly more than it would with the setting off, where the extra metres you rolled are counted too. Over a whole run it comes out in the wash, because the mark that ends one part begins the next, so the errors cancel. It is on a single part's card that a late mark shows.

What you give up is the measured truth. If you drive a different route from the one surveyed, by reversing or by taking a wrong turn, that extra distance is real and the setting hides it.

Which one should you pick? On answers *"did I hold the schedule"*, which is what the organiser is judging. Off answers *"what did my car actually do"*, which is the honest number the day you drive a different route from the one surveyed.

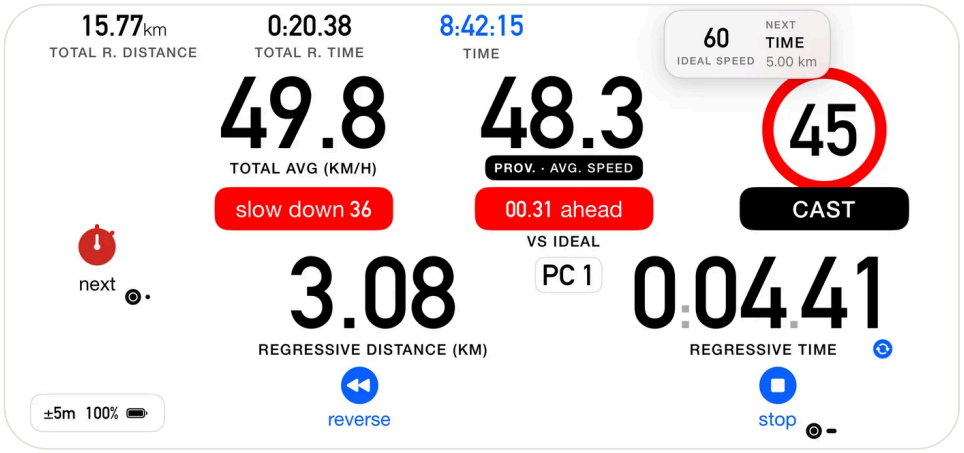
The app does not decide this for you, and deliberately so: it cannot tell a wrong turn from a slipping wheel, and a large gap on a rough stage is usually calibration drift rather than a navigation error. You know which one it was.

The saved track always keeps its physical GPS distance either way, because the trace is a different object from the score. Each part keeps both distances, the roadbook's and yours, and a saved run's results show as they were recorded.

⚠️ **The final average can differ from the one on screen as you finish.** The live average is built from the distance you have actually covered. At the finish the run's average is worked out again from the recorded parts, which with this setting on means the roadbook's distances. If the two disagree, the run summary shows a slightly different average from the last one you saw while driving.

Because the two answers really do differ, the run card says which one it used, but only when the difference is large enough to see on screen.

6.12 THE LOOK-AHEAD



The look-ahead names the next part's type, its rate and its length.

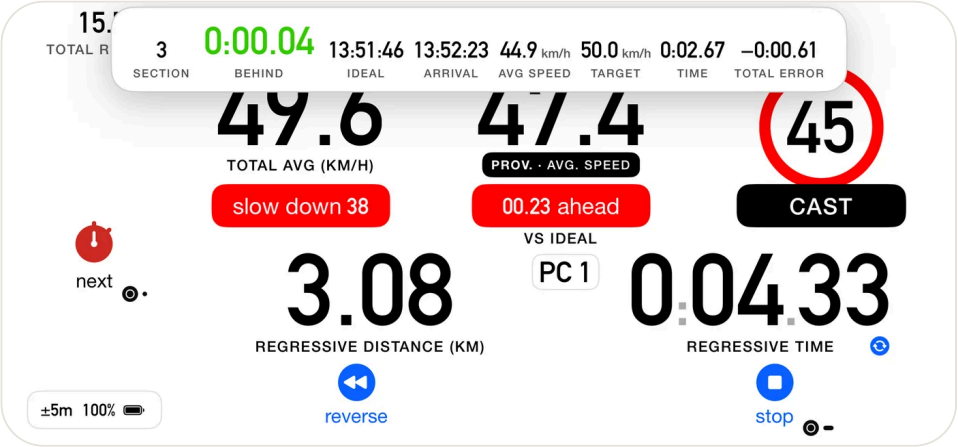
Show upcoming section reveals a brief frosted card as you approach a boundary, previewing the next **real** one: its type and its sign. It follows the same relevance rule as the voice, so it stays quiet through references. It reveals about twelve seconds out at your current speed, never later than 150 m, holds a few seconds and slides away, once per part.

Inside a pause it counts the twelve seconds on the clock instead, because a pause is a point and has no distance to run down: measured on the odometer it was satisfied the instant you arrived, so the card appeared at the start of the halt and told you what was next before the halt had begun. It now reveals about twelve seconds before your dwell is due to end, which is the same moment the pause is about to release you. A pause with no authored dwell has nothing to time the glance against and gets none.

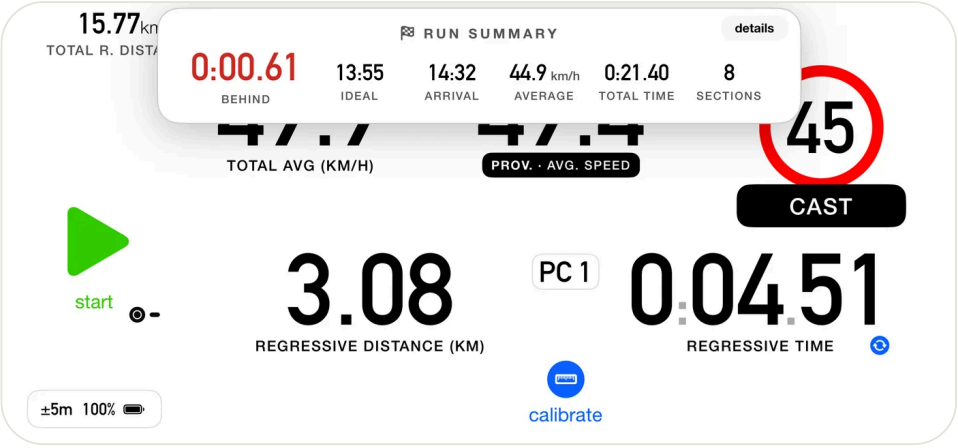
The card names the length of what is coming, and for a **pause** that length is a **time**, because how long you are held is the only thing about a halt worth reading in advance. The spoken callout does not read the length out, for a pause any more than for a driven part: it tells you what you must act on, and a duration is something you glance at.

With Voice on and **Announce upcoming section** on, it also speaks a one shot callout.

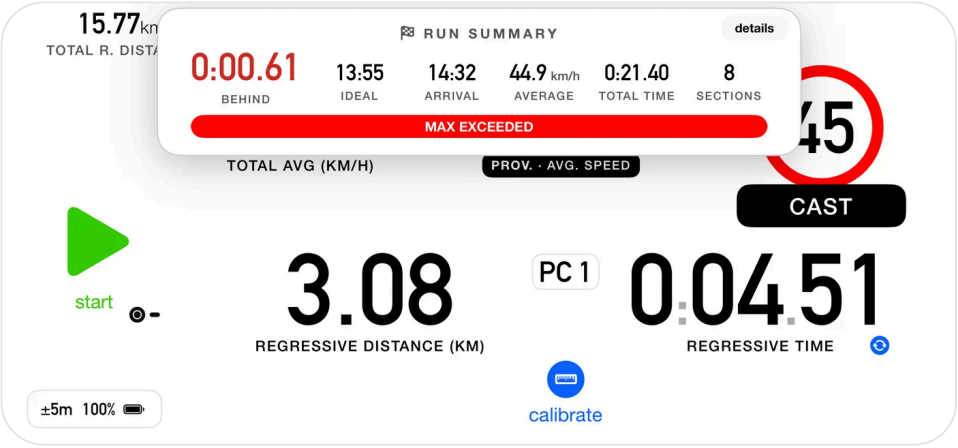
6.13 RECAPS



At each control: what that part cost you, and what the run is carrying.



A run that broke nothing: the same card, without the red bar.



The same card when a MAX cap was breached: the bar is the first thing you see.

After each crossing a card shows that part's result, governed by **Show result at each control**. The card at the end of the whole run is a separate setting, **Show run summary**:

TYPE	HERO	COLOUR
CAST and Target Avg	signed delta against the ideal	blue on time, green behind, red ahead

TYPE	HERO	COLOUR
Open Road	signed delta against the base time	green on base, blue early, red late
Special	elapsed time, neutral	there is no target, elapsed is the score

Note the flip: on a regularity part still being driven, being slow is green because you can still make it up. In Open Road nothing is recoverable in that sense, so green marks the base time itself and being early is merely blue.

The card also shows your ARRIVAL, the time of day at the moment you pressed, on the same clock and in the same format as the run summary. Crossing a control is when you write that time on your time card, and while the card is up it covers the dashboard clock, so it carries the time itself. On a part driven to a schedule, the time you were **due** sits beside it, captioned as your roadbook's vocabulary names it (*due*, *target* or *ideal*). A Special part, or a part cut short, shows the arrival alone: there is no schedule to be due against.

The count on the summary is CONTROLS crossed, not rows in your roadbook, and the two are not always the same number. A row whose boundary is an instruction rather than a control (a speed change, a reference you zero the trip at) moves you on to the next row without being something an organiser has a time for, so it is not counted. A nine-row roadbook with one such row reports eight. If you want the count to match your paperwork, that is the flag to check on the row: see 5.6.

The card at the end of the run is coloured differently, and deliberately so. While you are driving, those colours are instructions: green means push, because being behind is the recoverable side. Once the run is over nothing is recoverable, so the same colour would be a verdict, and it would be congratulating you on your worst result. In a regularity **both directions are penalties and they are scored the same way**, so the final summary greens neither:

FINAL SUMMARY	COLOUR
Within half a second of the schedule	blue, *on time*
Anything else, in either direction	the warning accent, with the word saying *ahead* or *behind*

Open Road greens a run that finished **on** the base time, and blues one that came in early: beating a base time earns nothing, so the colour does not congratulate it. A liaison likewise mutes *early* rather than rewarding it.

Splits are yours, and that is the point. In-stage splits are not official anywhere. That is exactly why we give them: where you lost the time, or the turnaround on an out and back, is information no board hands you. Not official does not mean not useful.

6.14 COUNTING DOWN INSTEAD OF UP

The distance and the time can count **down** to the end of what you are on, instead of up. A toggle on the dashboard switches them, and from 5.0 so does **Settings ▸ Dashboard ▸ Regressive distance and time**. They are the same setting, not two: change it in either place and both agree. It is **on** by default.

New in 5.0: your choice is remembered. Before, the toggle only existed on the running dashboard and it reset to counting down every time the app was restarted, so a crew who preferred counting up had to set it again each morning.

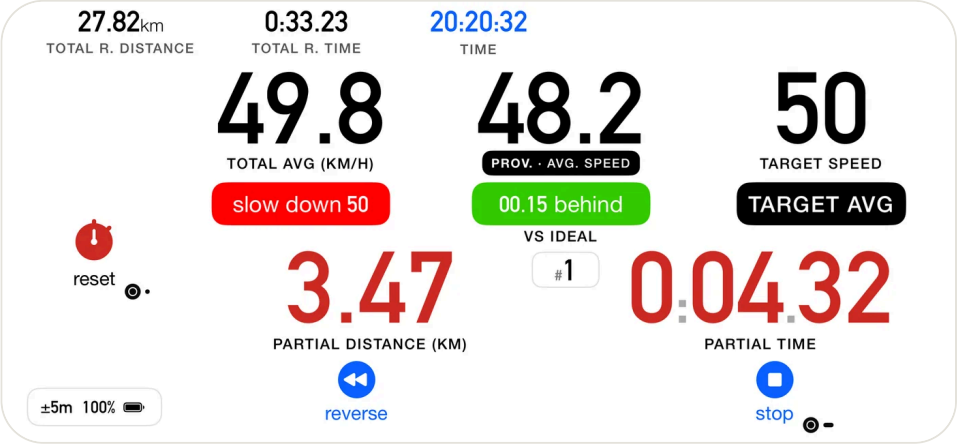
- **Distance** counts down in every discipline. A known length can always be counted down.
- **Time** counts down everywhere except Special Stage and Open Road, where it stays elapsed even with the toggle on.
- A countdown that goes past zero means you are past the ideal, and it turns red.

On Special Stage and Open Road the toggle moves next to the distance, since that is the only thing it still governs there.

6.15 A ONE-PART ROADBOOK

New in 5.0. Some roadbooks are a single part: a total distance and a target average, which is how a lot of open-road classes are written. On those, counting down would tell you the same thing twice, because "how far to the finish" and "how far to the next part" are the same number.

So on those roadbooks the big partial is not a countdown. It is a **trip**, exactly like the one in Classic and Advanced: it counts up, and you can zero it whenever you like, at a sign, a junction or a village, to call distances off the roadbook. The total keeps counting down to the finish as usual, so nothing is lost.



One part, so the partial is yours: it counts up and you zero it, while the total still counts down to the finish.

To zero it: tap next, or a **single click** on a Flic. On these roadbooks there is no control to cross, so that press has nothing else to do. The control is labelled **reset** rather than carrying the chequered flag, because a tap here does not finish anything.

To finish: press stop, exactly as you would in Advanced. It asks *Finish?* rather than *Stop?*, and it scores the part properly. That has always been true and has not changed.

If you have driven a one-part roadbook before, **next did nothing at all**: there was no control to cross and nothing to advance to, so the button sat there unused for the whole run. It now zeroes your trip. That is a button gaining a job, not changing one, so there is nothing to unlearn.

The badge counts your zeros. The small `#` badge shows `#1` when you start and steps to `#2`, `#3` and so on each time you zero. On these roadbooks the part number would say `#1` all day and tell you nothing, so it counts your instructions instead: it answers *which line of the paper am I on*, the same way Classic and Advanced have always counted.

Zeroing the trip changes nothing you are scored on. Your result and the distance recorded for the part carry on measuring the whole part. The trip is a counter for you, not for the organiser.

What the partial average does when you zero depends on the part's type, because the two kinds of part are asking different questions:

- On a **CAST**, **Target avg** or **Time** part, the partial average **starts again** from the zero. You are holding an average, and if you authored a single part in order to zero at landmarks off the paper, *what have I averaged since that landmark* is the question you are asking. It behaves exactly as the same readout does in Classic and Advanced.
- On an **Open Road** part, it **keeps measuring the whole part**, and its caption says *total average speed* rather than *partial*. There you are beating a base time over the part as a whole, so an average since a landmark scores nothing, and the readout says what it really is.

Counting down is a Settings choice here. The dashboard's countdown button is not shown on these roadbooks, because the only thing left for it to govern is the total, and it sits beside the partial. Use **Settings ▸ Dashboard ▸ Regressive distance and time**, which is the same setting, not a second one. The total still counts down to the finish when it is on, and can pass zero if you go beyond the distance in the roadbook.

> If your roadbook has more than one part, none of this applies, whatever those parts are: next and the click go to the next part, and the partial counts down to it as described above.

The independent average is a separate thing and is unchanged: switch it on in Settings and it gives you a distance and time window that survives a control. On a Flic, a **double click** resets it, on any roadbook.

6.16 A ROW THAT ZEROES THE ODOMETER

If the row you just opened carries the zero-odometer flag (5.6), the trip reading goes back to zero at that control. **It zeroes the reading, not the measurement**: your schedule, the distance to the finish, the marked controls and the recap totals all carry on untouched.

How you are told depends on whether you could see it happen:

- **You tapped, and the odometer is on screen**: the counter **pulses**. You crossed the control yourself and the number answers you directly, so there is no card.
- **The row fired by itself, or the regressive readout is on**: a brief **"Total distance zeroed"** card. With the regressive readout the total slot shows distance still to go, which this flag deliberately does not move, so without the card the instruction would fire with no visible trace at all.

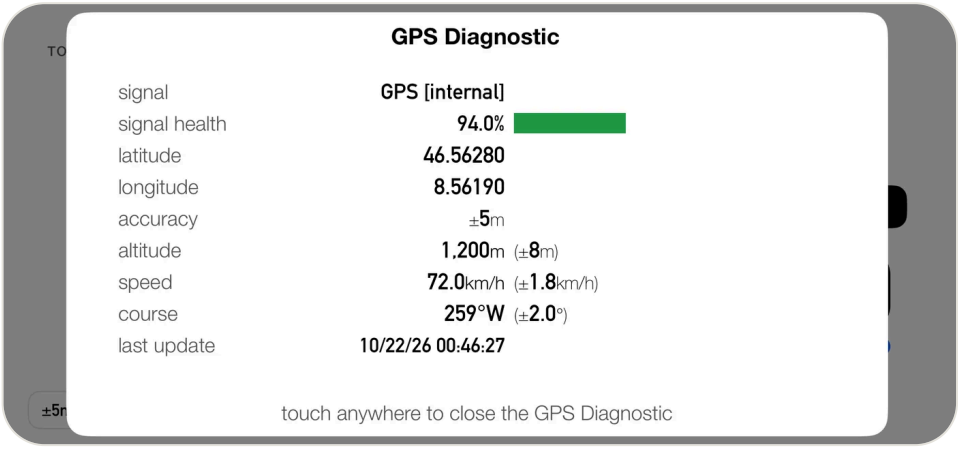
Which of the two you get therefore follows **Settings ▸ Dashboard ▸ Regressive distance and time** (11.5). With it on, which is the default, the odometer is not the number in the total slot, so you get the card. Turn it off and the odometer is on screen, so a control you tapped yourself pulses instead. **New in 5.0:** that setting now keeps its value between sessions, so if you have switched it off you will see the pulse from then on, where before it went back to the card every time the app was restarted.

⚠️ **It is the total that zeroes, not the partial.** Both counters do read zero at that control, which is what makes it easy to misread, but for unrelated reasons: the partial is zeroed by **every** crossing, flagged or not, and the total only by this flag.

7. DISTANCE: ACCURACY AND CALIBRATION

Read this early. A tripmaster is only as good as its distances, and **the organiser's kilometre will never equal your GPS kilometre**. The organiser measured the route with a surveyed wheel; you are measuring it with satellites. Calibration is the setting that reconciles the two, and it matters in every discipline.

7.1 REQUIRED ACCURACY



The diagnostic: what the receiver is actually giving you, error bars included.

Settings ▸ GPS & devices ▸ Required accuracy: **Low**, **Medium**, **High** *(default: High)*.

LEVEL	ACCEPTS FIXES WITHIN
High	10 m
Medium	20 m
Low	50 m

This is the horizontal accuracy a fix must meet before it counts toward distance. Demanding more gives cleaner distances but discards more fixes, which matters under trees, in canyons and between buildings.

- **High** is right for open roads and competition.
- Drop to **Medium** if the app is visibly ignoring movement in difficult terrain.
- **Low** is a last resort, and it will let noisy fixes into your totals.

A jump no car could drive is not counted. At the start, under a poor sky, the first position can be a rough one hundreds of metres from where you are, and the next good fix would add that whole gap to your distance. So a step between two positions that implies more than 300 km/h (or twice your **Max speed**, if that is higher) counts only what your speed covered in that time. A tunnel is not affected: after 40 seconds without signal, the kilometre since the entrance is a normal speed, and it counts in full.

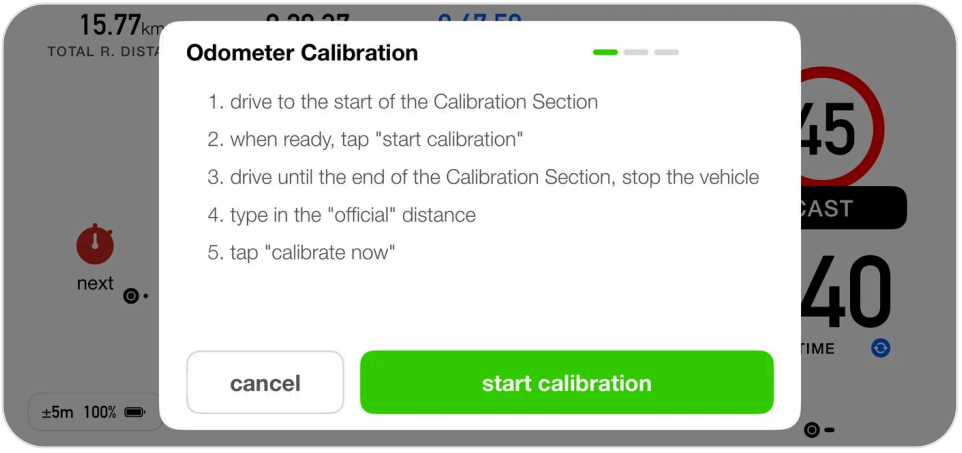
A start under a poor sky waits for a usable position. If the accuracy is worse than your setting when you press **go**, the app is more lenient for the first 20 seconds and takes fixes within 50 m (or your setting, if

that is looser), never worse. The run's distance starts from the first such fix, and until one arrives it counts no distance and shows no speed. A Wi-Fi or mobile-network position, typically hundreds of metres to 2 km off, never counts. *(New in 3pRally 5.1. Before, any fix counted in those 20 seconds: a start in a car park or at a tunnel entrance could add hundreds of metres and show a speed and an average you were not doing.)*

Settings ▸ GPS & devices ▸ GPS diagnostic, or a **double tap** on the GPS accuracy readout on the dashboard (the *±5 m*), shows the live picture: the fix source, the accuracy, and why individual fixes were rejected.

The source reads **GPS [external]** when iOS is taking positions from an external receiver (a Bluetooth GPS such as a Bad Elf or a Garmin GLO), and **GPS [internal]** when they come from the device's own receiver *(until 3pRally 5.1, plain GPS)*. iOS decides which one is used, not the app: if your external receiver is connected and the diagnostic says **GPS [internal]**, iOS is not using it. **GPS [simulated]** means the position comes from software rather than a receiver, for example a location tool on a connected computer. Do not drive on it.

7.2 CALIBRATING AGAINST A MEASURED DISTANCE



Step one. The app walks the whole procedure; you type the official distance before tapping calibrate now.

Reach the calibration screen from the **calibrate** button on the idle dashboard, in every mode. In **Advanced** and **Roadbook** it sits in the bottom row; in **Classic** and **Stage** it sits where **stop** appears once you are running, on the side opposite **go**. While running in Classic there is also a quicker way: double-tap a distance and set the correction as a percentage in the adjust dialog (7.4).

1. Go to a known measured distance, ideally the organiser's own calibration leg.
2. Tap **start calibration** at the beginning.
3. Drive it, and stop at the end.
4. Type the **official** distance.
5. Tap **calibrate now**. It reads the distance you typed, so type it first.
6. The screen shows `measured X · official Y` and the correction it will apply. Confirm it, or **restart** to try again.

The measurement runs from the first tap to the second, and nothing outside them counts, so you can start and finish it while moving. A longer leg is still the safer one: any small error at either end matters less the further you drive.

The distance on the calibration screen can step back a few metres as you come to a stop. That is the reading correcting itself: between satellite fixes the screen runs slightly ahead of your car, and this screen always shows exactly the figure it would save, so it does not hold the extra metres the way the dashboard does. The dashboard lets them go too when the signal drops for more than two seconds (a tunnel, a car park): it steps back to the last measured distance rather than keep metres no fix will confirm.

reset calibration clears any correction back to zero.

⚠️ **If you calibrated with 3pRally 5.0 or earlier, calibrate again.** Those versions saved the calibration screen's correction the wrong way round, so it made the distance error larger instead of removing it. The update does not change a correction you already have, so redo the calibration or reset it. A correction the app learned from your controls (7.3) is not affected: it was always stored the right way round.

THE SANITY CHECKS

A wrong calibration silently poisons every distance afterwards, so the app pushes back:

RESULT	WHAT HAPPENS
Correction over **30%**	**Rejected.** *The resulting calibration is too high. Please repeat the calibration.*
Correction over **10%**	**Warning.** *Are you sure the distance you typed in is correct?*
Difference smaller than your **accuracy threshold**	**Warning**: the difference is inside the noise, so the result means nothing

⚠️ **Calibrate over a long leg.** A 1% error over 2 km is 20 m, which is inside GPS noise. Over 20 km it is 200 m, and the result is trustworthy.

7.3 LETTING THE APP LEARN IT FROM YOUR CONTROLS

Settings ▸ Roadbook ▸ Learn calibration from controls (the Roadbook section appears while Mode is set to Roadbook) does the same job continuously while you follow a roadbook. Every control you mark pairs a surveyed distance with a measured one, which is a free calibration sample taken on the day's surface and pressures.

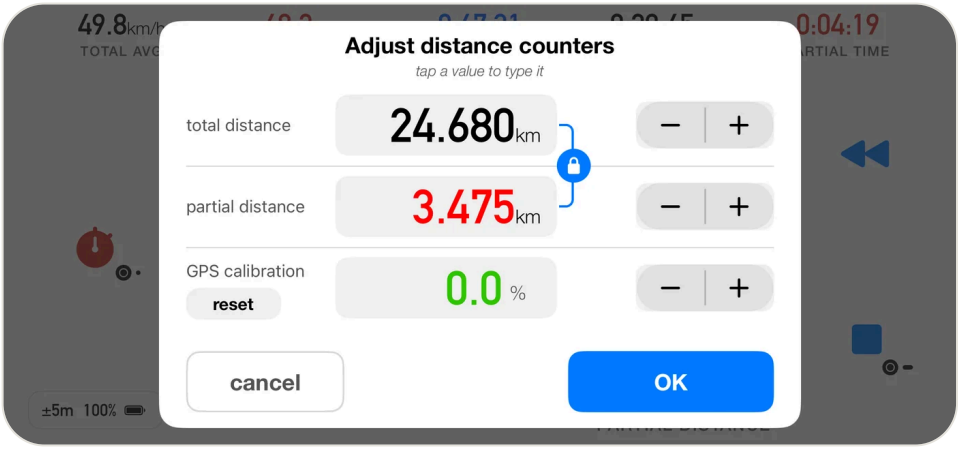
It is **off until you have driven with it**, and it needs **a few kilometres of marked controls** before it says anything:

- **It measures across the whole run of controls, not one part at a time.** A mark is late by a reaction time, and that lateness varies from mark to mark. At 40 km/h half a second is 5.5 m, so a single part carries roughly 11 m of uncertainty, which on a 500 m part is over 2%. That is larger than the error being corrected, so one part on its own can never answer the question.

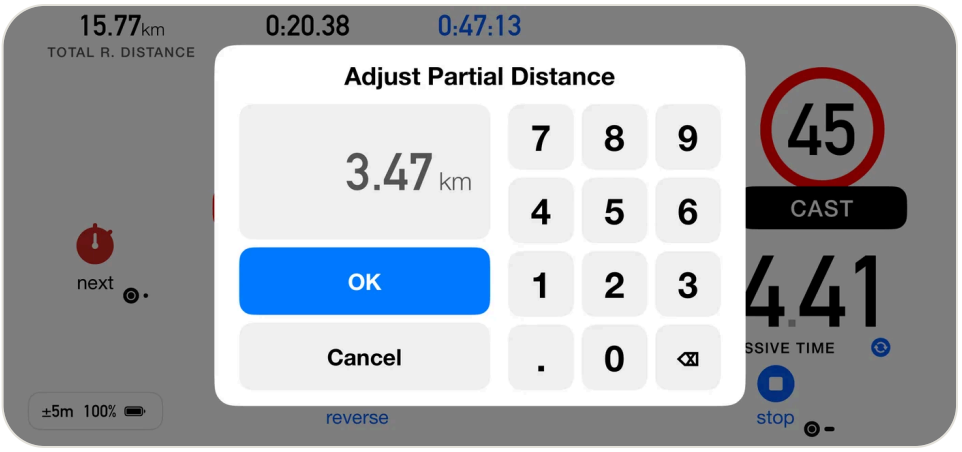
- **The marks cancel, which is what makes it work.** The mark that ends one part begins the next, so its error counts once each way and drops out of the total. Only the first and last marks of an unbroken run remain, spread across everything between them, so the estimate improves the further you drive rather than staying as rough as its worst part.
- **Automatic crossings break the run**, since they fire when the app's own odometer reaches the roadbook distance and would compare it with itself. So does a part that was cut short, or one that swallowed a control you never marked.
- **It has limits.** The learned correction never goes beyond 5% either way. If your marked controls disagree with the roadbook's own distances by more than 3%, the app treats that as a mis-tap or a mistyped row rather than a car that far out, and starts counting again.
- **Your own calibration is used until it has enough road**, and replaced once it has. By then the app has measured over kilometres of the event you are actually driving, which beats a figure set before the start.
- **Calibrating by hand starts its count again.** If you set a calibration yourself, or clear one, the app puts aside whatever it had accumulated and begins collecting from your next marked control. Your figure stands until it has driven a fresh few kilometres of marks, so it can never replace something you have just set.

The correction shows on the dashboard, and the first time it moves you get a one-shot notice: *Distance calibrated from your controls*.

7.4 ADJUSTING A DISTANCE MID-RUN



Double-tap a distance: both counters and the calibration, each with its own steps.



Tap a value in the dialog to type it instead.

Double-tap a distance while running to open the adjust dialog.

- Adjust the total and the partial independently, or **link them** with the lock.
- The ± step is **Settings ▸ Controls ▸ Adjustment steps**: **±1** *(default)*, **±10** or **±100**.
- You can also type a value.
- The **calibration** chip sets the correction as a percentage, in 0.5% steps, up to 30% either way, when you already know the percentage.

When you apply:

- If you **moved while the dialog was open**, the app says how far and asks whether to apply anyway or cancel. Outside Roadbook mode it also offers to restart with the updated data.
- If you changed a distance and have no calibration set, it offers to turn that correction into an **overall calibration for the whole track**. Accept, decline (the distance change still commits), or cancel. It is only offered within ±30%.

Typing a percentage by hand is bounded the same way: *Calibration must be between -30% and +30%*.

7.5 WHEN A CALIBRATION IS ACTIVE

Distances shown are the corrected ones, average speeds are computed from them, and a chip shows the active percentage beside the dashboard captions.

A calibration belongs to the car, so it is kept as a setting. It persists until you change or reset it. Stopping a run does not clear it, and neither does closing the app or iOS shutting it down in the background on a long liaison or overnight. The switch that applies it is kept with it, so a calibration is never restored in a state where it is loaded but not in use.

> **Changed:** before this, a calibration lived only inside the crash recovery data, which the app deletes at the end of a normal run. Calibrating, driving, stopping and then quitting the app lost it silently, and the next leg was driven on raw GPS with nothing on screen saying so. If you are on an older build, re-check your calibration after any restart.

⚠️ **A scored part in a roadbook can be recorded on the authored distance instead of the measured one**, which is a setting and is separate from calibration. It is on by default, and the first leg where the two visibly disagree offers you the other basis. See 6.11.

7.6 WHAT ELSE MOVES YOUR NUMBERS

FACTOR	EFFECT
Reverse	Distance is subtracted while it is engaged
Pause	No distance accumulates, and measuring restarts from your position on resume
Reduce GPS when parked	Lowers GPS power while stopped; full accuracy returns when you drive
Units	**Settings ▸ Units & Format ▸ Units**: **Auto** *(default)* follows the device region, **Miles** or **km** override it. This choice governs the driving screen at all times, including while you follow a roadbook written in other units, so the display can match your car's odometer
Distance format	Display only, with no effect on measurement. While you follow a roadbook, the driving screen shows the **roadbook's** decimals instead, so the figures match the page

8. SOUND AND VOICE

Both exist for the same reason: keeping your eyes on the road. Voice is the richer of the two, and Sounds is the one that still works when you cannot make out speech over the engine.

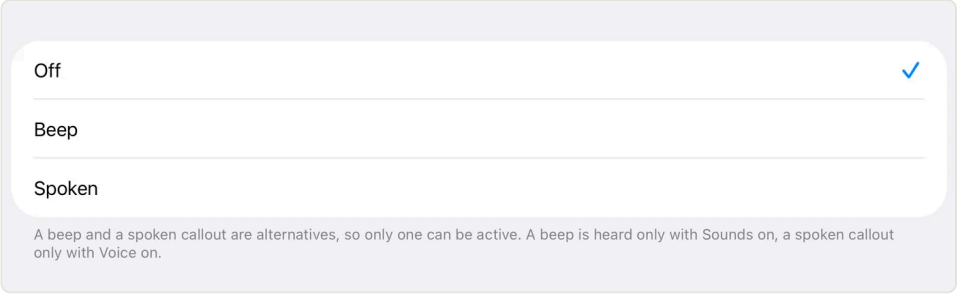
Everything here lives under **Settings ▸ Sound & voice**.

8.1 SOUNDS

Sounds *(default: on)* is the master switch for tones:

- a click when you mark a crossing, where Voice is off and speaks instead,
- the audible countdown, at an auto-start and at the end of a roadbook pause,
- the partial-distance beep,
- the over-max alert on a capped part, for crews running on sound rather than voice.

8.2 THE PARTIAL DISTANCE ALERT



Off, Beep or Spoken: one at a time.

Partial distance alert is a single setting with three states: **Off** *(default)*, **Beep**, or **Spoken**. **Alert every** sets the distance between two of them.

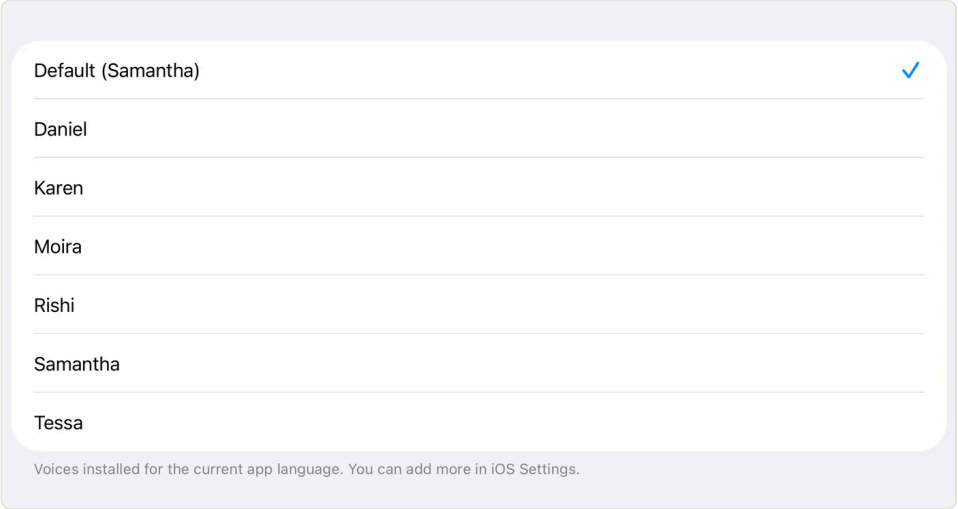
A beep and a spoken callout are alternatives, so only one can be active. That is why it is one row rather than two that could contradict each other. Picking one does not touch the main switches: a beep is heard only with **Sounds** on, a spoken callout only with **Voice** on.

The spoken distance is the partial distance on your screen, whichever way it runs: in a roadbook with **Regressive distance and time** on, the distance still to go to the next control; with it off, the distance driven, which a trip zero restarts. *(Until 3pRally 5.1 a roadbook always said the distance to go, even when the screen counted up.)* A distance that counts down says so: *"0.7 kilometres to go"*. Within 50 m of a control, on either side, it says nothing, because the crossing has its own callout, and nothing is said while the **FINISHED** card is up. Further past a control you did not tap, the overshoot is still said, as a negative distance.

It is said with the decimals the screen shows: a roadbook's own while it is loaded, otherwise your **Distance** format setting. *(Until 3pRally 5.1 it always followed your setting, so a two-decimal roadbook on a three-decimal phone showed 0,22 and said "0.223".)*

Say time with distance *(new in 3pRally 5.1; on for a new install, off if you updated)* adds the partial time on your screen to the spoken distance: *"1.2 kilometres, 3 minutes 20"*. With Regressive on it is the time still to go, and once that is past zero (you are late) nothing is added: the red readout and the time-to-ideal tip already say so. It is said to the second, without the word "seconds" once past the first minute, and as *"1 hour 3 minutes 20"* past the hour; in the first minute it is *"45 seconds"*, because a bare number after a distance would sound like part of it. The row appears with **Spoken**, and the time is only said when **Alert every** is 0.5 or more: at 0.1 the callouts come every few seconds at speed, and the longer sentence would pile up behind itself. The words follow the app's language.

8.3 VOICE



The voices iOS has installed for your app language. The list grows in iOS Settings, not here.

Voice *(default: off)* activates the audio session with ducking, so announcements dip your music rather than fight it. With the **Bluetooth media button** on, your music pauses while the app is open instead (9.6).

Announcement voice picks which installed voice speaks, from those installed for the app's current language. The name tells you the quality, and "Default" shows what it resolves to. Choosing one speaks a sample immediately so you can judge it.

Announcements are spoken in a slightly **lower** voice than normal, and the ones that repeat, speeds and time to ideal, a little **faster** too, so each one is finished before the next is due. That is deliberate, not a fault with the voice you picked.

To get more voices, install them in **iOS Settings ▸ Accessibility ▸ Spoken Content ▸ Voices**. iOS gives an app no way to do that for you. The list follows the app language, so changing the language changes the voices, after a relaunch.

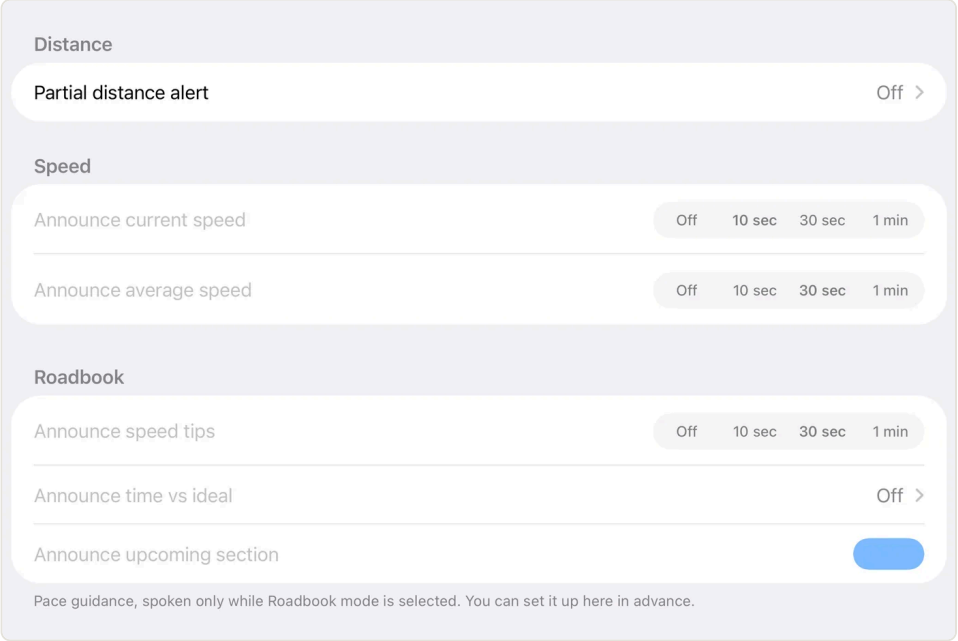
WHAT VOICE SAYS WITHOUT BEING CONFIGURED

EVENT	SPOKEN
Voice turned on	"Voice On"
Tapping **next**	the word on the button: "next", also when it reads **auto** and you tap it anyway; "reset" on a roadbook with a single row, where it zeroes the trip *(until 3pRally 5.1 next said "Reset", and that trip zero was silent)*
Tapping **reset**	"reset" for a Quick restart *(until 3pRally 5.1, "Go!")*; "Average started" or "Average ended" when it starts or ends the independent average
Marking a split in Stage	the elapsed time, spelled out
Reverse on and off	"Going Backward", "Going forward now"
A row that crosses by itself	a click if the part ahead was already announced, otherwise its name ("CAST 40", "target 120"); for a pause, how long it lasts ("Pause, 1 minute"), so it never changes silently
The automatic finish arming *(new in 3pRally 5.1)*	"Finished", the word on the banner, as it appears; with Sounds only, a click
Arming and ending the independent average	"Average started", "Average ended"
No usable GPS fix for 10 seconds during a run *(new in 3pRally 5.1)*	"No GPS Signal!" once, then "GPS signal back" once when a usable fix returns. Usable means within 50 m (where the accuracy readout turns red), or your **Required accuracy** if that is looser, so a merely imprecise fix under trees does not set it off. Not in a pause, and never repeated, so a long tunnel costs two sentences

Spoken speeds follow your Speed format setting, not the roadbook's, and drop a decimal that carries nothing. A target of 45,3 is announced as "45,3" when your setting has a decimal; a target of 80 is announced as "eighty", never "eighty point zero". A spoken number is not something you compare against the page character by character, so it answers to your own setting, and every needless decimal is another word to sit through at speed.

The warning and the confirmation say it the same way. When a part is coming up you hear the new target, and when it takes effect you hear it again; both come from the same formatter, so the number cannot appear to change between the two.

8.4 ANNOUNCEMENTS



Each announcement has its own interval, and the roadbook group can be set up before you need it.

Confirmations cut in. When you press something the app answers immediately, stopping whatever it was saying. Announcements are periodic and come round again in a few seconds; the press does not, and a confirmation you hear once the readout has finished is answering a question you have stopped asking. The one-shot **upcoming section** callout cuts in too, because heard late it is no use. The periodic announcements never interrupt: they wait their turn.

Sound & voice ▸ Announcements holds everything the app beeps or says while you drive, in three groups: **Distance** (the partial distance alert of 8.2), **Speed** and **Roadbook**. It opens with Voice off too; the spoken rows are greyed until Voice is on.

SPEED

ROW	OPTIONS	DEFAULT
Announce current speed	Off · 10 sec · 30 sec · 1 min	10 sec
Announce average speed	Off · 10 sec · 30 sec · 1 min	30 sec

The average announcement carries the current pace tip with it, so you hear one phrase rather than two. It goes quiet inside a roadbook **pause part**, where the dashboard prints a dash in that slot for the same reason: with the odometer stopped there is nothing to average (6.6b).

It also waits for the first **10 seconds** of each new section *(3pRally 5.1)*: an average over a second or two after a control means nothing. If its interval comes round in that time, you hear it at the 10-second mark instead. *(Until 5.1 it could say "299 km/h average" just after leaving a pause.)*

ROADBOOK

> *Pace guidance, spoken only while Roadbook mode is selected. You can set it up here in advance.*

ROW	OPTIONS	DEFAULT
Announce speed tips	Off · 10 sec · 30 sec · 1 min	30 sec
Announce time vs ideal	Off · every 0.5 / 1 / 2 units	Off
Announce upcoming section	on / off	On

- **Speed tips** speaks the pace instruction, and it never speaks when there is no tip to give.
- **Time vs ideal** speaks the live delta to the tenth, for example "3.2 seconds to ideal" *(3pRally 5.1: to the hundredth before; the screen keeps its own precision).* This is the announcement that lets a driver hold a regularity without looking at the screen.
- **Upcoming section** speaks a one-shot callout when the look-ahead appears, for example "CAST 80 ahead".

⚠️ **Over a MAX cap, the spoken warning is "over max", not "slow down".** The two mean different things: the pace tip is about the schedule, the cap is a limit. They are kept apart in the voice for the same reason they are kept apart on screen.

"Over max" is said the moment you go over *(3pRally 5.1)*, ahead of anything else the voice was about to say, because a limit told late is told wrong. While you stay over it repeats on your **Announce speed tips** interval (or not at all with speed tips Off), and once you have been back under for 5 seconds the next crossing is announced at once again, so hovering right on the limit does not make it chatter. *(Before 5.1 the first "over max" waited for the tips interval, up to a minute.)*

In a roadbook **pause row** it stays silent *(3pRally 5.1)*, as it already did with the pause button: a regroup is not timed, so moving the car around the parc is not a warning.

8.5 CHOOSING A SETUP

YOU ARE	SUGGESTED
Driving a regularity alone	Voice on, time vs ideal every 0.5, speed tips 30 sec, current speed off
Two-up with a navigator on the paper	Voice off, Sounds on, partial alert on Beep
On a capped part	Voice on for the spoken over-max, or Sounds on for the alert. One or the other, not neither
Touring	Partial alert Spoken every 1, everything else off

8.6 LANGUAGE

Settings ▸ Language overrides the app language independently of the device. It is saved at once but applied **only on a full relaunch**, because iOS reads an app's language when the app starts. While a change is pending the section says so and offers **Restart now to apply**.

9. FLIC AND MEDIA BUTTONS

A Flic is a small Bluetooth button. Stuck to the wheel, the dash or the roll cage, it lets you start, mark and restart without reaching for the phone, which is the difference between a clean crossing and a fumbled one.

9.1 WHAT EACH PRESS DOES

PRESS	ACTION
Click & Hold	Start or stop the counters
Click	Mark the crossing, the same as **next**. On a one-part roadbook, zero the trip (6.15)
Double-Click	Whatever the reset button does: quick restart where it is available, or start and end the **independent average** when you have that switched on (Stage has no independent average)

A Flic stop saves the run (unless it is shorter than 20 m, a mis-start that is never saved). It cannot do anything else: with auto-save off the on-screen **Stop?** dialog asks you, offering **Stop & Save Track** as a second button (4), and a Flic press has no dialog to ask in. Keeping the run is the only safe reading of a question nobody can answer, so that is what it does.

While a Flic is connected, the dashboard shows small **Flic badges** beside the buttons your Flic can operate, so you can see which on-screen button your thumb is mapped to: **one dot** for a click, a **dash** for a hold, **two dots** for a double-click. With no Flic connected there are no badges, unless the Bluetooth media button is on: then they show its keys (9.6).

A hold does not cost you time. The press is timed the moment the button goes down, so the second or so you hold it is not added to your time or distance.

Starting is the one exception, and it happens when you release. On a parked dashboard a click does nothing, because only a hold starts a run, and a Flic cannot tell a hold from a click until you let the button go. So nothing happens while you are still holding, and the run begins the moment you release. The app says **hold, then release to start** at the bottom of the screen as soon as you press, so you are not left wondering, and the notice goes the moment the run starts. If it was a click after all, a reminder of the Flic gestures takes its place, in the same spot. Everything that *ends* a measurement is the other way round and is taken at the moment the button goes down, as above. If your start has to be exact, use **Auto-Start** (4.1), where the start is a clock rather than a press.

⚠ **At the finish of a roadbook, the click is refused and the finish fires on a HOLD.** The badge changes to say so. Ending a run must never be one accidental press away. See 6.8. The exception is a roadbook with no control before the finish: there the click has no crossing to mark, so it zeros your trip instead and you finish with **stop**.

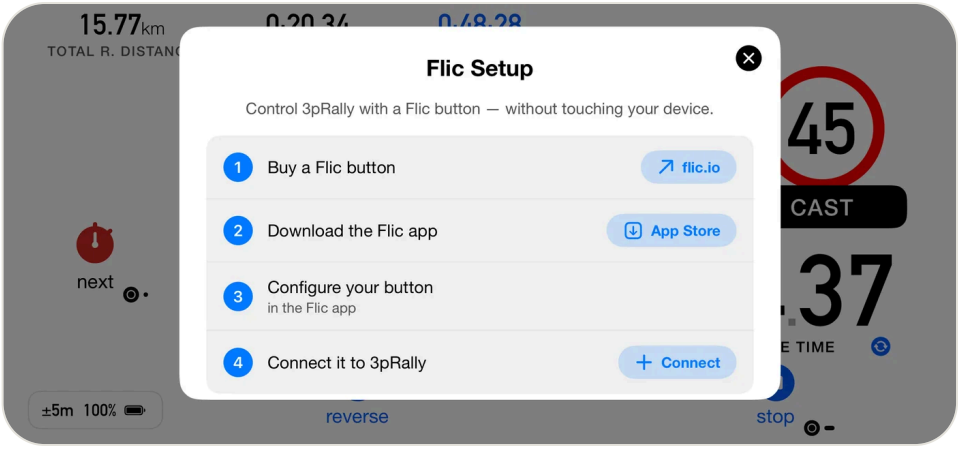
9.2 WHICH GENERATION YOU HAVE, AND WHY IT MATTERS

This is the single most likely thing to go wrong, so be deliberate about it. When you tap **Connect**, the app asks which hardware you have:

- **Flic 2 or Duo** is what flic.io sells today, and what the app's own buy link points at. If you have just bought a button, this is almost certainly yours. Pairing happens **inside 3pRally**: a panel appears and you **press and hold the button** until it is found. You do not need to remove it from the Flic app first, since a Flic 2 can be paired with both at once.
- **Flic 1 (legacy)** is the original 2014 button, discontinued in 2019. Choosing it hands the button off to the Flic app, which is the only correct way to pair that generation, and the only reason the option still exists.

⚠️ **Picking Flic 1 while holding a Flic 2 produces "button not compatible", and that message comes from the Flic app, not from us.** The button then cannot be selected at all. It looks like a fault in 3pRally and is not. If you land there, come back and choose **Flic 2 / Duo**.

9.3 SETTING ONE UP



The four steps. Two of them happen in Flic's own app, not this one.

Settings ▸ GPS & devices ▸ Flic button. The row shows the status: no button connected, the button's name, or that several are connected.

If Bluetooth is off or not permitted, a banner appears above everything else, because nothing below it can succeed until that is fixed.

The sheet walks four steps:

1. **Buy a Flic button**, linking to flic.io.
2. **Download the Flic app**. This step ticks itself once the app is installed.
3. **Configure your button** in the Flic app. Your button must be known to that app before 3pRally can use it.
4. **Connect it to 3pRally**, which asks the generation question above.

Then, for a Flic 2:

- *Click and hold the button. Tap to cancel.*
- *A Flic was discovered. You can now release the button.*
- *Connected to [name]*

Once connected the screen switches to the connected state: a status banner, the gesture legend, and a **Disconnect** action.

9.4 WHEN PAIRING FAILS

The app names the fix rather than showing a bare error where it can. The most common cause by far is simply that **the button was never put into pairing mode**: the instruction says click and hold, and it is easy to read that as a tap. Hold it for about seven seconds, until it appears on screen.

Backing out is not a failure. Tapping the panel to stop the scan, or cancelling the iOS Bluetooth dialog, is treated as a cancel rather than an error.

Other things worth checking:

- **Firmware.** Keep it up to date in the Flic app.
- **Several buttons.** If more than one is connected the app says so, and they all drive the same three presses. **Disconnect** removes one button at a time; tap it again for each.
- **Bluetooth** must be on and permitted for 3pRally.

9.5 WHERE TO PUT IT

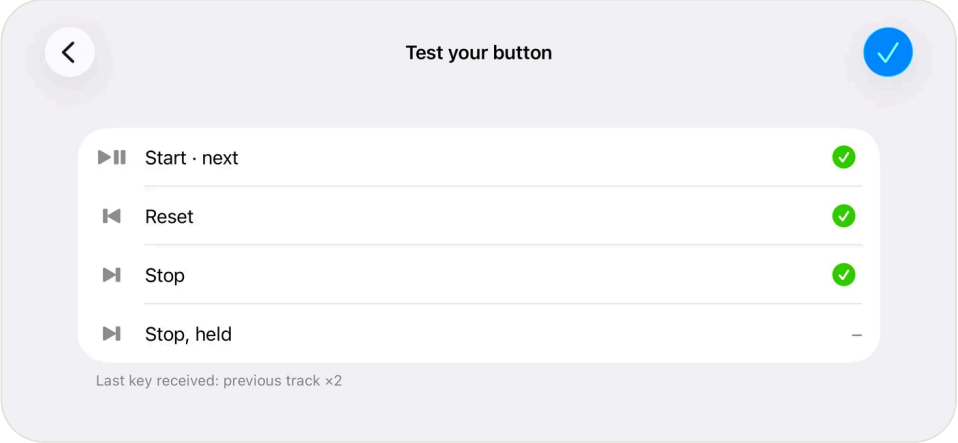
- **Wheel spoke**, for a driver running alone: hold to start at the control, click at each crossing.
- **Navigator's armrest**, the usual rally arrangement: the navigator marks each control while reading the roadbook.

⚠️ Pair and test it **before** the event. The first connection needs the Flic app, an App Store download and a Bluetooth handshake, none of which you want at a start line.

9.6 BLUETOOTH MEDIA BUTTON

New in 3pRally 5.1. No Flic? A clip-on **Bluetooth media button** for the steering wheel (several brands make one, with Play/Pause, Next and Previous keys, sending the same media keys as a headset; what a held key sends varies, see below) can drive the run. Turn it on in **Settings ▸ GPS & devices ▸ Bluetooth media button** (off by default). Turning it on opens **Test your button**: press each key and watch a green ✓ appear at the end of its row. Under the rows, **Last key received** names what the phone actually got, with a count

when a key repeats, so you can see what a hold sends. Nothing happens to your run while that screen is open.



Press each key: a green check means the phone received it.

One wheel button at a time. While the media button is on, a Flic is ignored: it stays paired, and its row in Settings says **Off (media button on)**. Turn the media button off to use the Flic again.

The badges show the media keys. While the media button is on, the small Flic marks on the dashboard buttons become the key that drives each one: ⏯ on next and go, ⏮ on reset (where reset does something), ⏭ on stop and on the finish. They are **faint until a key has reached the phone** since the app opened: iPhone does not tell an app whether a Bluetooth button is connected, only when a key arrives, so faint badges mean "press a key to check the button is there".

KEY	PARKED	RUNNING	IN A PAUSE ROW
Play/Pause	Start	Mark the crossing, the same as **next**	Carry on
Next		**Stop**: press twice within 3 seconds, or hold it once if your button can	Stop, the same way
Previous		Whatever the reset button does (a **quick restart** takes two presses)	

Play/Pause is usually the biggest key, so it gets the job you do most: start, then every crossing.

Stopping takes two presses because a press is not a hold, and the hold is what stops a Flic finish from being one accidental press. The first press says **Press again to stop** (on screen, and spoken with Voice on), and the run is timed at that first press, not at the second. Some buttons also send a signal when Next is **held**: if yours does (the test shows **Stop, held** ticked), one hold stops at once. A button stop is a Flic stop: it saves the run without asking (a run under 20 m is never saved), and at a roadbook's finish it is the finish. Any other command (another key, a button on screen, a Flic) answers **Press again to stop** with a no, and the message goes away.

A quick restart also takes two presses of Previous, for the same reason: it throws the run away. The first says **Press again to restart**. Where Previous starts the independent average instead, one press does it, because the moment you press is the measurement. Where reset has nothing to do (parked, paused, or a roadbook without the independent average), Previous says **Reset is not available here**.

Headsets are not supported. They send the same media keys, but they have no separate Next and Previous keys, so the test will not pass.

⚠️ **Music and podcasts pause while the app is open and during a run.** iPhone sends these keys only to the app that is playing audio, so 3pRally holds the audio, silently, the same way Voice turns other audio down as soon as the app opens. If something was playing, the app says so (**Music paused for the media button**). Leave the app while parked and your music is free again.

Some presses are ignored on purpose: any in the first 3 seconds after the button or a car connects (many send "play" as they connect), any in the first second and a half after 3pRally takes the audio over (a car can answer that with a "play" too), and a second press within half a second of the first (some send two signals for one press). **A start is stricter:** Play/Pause starts a run only with 3pRally on screen, and not in the first 10 seconds after a device connects, so the play button in Control Centre, on the lock screen or on a watch, or a car's late "play", never starts one. A start refused that way says so on screen (**Button just connected: press again in a few seconds**).

10. TRACKS, MAP AND SHARING

Every run you record is a **track**: the line you drove, plus the pins for the start, each control you marked, and the end.

10.1 SAVING

Settings ▸ Tracks & roadbooks ▸ Auto save tracks *(default: on).* With it on, stopping a run saves without asking: the stop dialog offers a plain **Stop**, and that one button saves. With it off, the dialog gains a second button, **Stop & Save Track**, and once you have a few tracks saved the app offers to turn auto-save on for you. On a roadbook's final control the same dialog reads **Finish?**, with **Finish** and **Finish & Save Track**.

A **quick restart always saves** the run it ends, whatever this setting says; with auto-save off, its confirmation tells you so.

New tracks are stored with no title. The app then looks up the start point and fills in a place name for you. Until it does, the list shows the date plus a prompt to name it, and each row also offers a description.

10.2 THE MAP

Swipe **left** from the dashboard.

ICON	CONTROL	WHAT IT DOES
Folded map	**Map type**	Standard, satellite or hybrid
Location arrow	**Follow**	Keep the map centred on your movement. The arrow fills while it is on
Diagonal arrows	**Zoom out**	Fit the whole route on screen
Square with an up arrow	**Share track**	Render a share image of the route
List	**Show saved tracks**	Open the track list

Two things it will tell you rather than do: the saved-track list does not open mid-run, and there is nothing to share before anything is recorded.

10.3 THE SHARE IMAGE



A Special Stage card. The headline is the day's standing; on an ordinary run it is the place instead.

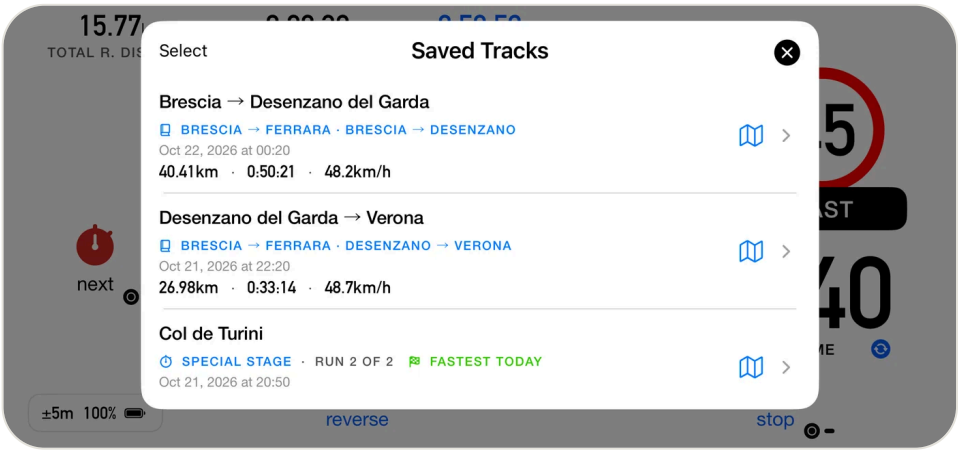
Share track renders a map card of your route with the headline figures, distance, time and average speed, and hands it to the iOS share sheet. You see a preview first.

On an ordinary card, time reads **in minutes**, as *40 min*, or *2:05 h* past the hour, with the unit in the same small type the distance and the speed use. A **Special Stage** card shows the exact elapsed time instead, as *0:12:15*, because that time is the result.

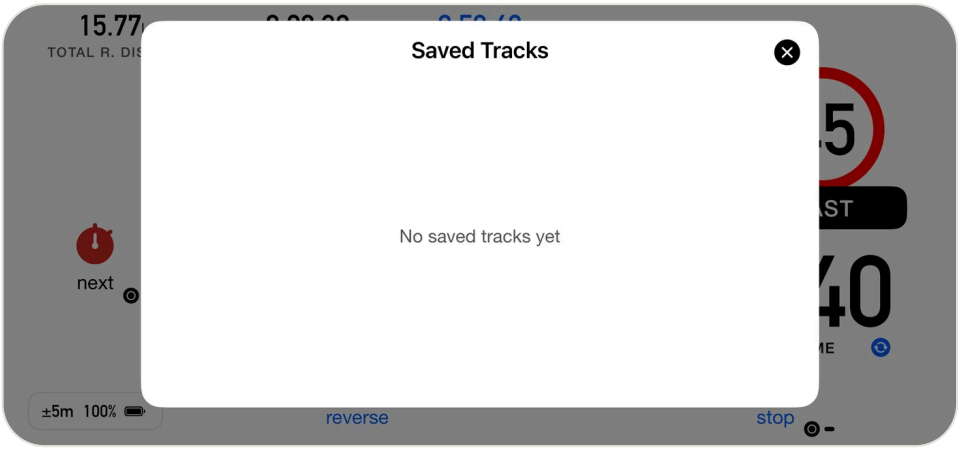
A **Special Stage** run shares as what it is, rather than as a generic outing, and the headline counts the runs **on that course**, not everything you did that day.

It needs a network connection for the map tiles, and says so if rendering fails.

10.4 THE TRACK LIST



Each row: what you drove, which roadbook and part it belonged to, and how it went.



Before your first save.

From the map's **Show saved tracks**.

ACTION	HOW
Rename	Tap the title
Add a description	Tap the description line
Export	Tap the track to open its card, then **Export**, then **GPX** or **KML**
Delete one	Swipe, then **Delete**
Delete several	Select, then **Delete**

Deleting confirms first. With iCloud sync on, the track stays in **Recently Deleted** for **30 days**; without sync the deletion cannot be undone, and the confirmation says so.

Runs of the same course are grouped. Where you drove one course several times in a day, the list says which run of how many each track is, flags the fastest, and marks any run you discarded as not counted. It works out the grouping the same way the Stage screen does, so the two can never disagree: same day, starting within 500 m, and covering about the same distance (within 15% of the longer run).

EXPORT FORMATS

- **GPX** for most mapping and analysis tools.
- **KML** for Google Earth.

Both hold the track line and the waypoints, and the text inside them is always English regardless of your app language, because it is file content rather than interface.

THE RECAP CSV

A roadbook run offers a third option in the same export sheet, alongside KML and GPX: *Export results in CSV format*. KML and GPX carry the coordinates; this one carries the outcome. It appears only on tracks that have a roadbook result to export, because a path format has nowhere honest to carry a scored table.

It writes a **CSV file**: one row per part, so you can sort, chart and compare two runs of the same course side by side. Open it in Numbers, Excel or any spreadsheet.

COLUMN	HOLDS
`roadbook` , `stage` , `segment`	which part of which book, numbered in driving order
`type` , `type_code`	the part's type: the word in your language, then a fixed code
`distance_km` or `distance_mi`	the distance the part was scored on
`distance_measured_km` or `_mi`	the distance the app measured
`distance_authored_km` or `_mi`	the distance the roadbook gives. Parts recorded before these two columns existed leave both empty
`time_s` , `ideal_time_s` , `delta_s`	seconds, always, so nothing has a clock format to misread
`avg_speed_kmh` or `_mph` , `target_speed_kmh` or `_mph`	held and asked-for pace
`max_exceeded` , `completed`	yes or no

Three things are worth knowing before you build anything on top of it. **The column headings are always English**, so a formula you write once keeps working after you change the app language. **The `type` word is translated** and `type_code` beside it never is, so use `type_code` when you compare files, and the readable word when you are just looking. **Numbers always use a dot and never group thousands**, whatever your region shows on screen, because a comma would collide with the commas separating the columns. Distances and speeds follow your km or miles setting, which is why the heading names the unit.

10.5 ICLOUD

Settings ▸ Tracks & roadbooks ▸ Sync to iCloud keeps a copy of your saved tracks **and your roadbooks** in your own iCloud account. The section and the row are both named for the two, because on the Rally apps the one switch covers both.

> Everything stays on this device, and the app works fully without iCloud.

Turning it on checks the account is usable first and explains any failure rather than silently doing nothing: not signed in, temporarily unavailable, restricted, or unreachable. If the check fails the switch flips back.

Once on, existing tracks and roadbooks are copied up, opening a list pulls the latest, and deletions become soft deletes that reach **Recently Deleted** on every device.

⚠️ iCloud is a backup and a convenience, not a competition tool. It never rewrites the route you are currently driving. See 5.14.

10.6 WHAT A TRACK HOLDS

- The recorded line.
- Pins: the start, each control you marked, and the end. **Tap a pin** to see what it is, its number and the distance at that point, with its coordinates underneath. An unscored boundary drops no pin, which is what keeps your totals agreeing with the organiser's sheet. A control pin is titled with **your own Segment name word**, so it says the same thing the dashboard and the summary say.
- **Your own landmarks.** Zeroing the trip on a single-part roadbook drops a pin too, where you pressed. It is drawn differently from a control pin on purpose: a control is a place the organiser measured and scores you at, and this one claims nothing except that you zeroed there. It stays out of the summary and out of the exported results for the same reason. Useful when you are zeroing at landmarks off the paper and want to see afterwards where you actually did it.
- The title and description you gave it.

That is what makes a track useful afterwards. An argument about whether you really were at that junction is settled by opening the pin.

11. SETTINGS REFERENCE

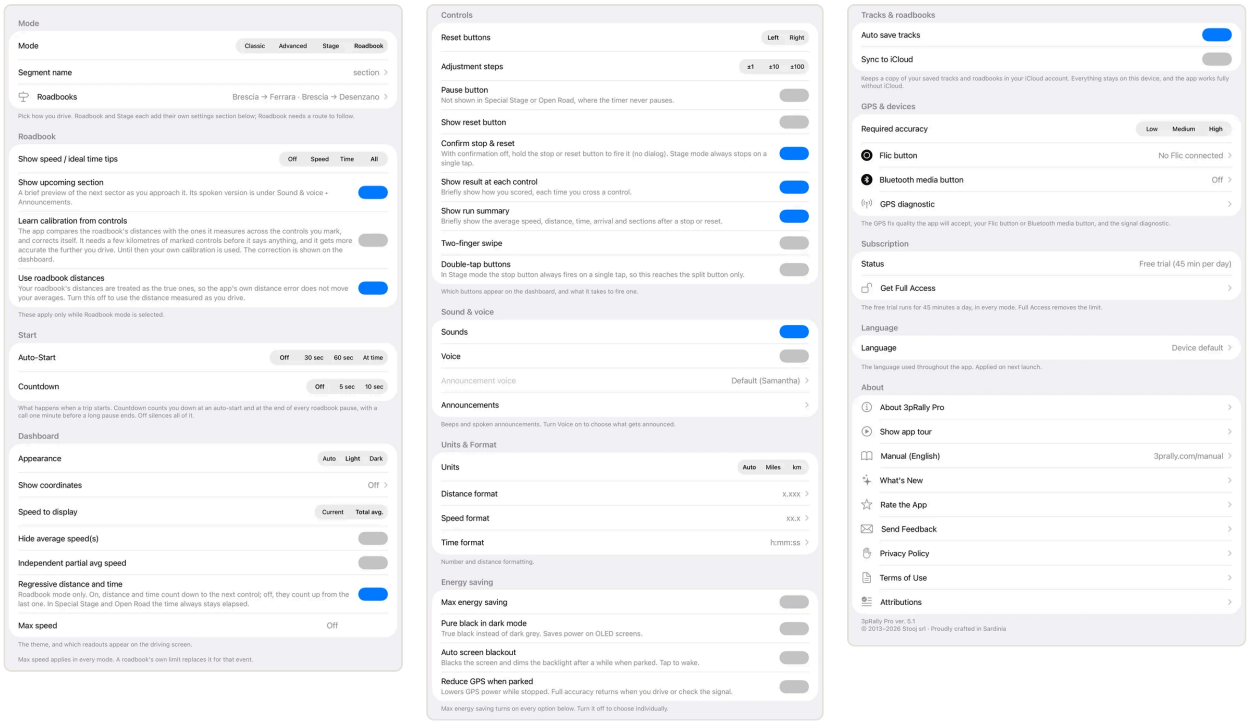
Swipe **right** on the dashboard to open Settings, or on iPad tap the gear icon at the top left. The sections appear in this order:

- 11.1 Mode
- 11.2 Roadbook or 11.3 Stage, depending on the mode
- 11.4 Start
- 11.5 Dashboard
- 11.6 Controls
- 11.7 Sound & voice
- 11.8 Units & Format
- 11.9 Energy saving
- 11.10 Tracks & roadbooks
- 11.11 GPS & devices
- 11.12 Subscription
- 11.13 Language
- 11.14 About

Every screen inside Settings has **Back** at the top left, one level up, and **Done** at the top right, which closes Settings from any depth and takes you straight back to the dashboard. A setting takes effect as soon as you change it, so closing from a deep screen loses nothing. A screen with its own buttons at the top right, such as an editor's Save, keeps those instead.

The second section is **mode-scoped**: it holds the settings that configure only the screen you are about to drive, and it sits directly under the mode that summons it. Classic and Advanced have none, so nothing appears there at all.

Below, each row is listed with its options, its default, and what it implies once you are moving. The names are the English ones; if your app runs in another language, chapter 15 gives every section and every row in yours.



Every section of Settings, in the order this chapter follows.

11.1 MODE

> *Pick how you drive. Roadbook and Stage each add their own settings section below; Roadbook needs a route to follow.*

ROW	OPTIONS	DEFAULT
Mode	Classic · Advanced · Stage · Roadbook	Advanced
Segment name	picker: *section · stage · leg · section · stage · leg*	section · stage
Roadbooks	opens the library and editor	

- **Mode** is covered in chapter 3. Selecting **Roadbook** with nothing to follow does not switch: it offers to create one. Legacy customers are shown the Lifetime Pass offer rather than the mode.
- **Segment name** sets the word the whole app uses for one timed piece of road, and the grouping word that follows it. Each option in the picker shows that pair: *section · stage*, *leg · section*, *stage · leg*. It is the pair that differs, not always the first word, because in some languages two of the choices share the same word for the timed piece and are told apart by the grouping. The three words swap roles rather than nesting. Pick the one your event's paperwork uses. See 1.4.
- **Roadbooks** shows what is currently selected on its right-hand side, so you can see what you are about to drive without opening anything.

11.2 ROADBOOK (ONLY WHILE ROADBOOK MODE IS SELECTED)

> *These apply only while Roadbook mode is selected.*

ROW	OPTIONS	DEFAULT
Show speed / ideal time tips	Off · Speed · Time · All	**All**
Show upcoming section	on / off	On
Learn calibration from controls	on / off	Off
Use roadbook distances	on / off	On

- **Show speed / ideal time tips** decides which of the two live guidance readouts appear. On **Speed** you get the tip and no seconds, which is why the tip itself carries the deficit and names a speed to drive. **Changed in 5.0:** the default is now **All**, so the time-against-ideal readout is there from the start. It used to be **Speed**, which hid the number most regularity crews steer by until you went looking for it. If you had left this on **Speed**, the update switches you to **All** once; if you had switched the tips **Off**, that is left alone. Either way the row is still yours to set. The spoken announcements are separate and are **not** changed: see **Sound & voice ▸ Announcements**.
- **Show upcoming section** is the brief look-ahead. Its spoken version lives under **Sound & voice ▸ Announcements**.
- **Learn calibration from controls** lets the marks you make refine the distance calibration as you drive. It is off until you have driven with it, and it never acts on a single mark: it measures across an unbroken run of marked controls and needs a few kilometres of them. A calibration you set yourself is used until it has that much road, and is **replaced** once it has, because by then the app has measured over kilometres of the event you are driving. Setting or clearing a calibration by hand starts its count again, so it can never replace a figure you have just entered. See 6.10.
- **Use roadbook distances** decides which distance a finished section is recorded at. On, the default, it is the distance your roadbook gives: your average answers *"did I hold the schedule"* and the app's own distance error no longer moves it. (It does not protect you from marking late. See 6.11.) Off, it is the distance measured as you drive, and your average answers *"what did my car actually do"*. **You do not have to decide in advance.** The first control where the two visibly disagree, the result card says which one it used and offers **USE MEASURED DISTANCE**, which recalculates the whole run, including the parts already behind you. That offer appears once per run. See 6.11.

11.3 STAGE (ONLY WHILE STAGE MODE IS SELECTED)

> *These apply only while Stage mode is selected: splits, distance prominence, and the partial-time line.*

ROW	OPTIONS	DEFAULT
Distance	Large · Compact · Off	Compact
Partial line	on / off	On
Live gap to best	on / off	On

- **Partial line** is the second time under the main clock. Tap the timer to swap which one leads.
- **Live gap to best** shows, while driving, how far ahead or behind your best run of the day you are at the same point. It is your own measure, not official timing. See 3.4.

There is deliberately **no toggle for the runs strip**. It is hidden while you drive and only appears once you are parked with two or more comparable runs, so hiding it would buy nothing and cost the point of the mode.

11.4 START

> *What happens when a trip starts. Countdown counts you down at an auto-start and at the end of every roadbook pause, with a call one minute before a long pause ends. Off silences all of it.*

ROW	OPTIONS	DEFAULT
Countdown	Off · 5 sec · 10 sec	5 sec on a new install; an update keeps yours (Off if you never set it)
Auto-Start	Off · 30 sec · 60 sec · At time	Off

Countdown needs Sounds or Voice to be audible. It plays before an auto-start and at the end of every roadbook pause (6.6b). **30 sec** and **60 sec** start on a round clock time, not exactly that long after **go**. See 4.1 for that and the "At time" rules.

11.5 DASHBOARD

> *The theme, and which readouts appear on the driving screen.*

ROW	OPTIONS	DEFAULT	NOTES
Appearance	Auto · Light · Dark	Light	Auto follows the device
Show coordinates	Off · Decimal degrees · Degrees, minutes, seconds	Off	Off by default: on a distance-based roadbook there is nothing to check them against
Speed to display	Current · Total avg.	**Total avg.**	Disabled when averages are hidden. Overridden in Special Stage and Open Road, and on any sector carrying a posted **MAX**, all of which force current speed
Hide average speed(s)	on / off	Off	The average is replaced by **current speed**, so the slot is never left blank. Turning it on disables **Speed to display** and forces the independent average off
Independent partial avg speed	on / off	Off	Turning it on forces **Show reset button** off
Max speed	Off · a speed in your units, in steps of 5	Off	Your own never-exceed speed, in every mode. A roadbook that sets its own limit replaces it for that event
Regressive distance and time	on / off	On	Roadbook mode only. Same setting as the toggle beside the readout on the dashboard

- **Speed to display. Changed in 5.0:** the default is now **Total avg.**, not **Current**. You pace a leg against its average, so that is the number a crew actually drives to; current speed was a general trip-meter's default from before the app had rally modes. If you never touched this row, the update moves you to **Total avg.**; if you had set it yourself, your choice is kept.
- **Max speed. New in 3pRally 5.1.** Your class top speed, set once instead of written into every roadbook, and it applies in all four modes. Go over it and the speed digits turn red, the alert beeps (or the voice says **"over max"**) and the run summary records it. The limit sits under your speed on a dark pill, **SPEED · MAX 180**, in every mode. It does **not** change **Speed to display**: if that slot shows the average, there is no speed on screen for the limit to sit on, so you only hear it. A roadbook that sets its own limit (a **Tech speed**, or a row's own max) speaks for that event and is used instead, higher or lower than yours. See 6.4.
- **Regressive distance and time.** With it on, the roadbook distance and time run *down* to the next control instead of up from the last one, which is what the dashboard captions mean when they say *regressive distance* and *regressive time*. Not to be confused with **Countdown** under **Start**, which is the call before you move off, at the start or out of a pause. **New in 5.0** as a settings row: the toggle beside the readout on the dashboard has always existed, but it only lives there while you are running, and it forgot your choice every time the app was closed. It is one setting with two places to change it, and it now sticks, including a change you make mid-run. One thing worth knowing: **distance** counts down in every discipline, but **time** only counts down where there is a schedule to follow. Special Stage and Open Road have no ideal clock, so their time is always elapsed time whatever this row says.

11.6 CONTROLS

> *Which buttons appear on the dashboard, and what it takes to fire one.*

ROW	OPTIONS	DEFAULT	NOTES
Reset buttons	Left · Right	Left	Which side the reset controls sit on
Adjustment steps	±1 · ±10 · ±100	±1	The step in the distance-adjust dialog
Pause button	on / off	Off	Never shown in Special Stage or Open Road, where the timer never pauses
Show reset button	on / off	Off	Turning it on forces the independent average off
Confirm stop & reset	on / off	On	Off means those buttons must be **held** instead of tapped. In Stage mode stop is always a single tap
Show result at each control	on / off	On	The brief card after each **next**: the score in Roadbook, the sector's time, distance and average in Classic and Advanced, none in Stage. Turning it off never hides a **cut short** crossing, because that card carries the undo
Show run summary	on / off	On	The card after a stop or a quick restart, in every mode
Two-finger swipe	on / off	Off	The screen swipes then need two fingers
Double-tap buttons	on / off	Off	In Stage mode the stop button always fires on a single tap, so this reaches the split button only

Three rows compete for the same button and the same readouts, so they constrain each other: **Hide average speed(s)**, **Independent partial avg speed** and **Show reset button**. Settle those before an event rather than during one.

11.7 SOUND & VOICE

> *Beeps and spoken announcements. Turn Voice on to choose what gets announced.*

ROW	OPTIONS	DEFAULT
Sounds	on / off	On
Voice	on / off	Off
Announcement voice	the voices installed for the app language	Default
Announcements	sub-screen: everything the app beeps or says, and how often	

Announcement voice is always listed, even when iOS has only one voice for the app language; its picker then tells you where in iOS Settings to add more. **Announcements** opens with Voice off too, because the partial-distance **beep** lives there and needs only Sounds; the spoken rows are greyed until Voice is on. *(Until 3pRally 5.1 the partial-distance rows sat on this level and Announcements opened only with Voice on.)*

ANNOUNCEMENTS ▸ DISTANCE

ROW	OPTIONS	DEFAULT
Partial distance alert	Off · Beep · Spoken	Off
Alert every	a distance in your units	
Say time with distance	on / off	On for a new install; an update keeps it Off. Shown with **Spoken**; says the time only when **Alert every** is 0.5 or more (8.2)

Alert every is not shown at all while the alert is **Off**, because an interval under an off alert is a value that is not true. **Partial distance alert** replaces what used to be two separate settings. A beep and a spoken callout are alternatives, so only one can be active. Picking one does not switch on **Sounds** or **Voice**: a beep needs Sounds on, a spoken callout needs Voice on.

ANNOUNCEMENTS ▸ SPEED

ROW	OPTIONS	DEFAULT
Announce current speed	Off · 10 sec · 30 sec · 1 min	10 sec
Announce average speed	Off · 10 sec · 30 sec · 1 min	30 sec

ANNOUNCEMENTS ▸ ROADBOOK

> *Pace guidance, spoken only while Roadbook mode is selected. You can set it up here in advance.*

ROW	OPTIONS	DEFAULT
Announce speed tips	Off · 10 sec · 30 sec · 1 min	30 sec
Announce time vs ideal	Off · every 0.5 / 1 / 2 units	Off
Announce upcoming section	on / off	On

See chapter 8 for what each announcement actually says, and for how to install more voices.

11.8 UNITS & FORMAT

> *Number and distance formatting.*

ROW	OPTIONS	DEFAULT
Units	Auto · Miles · km	Auto
Distance format	2 decimals (x.xx) · 3 decimals (x.xxx)	3 decimals
Speed format	No decimals · 1 decimal · 2 decimals	1 decimal
Time format	h:mm:ss · h:mm:ss.d · h:mm.hh · h:mm.ttt	h:mm:ss

Units on *Auto* follows the device region. **This row governs the driving screen at all times**, including while you are following a roadbook written in other units: a roadbook carries its own units for the strip and the editor, but it never takes the dashboard off this setting. That is on purpose, so the screen can agree with your car's odometer rather than with the paper. Set it explicitly when you want the opposite.

Distance format and **Speed format** are the one place a loaded roadbook does override you: while you are following one, the driving screen shows **its** decimals, so the numbers you call match the page. Everything else, and every trip driven without a roadbook, uses the values here. See 5.10.

Time format offers seconds, tenths of a second, and decimal minutes to hundredths or thousandths, which are the notations roadbooks are actually printed in. Like the two above, a loaded roadbook's own notation wins on the driving screen while you follow it *(3pRally 5.1)*, unless its Decimals switch says Settings; the time of day always stays on this setting.

The decimal separator is not a setting. Distances, speeds and percentages are written the way your **device region** writes them, so a phone set to Italy or Germany shows `3,500 km`, and one set to the UK or the US shows `3.500 km`. It follows the region, not the app language: an English-speaking crew on a European region gets the comma, which is what their paperwork uses.

Two things stay a dot deliberately, because they are notations rather than numbers: the **time** (`1:17.02` is hours:minutes.hundredths, written with a period in motorsport everywhere) and **map coordinates**.

⚠️ These are your **global** display settings. A roadbook carries its own format profile, which wins inside the roadbook editor. See 5.10.

11.9 ENERGY SAVING

ROW	OPTIONS	DEFAULT
Max energy saving	on / off	Off
Pure black in dark mode	on / off	Off

ROW	OPTIONS	DEFAULT
Auto screen blackout	on / off	Off
Reduce GPS when parked	on / off	Off

Max energy saving turns on every option below it and locks them, each then showing *Controlled by Max energy saving*. Turn it off to choose individually.

- **Pure black in dark mode** is true black instead of dark grey, which saves power on OLED screens.
- **Auto screen blackout** blacks the screen and dims the backlight after a while when parked. Tap to wake.
- **Reduce GPS when parked** lowers GPS power while stopped. Full accuracy returns when you drive or check the signal.

⚠️ Enabling **Max energy saving** while Appearance is fixed to **Light** moves Appearance to **Auto**, and tells you it did, because a black screen only saves power when the screen is actually dark. A fixed **Dark** choice is left alone, and turning Max off restores your previous choice unless you have since changed Appearance yourself.

11.10 TRACKS & ROADBOOKS

ROW	OPTIONS	DEFAULT
Auto save tracks	on / off	On
Sync to iCloud	on / off	Off

iCloud sync also covers your roadbook library. Enabling it verifies the iCloud account first and explains any failure rather than silently doing nothing. See 10.5.

11.11 GPS & DEVICES

> *The GPS fix quality the app will accept, your Flic button or Bluetooth media button, and the signal diagnostic.*

ROW	OPTIONS	DEFAULT
Required accuracy	Low (50 m) · Medium (20 m) · High (10 m)	High
Flic button	pairing and status	

ROW	OPTIONS	DEFAULT
Bluetooth media button	On · Off, and **Test your button**	Off. A clip-on wheel button: Play/Pause start / next, Previous reset, Next stop (twice, or held). Pauses other audio while the app is open; a Flic is ignored while it is on (9.6)
GPS diagnostic	opens the diagnostic screen	

Required accuracy is a measurement setting, not a cosmetic one. See 7.1.

11.12 SUBSCRIPTION

ROW	WHAT IT SHOWS
Status	Free trial with its daily limit · Lifetime Access - Legacy · Lifetime Full Access · Full Access Subscription
The row below it	The purchase and management screen. **Its name follows your status**, because most statuses have no subscription to manage: **Get Full Access** while you are on the trial or on a legacy purchase, **Subscriptions & Passes** once you own the Lifetime Pass, and **Manage Subscriptions** only if you actually hold a recurring subscription. In **3pRally** it reads **Download 3pRally Pro** or **Upgrade to Pro**, since that app sells nothing in app

See chapter 12. In **3pRally**, which sells nothing in app, this explains how to move to 3pRally Pro to purchase.

11.13 LANGUAGE

ROW	OPTIONS	DEFAULT
Language	Device default, or one of the six app languages	Device default

Saved immediately, but applied **only on a full relaunch**. Switching away and back is not enough. While a change is pending the section says so and offers **Restart now to apply**.

Changing the language also changes which announcement voices are available.

11.14 ABOUT

ROW	WHAT IT DOES
About	App icon, version, and where it is made. On screen the row reads *About 3pRally*

ROW	WHAT IT DOES
Show app tour	Replays the onboarding tour
Manual (English)	Opens this manual at 3prally.com/manual. The language is in the title, not a setting: the manual is English only
What's New	This release's highlights
Rate the App	The App Store page, where one is known
Send Feedback	A support email, pre-filled with diagnostic information; the support portal in a browser if there is no mail app
Privacy Policy	The privacy policy
Terms of Use	Where published for that app
Attributions	Third-party credits

The section footer carries the exact build version. Quote it in any bug report, and leave the diagnostic block in the support email in place: it is what makes a report actionable.

12. ACCESS, TRIAL AND SUBSCRIPTION

Both apps are free to download. What you get depends on your **status**, shown in **Settings ▸ Subscription ▸ Status**.

12.1 THE STATUSES

STATUS	WHAT IT MEANS
Free trial (45 min per day)	No purchase. Every feature works, but running time is limited to **45 minutes per day**
Lifetime Access - Legacy	You bought the app before version 4.0. Unlimited access to the legacy features, forever. Roadbook mode is **not** included
Full Access Subscription	An active monthly, three-month or yearly subscription. Everything, no limits
Lifetime Full Access	The one-off Lifetime Pass. Everything, forever

12.2 THE FREE TRIAL

The trial does not expire in calendar days. It limits **running time**:

- **45 minutes per day**, counted while the counters run, accumulated across runs within a day, and reset on the next calendar day.
- While running, a panel periodically shows the time remaining.
- When it is used up, the run is **stopped**, and saved if auto-save is on, and the app offers the upgrade.

Everything else works on the trial: all four modes, building and following roadbooks, voice, Flic, tracks, export and iCloud.

⚠️ 45 minutes is enough to evaluate the app. It is not enough for a rally. Settle your access before the event.

12.3 LEGACY CUSTOMERS

If you bought either app **before version 4.0**, you keep what you paid for: lifetime access, with no subscription and no time limit. Nothing you had has been taken away.

New features are not part of that promise. Your purchase covers the app you bought. Stage mode, added since, is available to you, but a feature added in the future may need the **Lifetime Full Access Pass**.

Roadbook mode already needs it. It is unlocked with a one-off, discounted **Lifetime Full Access Pass**. Until then, selecting Roadbook mode shows the upgrade offer instead of switching. You can still build and explore roadbooks: tap **Settings ▸ Mode ▸ Roadbooks**, and the same offer has a **Roadbook** button that opens the editor.

IF YOU BOUGHT 3PRALLY ON IPHONE

3pRally sells nothing in app, so the pass lives in **3pRally Pro**, but you do not have to prove anything to claim it. Install 3pRally Pro alongside 3pRally and it recognises your original purchase by itself, then offers you the **discounted upgrade** instead of the full price. Subscriptions are not offered to you at all. Until you upgrade, Pro shows **Free trial (45 min per day)** for you and runs as a trial: every mode, 45 minutes a day. Your unlimited legacy access stays in 3pRally.

1. **Download** 3pRally Pro
2. **Launch** it, with 3pRally still installed
3. Go to **Settings**
4. Tap **Get Full Access**, under **Subscription**
5. Follow the instructions

> ⚠️ **Keep 3pRally installed until the upgrade is done.** The two apps recognise each other through a shared container on the device, so this works when both are installed on the same iPhone. Removing 3pRally first can leave Pro unable to see the original purchase.

If instead you bought **3pRally Pro** itself before 4.0, there is nothing to do: Apple tells the app which version you originally bought, so it recognises you wherever you sign in.

12.4 BUYING

Settings ▸ Subscription, in 3pRally Pro, opens the card that shows what suits your situation. The row is called **Get Full Access** until you own something:

- **Subscriptions**, monthly, three-month or yearly, with the saving against the monthly price shown, and cancellation any time.
- The **Lifetime Full Access Pass**, a single payment covering everything, including future features.

If you already subscribe it suggests the better-value option rather than selling you the same thing twice. If you are on the yearly plan it notes that upgrading to Lifetime is an **additional** purchase, because Apple does not refund the unused part of a yearly plan.

12.5 RESTORING PURCHASES

Restore Purchases re-checks your Apple ID for a previous paid purchase, an active subscription, or a Lifetime Pass.

- It can take a moment.
- In **3pRally Pro**, once a restore completes, whether or not it found anything, the button locks for **24 hours**. One that fails with an error can be tried again, up to three times, before it asks you to come back later. **3pRally** applies no limit.
- If there is nothing to restore, it says so, and it says so plainly rather than reporting a success.

Use it after reinstalling, on a new device, or if the app has fallen back to the trial unexpectedly.

12.6 IF ACCESS CHANGES UNDERNEATH YOU

Two situations drop you back to the trial, each with an explanation:

- **Subscription expired.**
- **The Lifetime Pass could not be confirmed**, which can happen if it was refunded or revoked. If you think that is wrong, tap **See Options** and then **Restore Purchases**.

12.7 CANCELLING

Cancelling happens in iOS, not in the app:

1. Open the **Settings** app.
2. Tap your **Apple ID** at the top.
3. Select **Subscriptions**.
4. Tap **Cancel Subscription**.

A cancelled subscription runs to the end of the period you paid for. The app shows the expiry date and notes that it will not renew.

13. TROUBLESHOOTING AND LIMITS

13.1 EVERY HARD LIMIT, IN ONE PLACE

LIMIT	VALUE
Free trial running time	**45 minutes per day**, reset next calendar day
Roadbook row distance	at most **9 000 km**
Very short row warning	below about **300 m**
Cut short, and the undo offer	more than **300 m or 10%** early, whichever is larger, with about **9 seconds** to undo
Calibration, measured	rejected above **30%**, warned above **10%**
Calibration, typed	**-30% to +30%**
Auto-start time	at least **10 seconds** ahead, at most **90 days**
Auto-start countdown screen	counts only inside the last **5 minutes**
GPS accuracy thresholds	High **10 m**, Medium **20 m**, Low **50 m**
Pace tip appears / clears	about **3 km/h** off, clearing within about **1 km/h** (an average-based tip: **2** on, **0.5** off)
On-time band	**2 seconds**
CAST recovery horizon	about **1 km**
Look-ahead	about **12 s** at current speed, floor **150 m**, holds about **6 s**, once per part
Runs grouped into one session	same day, starting within **500 m**, and within **15%** of the longer run's distance
Restore Purchases	3pRally Pro: once per **24 hours** after a success, up to **3** tries after a failure. No limit in 3pRally
Recently Deleted	**30 days**
Parts per roadbook	at least **1**, and the last cannot be deleted

13.2 MESSAGES, AND WHAT TO DO

ROADBOOK

MESSAGE	MEANING AND FIX
No roadbook yet: Roadbook mode needs a route to follow…	Roadbook mode selected with nothing to follow. **Create Roadbook** opens the editor, **Not now** leaves the mode as it was
the data in this section is conflicting with Distance / Time at section N	Cumulative totals stop increasing at N. Usually a total typed lower than the total already reached
please enter a distance / the ideal speed / the average speed / a time	A required field for that row type. CAST asks for the *ideal* speed, Target Avg for the *average*

MESSAGE	MEANING AND FIX
the distance you entered is too big	Over 9 000 km. Check the units and the decimal point
the max speed cannot be below the base speed / the target average	The bounds are inverted
This section is very short	Under about 300 m. You can save anyway, but see 5.8
This stage has sectors that X doesn't use	A discipline change. **Convert** keeps the distances
That roadbook file could not be imported	A damaged or wrong-format file. Re-export it from the source device

GPS

MESSAGE	MEANING
Low GPS accuracy	The fix does not meet your Required accuracy. Consider lowering it
No GPS Signal received	No usable fix. Metal mounts, heated windscreens and tunnels all do this
Location services are not available or enabled	Location Services are off for the whole device (**Settings ▸ Privacy & Security ▸ Location Services**), or location is blocked by Screen Time or device management
Please allow 3pRally to access your location in Settings	The app's location access is set to Never. **Settings ▸ 3pRally ▸ Location**
Precise Location off	Positions are only good to a few kilometres, so no fix can pass the accuracy check. The app asks iOS once to allow precise location for this session; to fix it for good, turn on **Precise Location** in **Settings ▸ 3pRally ▸ Location**
accuracy too low, *coordinates too old*, in the diagnostic	Individual fixes being rejected, with the reason
location service disabled, *Precise Location off*, in the diagnostic	The same causes as above, on the signal row
WiFi / Cellular as the signal, in the diagnostic	The position comes from Wi-Fi or the phone network, not from GPS: no clear sky, or a device with no GPS at all (a Wi-Fi-only iPad). An external GPS receiver solves the second
GPS [internal] while an external receiver is connected	iOS is using the device's own receiver, not yours. iOS chooses, not the app: an external receiver is usually used only once it has its own satellite fix, so give it a clear view of the sky
The phone's compass needs calibrating	Move the phone slowly in a figure-8, away from metal. It also self-corrects as you drive

CALIBRATION AND ADJUSTMENT

MESSAGE	MEANING
The resulting calibration is too high	Over 30%, rejected
...is quite high. Are you sure...	Over 10%. Check what you typed
The difference ... is lower than the current GPS accuracy threshold	Your calibration leg was too short to mean anything
You moved by X while adjusting the distances	Apply anyway, restart with the new data, or cancel

MESSAGE	MEANING
Calibration must be between -30% and +30%	A typed percentage out of range

TRACKS AND ICLOUD

MESSAGE	MEANING
Sorry, you didn't save any track, yet	Nothing recorded
Functionality not available while the tripmaster is running	The track list does not open mid-run
Sign in to iCloud in the iOS Settings app	No iCloud account on the device
iCloud is temporarily unavailable	Network or service. The switch reverts rather than pretending
...your device ran out of space	Free up storage and try again

FLIC

MESSAGE	MEANING
button not compatible, from the Flic app	You picked **Flic 1** with a Flic 2 in your hand. Go back and choose **Flic 2 / Duo**
Encountered an error while connecting	Usually the button was never held long enough to enter pairing mode

ACCESS

MESSAGE	MEANING
You've reached your daily limit of 45 minutes	The trial is spent for today
Your subscription has expired	Back on the trial until renewed
We could not confirm your Lifetime Pass	Try **Restore Purchases**
You have reached the maximum number of restore attempts	The restore limit in 3pRally Pro. Try again tomorrow

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13.3 SITUATIONS

"It is not counting distance." In order: location permission, GPS accuracy (the diagnostic names the rejection reason), whether you are **paused**, whether **reverse** is engaged, and whether the run was actually started.

"My distances are consistently short or long." That is what calibration is for, over a long leg. Chapter 7.

"The time pill is red and I am driving the right speed." Red means ahead of the ideal, so too fast for the schedule so far. Green is behind. Blue is on time.

"The pause button disappeared." You are on a Special Stage or Open Road part, where the timing is continuous.

"The app will not let me change roadbook." Not while a run is under way. You can still edit the one you are driving. 5.13.

"My tap did nothing at a boundary." If the row crosses automatically the app may have crossed it already. The chip is the confirmation.

"I crossed a control by mistake." If it was detectably early, the card offers an undo for a few seconds. If it was not, there is no way back, which is why the tap deserves deliberation.

"The averages disappeared." Hide average speed(s) is on. **Current speed** takes the slot they were in, so the dashboard is not left with a hole, and the setting also disables the speed selector and the independent average.

"The reset button does something unexpected." The independent average takes over that button, and it and quick restart exclude each other.

"My language change did nothing." It applies on a full relaunch. Use **Restart now to apply**.

"The app died mid-rally." On relaunch it offers to resume, and if it cannot, it confirms the track was saved.

13.4 KNOWN CONSTRAINTS

- **Only the selected part of a roadbook is driven.** Multi-part books are not chained automatically.
- **A road driven twice cannot be compared with itself inside a roadbook.** That comparison exists only in Stage mode.
- **iCloud never rewrites a route mid-drive.** Remote edits apply on the next entry into Roadbook mode.
- **Special Stage and Open Road override the speed selector** and keep time elapsed-only.
- **The look-ahead shows once per part**, by design.
- **Exported file text is English** regardless of the app language.

13.5 GETTING HELP

Settings ▸ About ▸ Send Feedback opens a support email, pre-filled with diagnostic information. Leave that block in place, and add what you were doing when the problem appeared. The build version is in the About section footer. If your device has no mail app, the same button opens the support portal in a browser instead, which needs no account. Long-pressing the app icon on the Home Screen and choosing *Something wrong?* opens the same pre-filled email.

14. GLOSSARY

APP TERMS

Advanced. The default dashboard: a dense four-up grid of readouts with compact in-drive buttons.

Auto (row advance). A boundary the odometer crosses by itself, at the distance the roadbook gives. The opposite of **tap**.

Base time. In Open Road, the schedule derived from a part's base speed, or failing that its maximum cap: distance divided by the base speed, summed sector by sector. It is a time you are asked to **meet**, not a floor you must stay above. Finishing under it earns nothing, which is why the card greens *on base* and only blues *early*.

CAST. Constant Average Speed Time. A part driven at a prescribed average, whose ideal time is distance divided by that speed. The competitive row of a Regularity discipline.

Classic. The two-big-counters dashboard, where tapping a readout promotes it.

Control. A place the organiser measures you: a time control, a test, a start or a finish. The opposite of a **reference**.

Discipline. A property of the runnable part of a roadbook (Regularity, Special Stage, Open Road, Transit) that decides which row types it may hold and how the dashboard behaves.

Ghost, or live gap to best. In Stage mode, how far ahead or behind your best run of the day you are at the same point on the course.

Ideal time. The time you should have taken, for the distance covered so far, at the prescribed speed. The dashboard pill shows the live difference against your actual time.

Independent average. An average you arm and end yourself, ignoring control crossings.

Look-ahead, or coming next. The brief preview of the next real boundary as you approach it.

MAX. A speed ceiling on a part. Over it, the speed number turns red with a beep or a spoken "over max". It is never the subject of the pace tip.

Official time. The organiser's clock. You enter an offset, and the app's clock, countdown and auto-start follow it.

Open Road. A discipline, and its row type, for open-road racing: a target average with optional posted caps.

Partial. Since the last crossing. **Total.** Since **go**.

Puck. The dashboard button you press at a boundary, which tells you what it is about to do.

Quick restart. Reset everything and start again, without a separate stop.

Reference. A waypoint you tick off along the way. Your trip counter zeroes at it, but your average keeps running across it. **Derived**, not authored: a row that is not a control and changes nothing you are paced on.

Regressive. Counting down to the end of a part or a route, instead of up.

Roadbook. The top-level unit: one event, shareable and syncable as a `.3prbk` file.

Roadbook format profile. The units, precision and time notation a particular roadbook is printed in. Display and entry only, since the data is stored canonically. The two halves do not reach equally far: **its decimals and its time notation follow the roadbook** onto every screen including the driving one (the time of day excepted), while **units follow your car**, so the driving screen stays on your **Settings ▸ Units & Format** choice. See 5.10.

Row. One line of a roadbook: a distance plus a rule. What the app calls the road it covers depends on your **Segment name** setting.

Segment name. The setting that chooses the vocabulary. A picker with three options, each shown as the pair it sets: *section · stage*, *leg · section*, *stage · leg*. The same three words fill both roles depending on the choice, rather than forming one fixed hierarchy, so it is the pair that identifies a choice, not the first word alone.

Session. In Stage mode, the runs the app infers belong together: same day, starting within 500 m, and covering about the same distance, within 15% of the longer run.

Special. A discipline, and its row type, for flat-out timed running where fastest elapsed time wins and there is no speed to hold.

Split. A time banked by marking a crossing in Stage mode, or in a Special Stage part.

Stage. Three different things, told apart by context: the middle level of a roadbook and the runnable unit; one of the four dashboard modes; and part of two of the three Segment-name vocabularies (*section · stage* and *stage · leg*).

Target Avg. A Regularity row that paces an average like CAST, with an optional MAX ceiling.

Tech speed. A roadbook-wide never-exceed ceiling for Open Road, matching a class limit. The effective ceiling is the lower of it and the row's own cap.

Transit. A non-competitive connecting part, or a whole runnable part made of them.

Zero the odometer. A row flag that sets the distance reading back to zero at that control, while time, schedule and position carry on. Not a restart.

RALLY TERMS

Liaison. The untimed public-road transfer between competitive parts. Modelled as **Transit**, and it never scores: only penalties do.

Precision trial. A very short timed exercise inside a regularity event. Author it as CAST or Target Avg, never as a Special.

Regularity. The European name for the discipline where you hold prescribed averages and are scored on timing accuracy rather than speed. The same discipline as **TSD**.

Special stage. In stage rallying, a closed competitive section where fastest elapsed time wins.

TSD. Time-Speed-Distance. The US name for regularity.

Open-road racing. Events scored on hitting a target average over a long section, with posted speed zones inside it.

Tripmaster. A rally odometer, the instrument this app replaces. 3pRally is the time-speed-distance sibling of 3pMaster, the off-road tripmaster.

15. THE APP IN YOUR LANGUAGE

This manual is written in English, and the app is not: it runs in German, Spanish, French, Italian and Dutch as well. So when a chapter says to open **Settings ▸ Sound & voice ▸ Announcements**, and your screen says something else entirely, this is where you find out what to look for. The screenshots are English for the same reason.

Find your language below, then read down the left column until you meet the English the manual used. The right column is the word on your screen, exactly as the app prints it. The **bold** rows are the sections of Settings; the rows under each belong to it.

Settings and **Map** are not in the tables because they are not labelled anywhere. They are the screens either side of the dashboard: swipe right for Settings, left for the Map. Nothing on screen names them in any language, including English.

Chapter 8 sends you into **iOS Settings ▸ Accessibility ▸ Spoken Content ▸ Voices** to install a better voice. Those are Apple's words, not ours, and your iPhone already shows them in your language, so they are not listed here.

⚠️ **Some rally terms stay in English on purpose, and the rest use each country's own. CAST**, **Open Road**, **Target Avg** and **Roadbook** read the same in every language: they name formats and tools that crews everywhere call by their English names. The other rally words are not translated literally but replaced by the terms each country's federation and crews actually use, such as *Trasferimento* or *Wertungsprüfung*. So a row that reads the same in both columns is usually right, not missing.

If a word in your language looks wrong, or is not the one your events use, tell us: **Settings ▸ About ▸ Send Feedback**, or email support@3pmaster.com.

Jump to your language:

- 15.1 Deutsch
- 15.2 Español
- 15.3 Français
- 15.4 Italiano
- 15.5 Nederlands

15.1 DEUTSCH

IN THIS MANUAL	ON YOUR SCREEN
Mode	**Modus**
Mode	Modus
Segment name	Segmentname

IN THIS MANUAL	ON YOUR SCREEN
Roadbooks	Roadbooks
Roadbook	**Roadbook**
Show speed / ideal time tips	Tempo-/Sollzeit-Tipps
Show upcoming section	Nächsten Abschnitt anzeigen
Learn calibration from controls	Kalibrierung an Kontrollen lernen
Use roadbook distances	Roadbook-Distanzen verwenden
Stage	**Wertungsprüfung**
Distance	Distanz
Partial line	Teil-Zeile
Live gap to best	Live-Abstand zur Bestzeit
Start	**Start**
Countdown	Countdown
Auto-Start	Auto-Start
Dashboard	**Dashboard**
Appearance	Darstellung
Show coordinates	Koordinaten anzeigen
Speed to display	Anzuzeigende Geschwindigkeit
Hide average speed(s)	Schnitt(e) ausblenden
Independent partial avg speed	Unabhängiger Teil-Schnitt
Max speed	Max. Tempo
Regressive distance and time	Regressive Distanz und Zeit
Controls	**Steuerung**
Reset buttons	Reset-Tasten
Adjustment steps	Anpassungsschritte
Pause button	Pause-Taste
Show reset button	Reset-Taste anzeigen
Confirm stop & reset	Stopp & Reset bestätigen
Show result at each control	Ergebnis an jeder Kontrolle anzeigen
Show run summary	Zusammenfassung anzeigen
Two-finger swipe	Zwei-Finger-Wischen
Double-tap buttons	Tasten doppeltippen
Sound & voice	**Ton & Sprachausgabe**
Sounds	Töne
Voice	Sprachausgabe
Announcement voice	Ansagestimme

IN THIS MANUAL	ON YOUR SCREEN
Announcements	Ansagen
Partial distance alert	Teildistanz-Warnung
Alert every	Warnung alle
Say time with distance	Zeit mit Distanz ansagen
Announce current speed	Aktuelle Geschwindigkeit ansagen
Announce average speed	Schnitt ansagen
Announce speed tips	Geschwindigkeitstipps ansagen
Announce time vs ideal	Zeit zur Sollzeit ansagen
Announce upcoming section	Nächsten Abschnitt ansagen
Units & Format	**Einheiten und Format**
Units	Einheiten
Distance format	Distanzformat
Speed format	Geschwindigkeitsformat
Time format	Zeitformat
Energy saving	**Energiesparen**
Max energy saving	Max. Energiesparen
Pure black in dark mode	Reines Schwarz im Dunkelmodus
Auto screen blackout	Automatische Bildschirmabschaltung
Reduce GPS when parked	GPS im Stand reduzieren
Tracks & roadbooks	**Tracks & Roadbooks**
Auto save tracks	Tracks automatisch speichern
Sync to iCloud	Mit iCloud synchronisieren
GPS & devices	**GPS & Geräte**
Required accuracy	Erforderliche Genauigkeit
Flic button	Flic-Taste
Bluetooth media button	Bluetooth-Medientaste
GPS diagnostic	GPS-Diagnose
Subscription	**Abo**
Status	Status
Language	**Sprache**
Language	Sprache
About	**Über**
About	Über
Show app tour	App-Tour anzeigen
Manual (English)	Handbuch (Englisch)

IN THIS MANUAL	ON YOUR SCREEN
What's New	Neuigkeiten
Rate the App	App bewerten
Send Feedback	Feedback senden
Privacy Policy	Datenschutzrichtlinie
Terms of Use	Nutzungsbedingungen
Attributions	Danksagungen
The four modes	
Classic	Klassisch
Advanced	Erweitert
Stage	Wertungsprüfung
Roadbook	Roadbook
The dashboard buttons	
go!	los
stop	Stopp
pause	Pause
reset	nullen
next	weiter
Segment name: section · stage	
section	GLP
stage	Abschnitt
Segment name: leg · section	
leg	Abschnitt
section	Etappe
Segment name: stage · leg	
stage	WP
leg	Etappe
Roadbook row types	
CAST	CAST
Target Avg	Target Avg
Time	Zeit
Transit	Verbindung
Pause	Pause
Special	WP
Open Road	Open Road
The roadbook editor	

IN THIS MANUAL	ON YOUR SCREEN
base speed	Basistempo
max speed	Max. Tempo
Tech speed	Tech. Tempo
as printed	wie gedruckt
is a control	ist eine Kontrolle
Finish	Ziel
zero odometer	Odometer auf Null
advance	Weiterschalten
default	standard
tap	tippen
auto	autom.
control	Kontrolle
reference	Referenz
speed change	Geschwindigkeitswechsel
Save + next	Speichern + weiter
Save anyway	Trotzdem speichern
The roadbook table	
Section	Abschnitt
From start	Ab Start
Partial	Teil
Total	Gesamt
Rate	Ø
Marks	Mark.
The roadbook library	
Edit	Bearbeiten
Share	Teilen
Delete	Löschen
Done	Fertig
Recently Deleted	Zuletzt gelöscht (…)
Bluetooth media button	
Test your button	Taste testen

15.2 ESPAÑOL

IN THIS MANUAL	ON YOUR SCREEN
Mode	**Modo**
Mode	Modo
Segment name	Nombre del segmento
Roadbooks	Roadbooks
Roadbook	**Roadbook**
Show speed / ideal time tips	Mostrar consejos de velocidad / tiempo ideal
Show upcoming section	Mostrar tramo siguiente
Learn calibration from controls	Aprender calibración desde controles
Use roadbook distances	Usar las distancias del roadbook
Stage	**Especial**
Distance	Distancia
Partial line	Línea parcial
Live gap to best	Diferencia en directo con el mejor
Start	**Salida**
Countdown	Cuenta atrás
Auto-Start	Inicio automático
Dashboard	**Panel**
Appearance	Apariencia
Show coordinates	Mostrar coordenadas
Speed to display	Velocidad a mostrar
Hide average speed(s)	Ocultar media(s)
Independent partial avg speed	Media parcial independiente
Max speed	velocidad máx.
Regressive distance and time	Distancia y tiempo regresivos
Controls	**Controles**
Reset buttons	Botones de reinicio
Adjustment steps	Pasos de ajuste
Pause button	Botón de pausa
Show reset button	Mostrar botón de puesta a cero
Confirm stop & reset	Confirmar parada y puesta a cero
Show result at each control	Mostrar resultado en cada control
Show run summary	Mostrar resumen de pasada

IN THIS MANUAL	ON YOUR SCREEN
Two-finger swipe	Deslizar con dos dedos
Double-tap buttons	Doble toque en los botones
Sound & voice	**Sonido y voz**
Sounds	Sonidos
Voice	Voz
Announcement voice	Voz de los anuncios
Announcements	Anuncios
Partial distance alert	Alerta de distancia parcial
Alert every	Avisar cada
Say time with distance	Anunciar tiempo con distancia
Announce current speed	Anunciar velocidad actual
Announce average speed	Anunciar media
Announce speed tips	Anunciar consejos de velocidad
Announce time vs ideal	Anunciar tiempo respecto al ideal
Announce upcoming section	Anunciar siguiente tramo
Units & Format	**Unidades y formato**
Units	Unidades
Distance format	Formato de distancia
Speed format	Formato de velocidad
Time format	Formato de hora
Energy saving	**Ahorro de energía**
Max energy saving	Ahorro de energía máx.
Pure black in dark mode	Negro puro en modo oscuro
Auto screen blackout	Apagado automático de pantalla
Reduce GPS when parked	Reducir GPS al estar parado
Tracks & roadbooks	**Tracks y Roadbooks**
Auto save tracks	Guardar tracks automáticamente
Sync to iCloud	Sincronizar con iCloud
GPS & devices	**GPS y dispositivos**
Required accuracy	Precisión requerida
Flic button	Botón Flic
Bluetooth media button	Botón multimedia Bluetooth
GPS diagnostic	Diagnóstico GPS
Subscription	**Suscripción**
Status	Estado

IN THIS MANUAL	ON YOUR SCREEN
Language	**Idioma**
Language	Idioma
About	**Información**
About	Información
Show app tour	Mostrar el tour de la app
Manual (English)	Manual (Inglés)
What's New	Novedades
Rate the App	Valora la app
Send Feedback	Enviar comentarios
Privacy Policy	Política de privacidad
Terms of Use	Condiciones de uso
Attributions	Atribuciones
The four modes	
Classic	Clásico
Advanced	Avanzado
Stage	Especial
Roadbook	Roadbook
The dashboard buttons	
go!	ya
stop	parar
pause	pausa
reset	a cero
next	siguiente
Segment name: section · stage	
section	tramo
stage	sección
Segment name: leg · section	
leg	sector
section	etapa
Segment name: stage · leg	
stage	tramo
leg	etapa
Roadbook row types	
CAST	CAST
Target Avg	Target Avg

IN THIS MANUAL	ON YOUR SCREEN
Time	Tiempo
Transit	Enlace
Pause	Pausa
Special	Especial
Open Road	Open Road
The roadbook editor	
base speed	vel. base
max speed	velocidad máx.
Tech speed	Vel. técnica
as printed	según impreso
is a control	es un control
Finish	Meta
zero odometer	puesta a cero
advance	avance
default	predeterminado
tap	toque
auto	autom.
control	control
reference	referencia
speed change	cambio de velocidad
Save + next	Guardar + sig.
Save anyway	Guardar de todos modos
The roadbook table	
Section	Sector
From start	Desde inicio
Partial	parcial
Total	Total
Rate	Media
Marks	Marcas
The roadbook library	
Edit	Editar
Share	Compartir
Delete	Eliminar
Done	Hecho
Recently Deleted	Eliminados recientemente (…)

IN THIS MANUAL	ON YOUR SCREEN
Bluetooth media button	
Test your button	Prueba el botón

15.3 FRANÇAIS

IN THIS MANUAL	ON YOUR SCREEN
Mode	**Mode**
Mode	Mode
Segment name	Nom du segment
Roadbooks	Roadbooks
Roadbook	**Roadbook**
Show speed / ideal time tips	Afficher les conseils de vitesse / temps idéal
Show upcoming section	Afficher le secteur suivant
Learn calibration from controls	Apprendre la calibration depuis les contrôles
Use roadbook distances	Utiliser les distances du roadbook
Stage	**Épreuve spéciale**
Distance	Distance
Partial line	Ligne partielle
Live gap to best	Écart en direct avec le meilleur
Start	**Départ**
Countdown	Compte à rebours
Auto-Start	Départ automatique
Dashboard	**Tableau de bord**
Appearance	Apparence
Show coordinates	Afficher les coordonnées
Speed to display	Vitesse à afficher
Hide average speed(s)	Masquer la/les moyenne(s)
Independent partial avg speed	Moyenne partielle indépendante
Max speed	vitesse max
Regressive distance and time	Distance et temps régressifs
Controls	**Commandes**
Reset buttons	Boutons de réinitialisation
Adjustment steps	Pas d'ajustement

IN THIS MANUAL	ON YOUR SCREEN
Pause button	Bouton pause
Show reset button	Afficher le bouton de réinitialisation
Confirm stop & reset	Confirmer arrêt et réinitialisation
Show result at each control	Afficher le résultat à chaque contrôle
Show run summary	Afficher le résumé
Two-finger swipe	Balayage à deux doigts
Double-tap buttons	Double appui sur les boutons
Sound & voice	**Son et voix**
Sounds	Sons
Voice	Voix
Announcement voice	Voix des annonces
Announcements	Annonces
Partial distance alert	Alerte de distance partielle
Alert every	Alerte tous les
Say time with distance	Annoncer le temps avec la distance
Announce current speed	Annoncer la vitesse actuelle
Announce average speed	Annoncer la moyenne
Announce speed tips	Annoncer les conseils de vitesse
Announce time vs ideal	Annoncer le temps vs idéal
Announce upcoming section	Annoncer le secteur à venir
Units & Format	**Unités et format**
Units	Unités
Distance format	Format de distance
Speed format	Format de vitesse
Time format	Format d'heure
Energy saving	**Économie d'énergie**
Max energy saving	Économie d'énergie max
Pure black in dark mode	Noir pur en mode sombre
Auto screen blackout	Extinction automatique de l'écran
Reduce GPS when parked	Réduire le GPS à l'arrêt
Tracks & roadbooks	**Tracés et Roadbooks**
Auto save tracks	Enregistrer les tracés automatiquement
Sync to iCloud	Synchroniser avec iCloud
GPS & devices	**GPS et appareils**
Required accuracy	Précision requise

IN THIS MANUAL	ON YOUR SCREEN
Flic button	Bouton Flic
Bluetooth media button	Bouton média Bluetooth
GPS diagnostic	Diagnostic GPS
Subscription	**Abonnement**
Status	État
Language	**Langue**
Language	Langue
About	**À propos**
About	À propos
Show app tour	Afficher la visite de l'app
Manual (English)	Manuel (Anglais)
What's New	Nouveautés
Rate the App	Noter l'app
Send Feedback	Envoyer un commentaire
Privacy Policy	Politique de confidentialité
Terms of Use	Conditions d'utilisation
Attributions	Remerciements
The four modes	
Classic	Classique
Advanced	Avancé
Stage	Épreuve spéciale
Roadbook	Roadbook
The dashboard buttons	
go!	pars
stop	stop
pause	pause
reset	zéro
next	suivant
Segment name: section · stage	
section	ZR
stage	secteur
Segment name: leg · section	
leg	secteur
section	étape
Segment name: stage · leg	

IN THIS MANUAL	ON YOUR SCREEN
stage	épreuve spéciale
leg	étape
Roadbook row types	
CAST	CAST
Target Avg	Target Avg
Time	Temps
Transit	Liaison
Pause	Pause
Special	Spéciale
Open Road	Open Road
The roadbook editor	
base speed	vitesse de base
max speed	vitesse max
Tech speed	Vitesse tech.
as printed	comme imprimé
is a control	est un contrôle
Finish	Arrivée
zero odometer	remise à zéro odomètre
advance	avancement
default	par défaut
tap	pression
auto	autom.
control	contrôle
reference	référence
speed change	changement de vitesse
Save + next	Enregistrer + suiv.
Save anyway	Enregistrer quand même
The roadbook table	
Section	Secteur
From start	Depuis départ
Partial	partielle
Total	Total
Rate	Moy.
Marks	Repères
The roadbook library	

IN THIS MANUAL	ON YOUR SCREEN
Edit	Modifier
Share	Partager
Delete	Supprimer
Done	Terminé
Recently Deleted	Récemment supprimés (...)
Bluetooth media button	
Test your button	Teste ton bouton

15.4 ITALIANO

IN THIS MANUAL	ON YOUR SCREEN
Mode	**Modalità**
Mode	Modalità
Segment name	Nome del segmento
Roadbooks	Roadbook
Roadbook	**Roadbook**
Show speed / ideal time tips	Mostra suggerimenti velocità / tempo ideale
Show upcoming section	Mostra settore successivo
Learn calibration from controls	Calibrazione automatica dai controlli
Use roadbook distances	Usare le distanze del roadbook
Stage	**Prova speciale**
Distance	Distanza
Partial line	Riga parziale
Live gap to best	Scarto in tempo reale dal migliore
Start	**Partenza**
Countdown	Conto alla rovescia
Auto-Start	Avvio automatico
Dashboard	**Cruscotto**
Appearance	Aspetto
Show coordinates	Mostra coordinate
Speed to display	Velocità da mostrare
Hide average speed(s)	Nascondi velocità media
Independent partial avg speed	Velocità media parziale indipendente

IN THIS MANUAL	ON YOUR SCREEN
Max speed	velocità max
Regressive distance and time	Distanza e tempo regressivi
Controls	**Controlli**
Reset buttons	Pulsanti di azzeramento
Adjustment steps	Incrementi di modifica
Pause button	Pulsante pausa
Show reset button	Mostra pulsante di azzeramento
Confirm stop & reset	Conferma arresto e azzeramento
Show result at each control	Mostra risultato a ogni controllo
Show run summary	Mostra riepilogo prova
Two-finger swipe	Scorrimento a due dita
Double-tap buttons	Doppio tocco sui pulsanti
Sound & voice	**Suono e voce**
Sounds	Suoni
Voice	Voce
Announcement voice	Voce degli annunci
Announcements	Annunci
Partial distance alert	Avviso distanza parziale
Alert every	Avvisa ogni
Say time with distance	Annuncia tempo con distanza
Announce current speed	Annuncia velocità attuale
Announce average speed	Annuncia velocità media
Announce speed tips	Annuncia suggerimenti di velocità
Announce time vs ideal	Annuncia tempo rispetto all'ideale
Announce upcoming section	Annuncia settore in arrivo
Units & Format	**Unità e Formato**
Units	Unità
Distance format	Formato distanza
Speed format	Formato velocità
Time format	Formato ora
Energy saving	**Risparmio energetico**
Max energy saving	Risparmio energetico max
Pure black in dark mode	Nero puro in modalità scura
Auto screen blackout	Spegnimento automatico schermo
Reduce GPS when parked	Riduci GPS da fermo

IN THIS MANUAL	ON YOUR SCREEN
Tracks & roadbooks	**Tracce e Roadbook**
Auto save tracks	Salva tracce automaticamente
Sync to iCloud	Sincronizza con iCloud
GPS & devices	**GPS e dispositivi**
Required accuracy	Precisione richiesta
Flic button	Pulsante Flic
Bluetooth media button	Pulsante multimediale Bluetooth
GPS diagnostic	Diagnostica GPS
Subscription	**Abbonamento**
Status	Stato
Language	**Lingua**
Language	Lingua
About	**Info**
About	Info
Show app tour	Mostra il tour dell'app
Manual (English)	Manuale (Inglese)
What's New	Novità
Rate the App	Valuta l'app
Send Feedback	Invia Feedback
Privacy Policy	Informativa sulla privacy
Terms of Use	Condizioni d'uso
Attributions	Attribuzioni
The four modes	
Classic	Classica
Advanced	Avanzata
Stage	Prova speciale
Roadbook	Roadbook
The dashboard buttons	
go!	via
stop	stop
pause	pausa
reset	azzera
next	avanti
Segment name: section · stage	
section	prova

IN THIS MANUAL	ON YOUR SCREEN
stage	settore
Segment name: leg · section	
leg	settore
section	tappa
Segment name: stage · leg	
stage	prova speciale
leg	tappa
Roadbook row types	
CAST	CAST
Target Avg	Target Avg
Time	Tempo
Transit	Trasferimento
Pause	Pausa
Special	Speciale
Open Road	Open Road
The roadbook editor	
base speed	vel. di base
max speed	velocità max
Tech speed	Vel. tecnica
as printed	come stampato
is a control	è un controllo
Finish	Arrivo
zero odometer	azzeramento
advance	avanzamento
default	predefinito
tap	tocco
auto	autom.
control	controllo
reference	riferimento
speed change	cambio velocità
Save + next	Salva + succ.
Save anyway	Salva comunque
The roadbook table	
Section	Settore
From start	Da partenza

IN THIS MANUAL	ON YOUR SCREEN
Partial	parziale
Total	Totale
Rate	Media
Marks	Segni
The roadbook library	
Edit	Modifica
Share	Condividi
Delete	Elimina
Done	Fine
Recently Deleted	Eliminate di recente (...)
Bluetooth media button	
Test your button	Prova il pulsante

15.5 NEDERLANDS

IN THIS MANUAL	ON YOUR SCREEN
Mode	**Modus**
Mode	Modus
Segment name	Segmentnaam
Roadbooks	Roadbooks
Roadbook	**Roadbook**
Show speed / ideal time tips	Tips voor snelheid / ideale tijd tonen
Show upcoming section	Volgend traject tonen
Learn calibration from controls	Calibratie leren van controles
Use roadbook distances	Roadbook-afstanden gebruiken
Stage	**Klassementsproef**
Distance	Afstand
Partial line	Deel-regel
Live gap to best	Live verschil met beste
Start	**Start**
Countdown	Aftellen
Auto-Start	Auto-start
Dashboard	**Dashboard**

IN THIS MANUAL	ON YOUR SCREEN
Appearance	Weergave
Show coordinates	Coördinaten tonen
Speed to display	Weer te geven snelheid
Hide average speed(s)	Gemiddelde(n) verbergen
Independent partial avg speed	Onafhankelijk deelgemiddelde
Max speed	max. snelheid
Regressive distance and time	Regressieve afstand en tijd
Controls	**Bediening**
Reset buttons	Resetknoppen
Adjustment steps	Aanpassingsstappen
Pause button	Pauzeknop
Show reset button	Resetknop tonen
Confirm stop & reset	Bevestig stop & reset
Show result at each control	Toon resultaat bij elke controle
Show run summary	Samenvatting tonen
Two-finger swipe	Vegen met twee vingers
Double-tap buttons	Knoppen dubbel tikken
Sound & voice	**Geluid en stem**
Sounds	Geluiden
Voice	Spraak
Announcement voice	Stem voor meldingen
Announcements	Aankondigingen
Partial distance alert	Waarschuwing deelafstand
Alert every	Melding elke
Say time with distance	Tijd met afstand aankondigen
Announce current speed	Huidige snelheid aankondigen
Announce average speed	Gemiddelde aankondigen
Announce speed tips	Snelheidstips aankondigen
Announce time vs ideal	Tijd t.o.v. ideaal aankondigen
Announce upcoming section	Kondig volgend traject aan
Units & Format	**Eenheden en notatie**
Units	Eenheden
Distance format	Afstandsnotatie
Speed format	Snelheidsnotatie
Time format	Tijdnotatie

IN THIS MANUAL	ON YOUR SCREEN
Energy saving	**Energiebesparing**
Max energy saving	Max energiebesparing
Pure black in dark mode	Puur zwart in donkere modus
Auto screen blackout	Scherm automatisch uitschakelen
Reduce GPS when parked	GPS verminderen bij stilstand
Tracks & roadbooks	**Tracks & Roadbooks**
Auto save tracks	Tracks automatisch opslaan
Sync to iCloud	Synchroniseer met iCloud
GPS & devices	**GPS en apparaten**
Required accuracy	Vereiste nauwkeurigheid
Flic button	Flic-knop
Bluetooth media button	Bluetooth-mediaknop
GPS diagnostic	GPS-diagnose
Subscription	**Abonnement**
Status	Status
Language	**Taal**
Language	Taal
About	**Info**
About	Info
Show app tour	App-rondleiding tonen
Manual (English)	Handleiding (Engels)
What's New	Wat is er nieuw
Rate the App	Beoordeel de app
Send Feedback	Feedback verzenden
Privacy Policy	Privacybeleid
Terms of Use	Gebruiksvoorwaarden
Attributions	Vermeldingen
The four modes	
Classic	Klassiek
Advanced	Geavanceerd
Stage	Klassementsproef
Roadbook	Roadbook
The dashboard buttons	
go!	start
stop	stop

IN THIS MANUAL	ON YOUR SCREEN
pause	pauze
reset	resetten
next	volgende
Segment name: section · stage	
section	proef
stage	traject
Segment name: leg · section	
leg	traject
section	etappe
Segment name: stage · leg	
stage	klassementsproef
leg	etappe
Roadbook row types	
CAST	CAST
Target Avg	Target Avg
Time	Tijd
Transit	Verbinding
Pause	Pauze
Special	KP
Open Road	Open Road
The roadbook editor	
base speed	basissnelheid
max speed	max. snelheid
Tech speed	Tech. snelh.
as printed	zoals gedrukt
is a control	is een controle
Finish	Finish
zero odometer	odometer op nul
advance	voortgang
default	standaard
tap	tik
auto	autom.
control	controle
reference	referentie
speed change	snelheidsverandering

IN THIS MANUAL	ON YOUR SCREEN
Save + next	Opslaan + volgende
Save anyway	Toch opslaan
The roadbook table	
Section	Traject
From start	Vanaf start
Partial	deel
Total	Totaal
Rate	Gem.
Marks	Mark.
The roadbook library	
Edit	Bewerken
Share	Delen
Delete	Verwijderen
Done	Klaar
Recently Deleted	Onlangs verwijderd (...)
Bluetooth media button	
Test your button	Test je knop