

Results-related Communications at a Road Racing Event (From Stewards)

When a group is "holding" for possibly pending actions, inform the Chief of Timing & Scoring of the group, and if possible give them some idea of the possible duration of the hold. Let the T&S Chief know how long they should wait before asking you for an update, since we have had situations where T&S is waiting for stewards who have already left the track, not communicating the final outcome of "on hold" situations.

Whenever a "hold" may exceed the 30-minute waiting period between provisional and official, inform the Trophy table if they can - or must not - release trophies for any of the classes in the group and provide copies of the provisional results along with the trophies. While results are not official, allowing the top finishers in 3 classes to take their trophies home makes for a larger number of happy participants, and saves money to the sanctioning region (does not need to ship trophies). Develop the habit of communicating this, even when the Chief of T&S or the Trophy table does not ask.

When penalizing a driver, look at the provisional results to determine an appropriate penalty: e.g., if the driver is the 3rd of 3 cars in class, he cannot be penalized a "class position" – he can be penalized an overall finishing position (most of the time). When a driver is the final finisher, he cannot be penalized any finishing positions. And, what is the effect of penalizing overall positions to a driver who is the last finisher in class? Work for the T&S chief, but...

Requesting T&S to assess a time penalty is a pain for all involved: calculations to figure out exactly where you want the driver to finish are not needed if you can say instead where you want the driver to finish (e.g., behind car 43, the other car involved in the incident). The annotation can be "multiple position penalty per the Chief steward - GCR {x.n.z.y} – driving {or sportsmanship or whatever}.

Yes, it is acceptable to NOT give T&S a reason for the penalty and only provide the GCR reference, UNLESS the penalty involves an illegal car: T & S needs to know "mechanical" or "weight" as this causes us to remove any records associated with the driver. This becomes especially important if the Court of Appeals overturns the penalty and the record needs to be reinstated.

The Chief in the back room does NOT have full access to all of the operating transponder data for each lap – the AMB Orbits system does not provide this access. When explicit "I need to see the entire session" requests are made, only the person operating the current session can do that, and while they are going back to print the data, they are not paying attention to what is currently going on while the cars pass: this situation explains many of the "missed a car" situations we have had in CenDiv over the past several years.

Explain to the Chief of T&S what you are attempting to accomplish, rather than ask for explicit information: we can help provide alternatives for you to determine the conditions you are looking for. Case: "give me all of the lap times for the entire session" causes a lot of upheaval for everybody, including going through the data looking and possibly misinterpreting what is printed. If instead you ask "what can you give me that shows the running order of the cars in the final 4 laps" – we can do that MUCH more easily (e.g., if they are on the same lap we can provide a lap chart: if they are on different laps, we can provide a copy of the tapers' tapes).

I strongly recommend against providing a "partial final" result. This is confusing for almost everyone involved. Most drivers will look at the region's web site to get the official results when they are ready, and the trophy table should have on hand a supply of letter-sized envelopes for drivers to self-address if they would like a hard-copy delivered to them from the region. This should be done by all CenDiv regions.

When any results are not official, prior to leaving the track the Chief Steward should talk with the T&S Chief so they know when and how they will be informed of final decisions. The T&S Chief may need to coordinate with Registration to obtain driver addresses to mail final results when they go official {updated GCR 3.7.2}.