

Control is responsible for keeping the heat running smoothly. They control when the heat starts, and they control whether the starter is sending cars or not. If timing issues are occurring they work with the other timing workers to hold start

Prior to the start of the heat

Control has three jobs before the start of the heat.

1. Perform radio checks with everyone that must stay in communication with the timing van during the heat. This includes
 - a. All of the corner captions
 - b. Starter
 - c. Grid
 - d. Safety Steward

Contact each of them on the radio to confirm that radios are on and turned up.

2. Inform the corner captains how cones are to be called in. A new corner captain may not know the process and when cones start flying, will just start yelling in cone calls. The proper procedure is thus
 - a. Corner calls into control: "Corner 4 to control"
 - b. Control responds when they are available: "Go ahead corner 4"
 - c. The corner then calls in the vehicle number and the penalty: "148 C street, 2 cones"
 - d. Control reads back the penalty: "148 C street 2 cones, thank you"

Often times corner captains will need to be reminded to hold the send button on the radio longer, either before they speak, after they speak, or both.

This is where a strong control personality is needed for the position. Keeping the corners calm and keeping radio traffic tidy helps the heat run much smoother.

3. Decide when the heat can start. When everyone has checked in on the radio, and the radio etiquette spiel has been given, usually the limiting factor is the grid workers making sure they're in position and cars are ready to send. Keep reaching out to grid to get an estimate on when they're ready to send cars.

Once they're ready, confirm the timing crew is good to go, and tell grid to send cars. When the first car arrives at the start, if everything looks good on course, tell the starter to send one car (if timing is nervous about timing lights working) or full send cars (if Nick is the timing and scoring chief and he isn't worried)

During the heat

While the heat is running, record all of the cars that come up to the start line. When penalties are called in, record them on the penalty sheet. This can get pretty hectic when cars are coming up and multiple penalties are being called in at once. This is where it's important for the corners to maintain good radio etiquette to keep everything orderly. If you get behind a bit, work with the time writer and computer operator to catch back up on the cars that have started.

Timing sheet information

Please write your name on each penalty sheet, the heat number, the run number, and if possible, the time that each run (sheet) starts.

Make sure to start a new sheet for each run