

# **RJK Systems TS Manager**

## **Version 9.3**

Note on printing. When you use a menu item to print a report, the system creates an output file named "TSM.TXT" located in the directory in which you installed the TS Manager program. This file can be opened by any word processor. Ideally Microsoft Word is the easiest. With a few exceptions, the reports created in the output file are set up for printing in Landscape format. Typically the reports should utilize 0.25" left and right margins (in the Word page setup menu) with the report font of either 8 or possibly 7 point. (You can determine this by formatting the text first in 8 point. If some of the data on the lines wrap to the next line {word wrap}, you should change the text font to 7 point). You can learn by experimenting. The exception to this is when printing qualifying or race results report. This report can be formatted in either one-line per competitor Landscape mode or two-lines per competitor Portrait mode. See Set System defaults for this information.

Also note on File names. The file names used must follow the DOS rules. The file name may be no longer than 8 characters with the extension following the "." (if any) no more than 3 characters. (Invalid characters include %, \$, #, !, +, -, etc)

### **Main Menu Items**

Load Track & Event Information before sessions  
Event Information – add, edit or save  
Track information & records  
Car Registration  
Practice  
Qualifying  
Race  
Set System Defaults

Xit – return to operating system.

Moving between menu items can be done by the up or down arrow keys. Selecting a menu item can be done by moving to that item and pressing enter or by selecting the first letter of that menu item (i.e. Event information can be selected by pressing "E").

The first item is to load or create Track and event information. The first menu item prompts you to load these files if they have already previously been created. If they have not been created, you will need to create them.

### **Event Information**

This section has 6 fields:

- Sanction Number

- Name of event
- Conducting Region
- Date(s)
- Signature line one
- Signature line two

The typical use of the signature lines is to have the name(s) of the Timing & Scoring Chief on line one and “Chief of Timing & Scoring” on line two.

You can use the Enter or Tab key or the up and down arrow keys to move between fields.

Once this is filled in, you may press either the Insert or Escape key to leave this section and be prompted to save with a file name. A typical name would be “race.EV”. The file name must be no longer than (8) eight characters and the file extension no longer than (2) two characters.

This information is utilized and appears in the header section of many of the created printed reports produced by TS Manager.

## **Track information & records**

Entering here you have 4 sub menu choices

- Add new track
- Edit/add records
- Delete record(s)
- Print records

To add a new track, select that menu item. You will be prompted to fill in a Track Name and track length (in miles) such as “2.42”. Pressing the insert key will bring up a class record screen. You will be prompted for a class abbreviation (i.e. GT1), and the lap time, speed, Driver name, car description and date the track record was set, for both Qualifying and Race. Note, you must use the same description for the class as you use in registering the car and driver information.

Also contained is a print order field. This will allow you to select the order in which the track records by class will be printed (hard copy).

You can use the insert key to continue to add class record information for new classes or press the Escape key to be prompted to save this information into a new file. Again, the file name may be no longer that 8 characters and the file name extension (optional) no longer than 3 characters. A typical file name may be “MO” for Mid-Ohio.

After pressing the escape key, you will see the sub menu again. Pressing the escape key again will bring you back to the main menu.

Selecting the Edit/add records will bring you prompt you for a track file name, after entered, bringing you to the same set of screens, allowing you to change or modify the

information. The navigation with the Insert and Escape keys is the same, plus you can use the page up and page down keys to move between classes.

The lap time must be entered with all punctuation to the 1/1000 of a second. (i.e. "1:28.777"). You can actually ignore putting in the calculated average lap speed for this time, as the system will re-calculate this based on the entered time and Track Length shown.

Selecting Delete record(s) will prompt you for a track file name, and after selected allows you to delete a class record information. (This deletes that class screen, if you wish to modify a class record, use the Edit menu.

Selecting Print records will prompt you for the track file and then create a print file with the track and class record information. (See Note on Printing).

Again, note, the basic track information is utilized on many of the program produced printed reports.

## **Car registration**

Selecting this menu item will bring up a submenu of

- Start a new group
- Load an existing group
- Print list
- Import
- Export

In starting a new group, you will first see a group header screen with fields for Classes in the group, the race group number, the minimum number of race laps for a finish, minimum number of laps to start a race or Percentage, a minimum acceptable lap time, Print ALL qualifying session times, Display race speed and Lag, Timed race length (if applicable), and print race hard charger. Most of these are self explanatory.

The minimum number of laps for a finish will flag any competitor starting the race as NR (standing for Not Running at Finish) if they do not complete this minimum number of laps during the race.

The minimum number of laps to start a race or percentage relates if you have a provision where a competitor needs to have completed a minimum number of practice or qualifying laps prior to the race. If the competitor has not met this number, the qualifying grid will flag these competitors with a note that they must see the Chief Steward for permission to race. (This used to be a SCCA GCR requirement but has not been used in years). The percentage would be used to again flag any slow competitor who is not within the entered percent of the pole position qualifying time, again with the note of needing to see the Chief Steward for permission to race. (Again, this has not been used recently). Typically this field may be left blank.

The minimum acceptable lap time may be filled in. This will flag any time under this while you are running the program in any mode (practice, qualifying or race), prompting

you that the lap time shown at that point for that competitor could possibly be in ERROR. See Practice, Qualifying or Race sections for further information.

The print ALL qualifying session times is used when there is more than one Qualifying session to determine grid position for the race. If there is only one qualifying session, this may be left as "N", if there are more than one qualifying session this option should be set to "Y".

The Display race speed and Lag option is default set to "Y". Typically there is no reason to change this.

Timed races -- If the race is a timed race rather than a specific number of laps, or if there is the option of whichever occurs first, the specific race time or completion of number of laps, you can enter the Maximum race time here. (If the race is a maximum of 40 minutes, enter this as "40:00.000" including to the 1/1000 of a second). If the race is not limited by a maximum time, you may leave this field blank.

Print race hard charger-option will flag and footnote the driver during the race whom improved his position the greatest from his/her qualifying position (if you wish to give a prize or recognition for this feat).

When this screen is filled in you may press the insert key to move on to entering competitor information.

On this next screen, you will be prompted for Car number, Class (again the same as shown in the track records), region, driver id (typically membership number), transponder number, driver first name, last name, street, city/State, zip code, car description, car color, sponsor, a 2<sup>nd</sup> sponsor line, a registrar use field (entry #??), and a Race only D=Disqualified field.

The majority of this is self explanatory. The Race only – D=Disqualified field is used only after a race is run and a driver has been disqualified from the race by the stewards. When this occurs, the driver will be shown on the results in his relative finishing position, BUT his overall position and position within class will be noted as DISQ. There will be a footnote on the race results created noting that this car has been DISQUALIFIED and all other competitors move up one position.

You should use the insert key after entering each competitor's data for this group, until you have all competitors entered. When complete, you may press the escape key. This will prompt you for a group file NAME to save your information. Typically the file name would be the group number.

If you need to edit a previously created group, you should use the menu item Load an existing group. You will be prompted for the group file name. After entering the file name, you will see a new sub menu

This contains add entry, delete an entry, edit entries, class copy/move, mailing labels, time card labels, and Gen RTS INI.

Choosing Add entry will bring you to the competitor entry screen. You may add one or more competitors. You should use the insert key after entering each competitor to move to the next competitor blank screen. Again after entering all the data, using the escape key will prompt you to save your changes in the file.

Delete an entry will prompt you to enter the car number to be deleted from the group. If you have more than one entry to delete, you may enter the next car number, otherwise pressing escape will prompt you to save the file with your changes.

Choosing Edit entries brings you to the group header screen. Navigation between the fields again may be done by the tab, enter or up or down arrow keys. To move between entry screens for each driver, you may use the page up or page down keys. When on a screen, you may edit the information or if necessary, press Alt + D to delete that competitor record. If you need to insert a new competitor into this group, press the Alt + I to bring up a blank competitors screen to fill in. If you need to add another competitor, Alt + I again, otherwise you may again use the escape key to be prompted to save your changes.

The bottom of the screen also repeats these command key combinations. A useful feature is Alt + F. This will prompt you to enter the car number or competitor last name. This will direct you straight to that competitor screen (assuming that the number or competitor name is a valid entry in this group).

The Class Copy/Move option allows you to copy or move all competitors in a single class, from one group to another. This would be used if the race organizers or stewards rearrange which classes will run in which groups. To use this feature, both the original group and transferred to group files must exist. First, load the group which contains the classes that are to be moved. Select Class copy/move from the sub menu. Select either copy a class or move a class (copying a class will leave the class car registration information in the original group, moving a class will remove the class car registration information from that original group). You will be next prompted to supply the file name to where you wish to copy or move the class to. Finally you will be prompted for the class that you wish to copy or move.

The Mailing Label and Time card label options are currently not working in this version of TS Manager and should not be used.

The Gen RTS INI menu will create a file capable of being imported into AMB-it Chronx software program. It exports only basic car registration information from TS Manager (minimum necessary for Chronx). If you use this feature, you must remember to enter a "0" in the transponder field if the car registered in TS Manager does not have a Transponder number.

The Print List option from the Car Registration menu will generate an entry list file for printing. After selecting this, you will be prompted to create either an entry list or registrar listing. Actually, both listings are pretty much the same. You will next be prompted whether to include the car color in the listing being created. Next you will be prompted to list the first group to be listed in the entry or registrar list. After entering the first group file name, you will be prompted for the next group file name. If you do not wish to enter any more file names, you may press the escape key, to end this procedure and create the file (again named TSM.TXT). This report will print in either Landscape or Portrait layout, depending on what option has been selected in Set System Defaults.

The Import option from the Car registration menu will allow you to create a new group file from an externally created file. The most common format for the source file to import is Comma-Delimited. Please note, the source file should **NOT** contain field names as the first line of the file. You will be prompted asking how the source file fields are layed out, either Fixed (as in fixed length) or Delimited. If you choose Delimited, you will next be asked for the delimiting character (again must commonly a comma “;”). Only ONE group can be created at a time, meaning that the source file must only contain information for ONE group. The data in the source file must match the general layout of the TS Manager Car Registration screen (i.e. separate fields for first and last name). Ideally the layout of the source file is in the same order as the order of entry on the Car Registration screen:

Source File	TSM Field
First Item	Car Number
2 <sup>nd</sup> Item	Class
3 <sup>rd</sup> Item	Region
4 <sup>th</sup> Item	Driver ID
5 <sup>th</sup> Item	Transponder Number—(“0” for none)
6 <sup>th</sup> Item	Driver First Name
7 <sup>th</sup> Item	Driver Last Name
8 <sup>th</sup> Item	Address
9 <sup>th</sup> Item	City/State
10 <sup>th</sup> Item	Zip Code
11 <sup>th</sup> Item	Car Description
12 <sup>th</sup> Item	Car Color
13 <sup>th</sup> Item	Sponsor Line One
14 <sup>th</sup> Item	Sponsor Line Two
15 <sup>th</sup> Item	Registrar Use.

You will be next prompted for the source file name. (Remember to include a path location if the file does not exist on the current drive and directory that the program is in, i.e. “A:\file1.txt”). After selecting the source file name, you will see a blank car registration screen. You should enter the field sequence in which the data exists in the source file for each applicable field of car registration screen (i.e. if car number is the first field of the source file, enter 1 in the car number field of the TS Manager car registration screen, and if car class is in the second field of the source file, enter 2 in the class field of the car registration screen, etc). If you do not have a field in the source file for particular data, you may leave the associated field blank in the TS Manager car registration field (i.e. address). When you have filled in this information, you may press the insert key. This will enter the first record from the source file into the car registration screen. Pressing the insert key again will enter the next record from the source file, etc. until all records are entered. After the last record has been entered, the screen will jump to the Car registration header screen, allowing you to enter this data. After this data has been entered for the group, you may press the escape key to be prompted to assign a group file name and save the file.

The export option will allow you to export data from the TS Manager program. You may choose the format of how to separate fields of the exported file, either Fixed or Delimited (the most common again will be delimited, using a comma “,” as the delimited character). You will next be asked if you wish to export qualifying results information for each competitor in the group, and then if you wish to export race results information for each competitor in the group. Next you will see a blank car registration screen. This will allow you to choose the fields of the car registration data and in what sequence you wish export them. (i.e. if you wish car number to be the first field of the export file, enter 1 in that field, car class to be the second field of the export, enter 2 in that field, etc). Again you do not need to include all of the fields, but you should not ignore a sequence number. Next you will be prompted for a TS Manager group file to export. Finally you will be prompted to enter an export file name (and path if desired). You will next be prompted for a 2<sup>nd</sup> TS Manager group file to export (if desired). If you do not wish to perform a 2<sup>nd</sup> export, press the escape key to end this procedure.

## Practice, Qualifying and Race

These three main menu items are grouped together due to the similar characteristics in which they function.

In choosing one of these options, you will be prompted to load a group file (created by the car registration procedures above). You will next be prompted to enter a session number (typically “1” unless you have more than one practice, qualifying or race session for the group). You will next be prompted for a “save” location. Most often, choosing Current path and the default file name (same as the file name used in loading the group) is preferred. Unless you previously have run this session, you will normally see the entered cars with no time or speed data. Looking at the lower right hand information box you will see data such as “PRACTICE Group 6 Session 1” indicating what group and session you have currently running. The 2<sup>nd</sup> line from the bottom contains other information such as “737 NL Ao” This indicates some of the program modes. The first information indicates how the data is receiving information.

737, indicates time split data received from a 737 Chronomix—Keystrokes Alt+A will set this option—THIS IS THE MOST COMMON SETTING

Mnl indicates time split data will be manually entered from the keyboard –Keystroke Alt+M will set this option.

Cht indicates that time split data will not be entered, only car number (Chart Only Mode)—Keystroke Alt+C will set this option.

NL—**Not applicable**—From prior version, indicated that num lock was on keyboard

Ao indicates that the program is set up to accept only registered car numbers without indicating an error-

Aa indicates that the program will accept ANY car number, whether registered or not—Keystroke Alt+X will toggle between these two options.

As timing data comes into the Computer running TS Manager from the 737 Chronomix, time split data will appear in the lower left hand information box (including car number if that information has been entered from a keypad attached to the Chronomix). Just below

the time split is a “(n)” filed. The “n” indicates the number of time splits that are in the program buffer awaiting assignment of a car number and entry into the session. The operator should normally be working from audited Chronomix tapes in entering car number data to match the displayed time splits. If there are two (or more) cars that have been assigned to a time split, entering a “+” between the car numbers in the car field will assign both cars that time split. If the time split is for a car entering or leaving the pits while crossing the timing line, this may be indicated by the use of a “P” or “.” (period) either before or after the car number in the car field. This will provide a “P” indicator on the printed time cards and Chart for that car for that time split during that session.

For a Race, you may enter the Start time for the race (which will be printed on race reports) by Alt+T. This would typically be entered as “12:30 pm”.

Other Keystroke commands include:

Alt+Q—which will quit the session, after prompting the operator to save the session to the file.

Alt+E—which will bring up an Edit Submenu containing:

Entries—Allowing you to edit entry information (same as car registration)

Results---Allows you to change the position of a car in the session results usually as the result of a penalty. NOTE—This may or may NOT change the class position column of the printed results on the output file. You should check these printed results and edit within the word processor if not correct.

Delete entry---allows you to delete an entry

Cars – DNS---Allows you to indicate a car(s) as Did Not Start for a Race Only Session

Lap Tapes---Allows you to edit the session lap tapes. This would be done to correct an error in data entry (i.e. wrong car number entered for a time split). Navigation through this screen is by either the page up or page down keys, up or down arrow keys or left or right arrow keys. If you need to manually delete a time split from the lap tapes, move the cursor to that line and press Alt+D. If you need to manually insert a time split (with car number), press Alt+I. You do not need to enter the time sequence number, but you must enter the “C” and car number and time split (can eliminate the punctuation BUT you must include all digits to 1/1000. (i.e. a time split of “1:03.346” may be entered as “103346”.) After making corrections to the lap tapes, Press Alt+E to exit and rerun/recalculate the session. NOTE—If the session has a large number of time splits (over 450), you may only be able to access the first 450 time splits for editing from initially entering the Edit Lap Tapes screen. To access the remaining time splits above 450, press Alt+E. This will bring you to the remaining times. To exit from editing the lap tapes here, again press Alt+E.

Split Start—Allows you to move a single class as the first class in a group for a qualifying grid. Normally you would indicate this before printing a Final grid from Qualifying session results.

Time – race start—Same as the Alt+T described above—Allows you to enter a start time for a Race session.



Alt+P will access the Print submenu, containing the following (again creating a TSM.TXT file):

Results—Allows you to print results, with the option of Official, Provisional, Interim, or By Class. NOTE, if you are in a Qualifying session and you have the option set (in car registration header screen) for printing ALL qualifying sessions you will be prompted to select whether you wish to print all qualifying sessions (Y/N). If you are printing a combined qualifying session report, the report will contain the fastest times from each of the two (or more) sessions, sorted by fastest overall time of either session. The report will indicate a “F” next to the time of the fastest session for each competitor.

The system will use the computer clock to assign a Posting Time. If this time is incorrect, you may edit it within the word processor to correct it.

Time Card(s)—prints time cards for the session. You may select “\*” to print all cars or select one single time card to print.

Summary—Prints Summary data for the group, including number of laps run by each car, the fastest time in each session run.

Chart---Prints a race Chart—from Race Session ONLY.

Grid row order—Prints a qualifying grid with the option of having the pole car on either the inside or outside. (a Two row report).

Pressing the Escape key from the main session screen will also print up a sub menu containing:

Print—same options as Alt+P above

Edit—Same options as Alt+E above

Get Passings—This option allows you to utilize a Passings file from the AMB

Transponder system to create a “lap tape” file. To do this, first it is assumed that you are **not** trying to mix data sources. In other words, do not use Chronomix data on some sessions and Transponder Data on other sessions. You should have one computer dedicated to the import of AMB Transponder data for printing results. With this in place, load the appropriate session and group (Practice Group 2). You should initially show NO Time data. Now you can use the Get Passings option to import a passings file created from the Transponder system (i.e. “a:\q1pass.txt”). This will load the passings data into the TS Manager system and create time split data filling the screen. From here, you may use the normal editing and printing commands to process the data.

File Save—Prompts to save the file (while still remaining in the session, not Quitting)

Also accessed by Alt+S.

Buffer—Prompts to either save or load a time split buffer file. If you have a backlog or unentered time splits, these unentered time splits may be saved and reloaded on a 2<sup>nd</sup>/backroom computer to complete the session. You will be prompted to either Load or Save. To Save, you should save the data (preferably to a floppy disk with a file name such as “grp1qual.buf”). After the file name is given, you will be prompted to clear the buffer from the current computer (Y/N). You should also save the session to the same floppy disk (A drive) using the Alt+S. On the 2<sup>nd</sup> computer (Backroom), load the session data from the floppy disk. Then access the buffer menu (Escape to sub menu and select Buffer (or shortcut of Alt+B). Select (L)oad to load the buffer and use the file name of “a:grp1qual.buf” or whatever utilized when saving the buffer. The un-entered time splits should now appear in the lower left hand box and data entry can continue. (If the time

splits do not appear, make sure you are in “737” mode-right hand box. If not press Alt+A).

Start Time—Same as Alt+T above

Load—prompts to load a new group within the same session type (Practice, Qualifying or Race). NOTE, this does not save any unsaved information of the current session.

Reset—Resets system counters and communications. This can be used if the Split buffer counter (lower left box) does not show “0” at the start of any session. Also attempts to re-establish communications with Chronomix, if lost during a session. (May or may not always be successful).

## **Set system defaults**

The sub menu items from this option from the main menu are:

Printer/other setup

Color options

Modem-Comm ports

To exit from any of these screens, press Escape. This will exit and save the changes to a setup file (WININIT.RJK).

Printer/other setup option provides the option for:

Specifying a DOS path for event files (Usually not used)

Specifying whether the Chronomix 737 lane 3 has been programmed for a Pull function

Specifying whether to use proportional spacing for printing (Usually N)

Specifying to use Landscape or Portraits layout for Results report printing—selecting L for landscape will produce reports with data contained on a single line. Selecting P for Portrait will produce reports with data contained on two lines, with City and State appearing below the driver name and Sponsor appearing below the car description.

NOTE—in large groups, the reports may produce output that is more than one page long.

Color Options—Allows you to Paint your screen. Usually VGA monitor and Use Color are set to “Y” . A fairly universal scheme would be all BG (Backgrounds) as 2-Blue and all FG (Foregrounds) as 16-Bright White.

Modem-Comm ports option. For the most part, the default options should not be changed. Those are:

Base station or Remote (B)

Comm port for CC737 (1)

Base station output Comm port (2)

Remote station input port (1)

Baud Rate (19200)

Base: Send only data to Remote (N)

Base Send only screen (N)

Receive data from AMB (N)

## Other operating notes or shortcuts

If the times in the lap tape file (Alt+E—Laptapes) are out of order, you may use the following procedure to resort this file. First, from the main session screen, press Alt+F5, then Press Alt+E—Laptapes. From here press Alt+E to exit and recalculate the session times.

When editing lap tapes, check the last split times for the session. The program has occasionally been known to randomly add time splits and car numbers at the end, some of which may be legitimate. This can cause errors. If this happens, use the Alt+D function to delete the offending lines of information.

During a session, you may get a time split from the Chronomix for a non race item (pace car, leaf blowing through the timing lights, etc. For this time split, you may choose to save this time split without assigning a legitimate car number to it by entering “\*” as the car number. This will cause the time split to appear with “???” as the car number in the lap tape file.

During a session, you may accidentally assign an incorrect car number to a time split (possibly through a keyboard entry error or an error in auditing the Chronomix Tape). If the car number is legitimate and the lap time created by this is less than the Minimum acceptable lap time, the program will prompt you of this, allowing you to either: Okay the time, change the entered car number to the correct number, Change car number for the previous time split (base time for the currently calculated lap time), or ignore the time. Make sure that your correcting entries are correct. If the car number is not a currently registered number for the session, the program will prompt you that the car number is not registered, again allowing you to OK the original entry, change the car number, etc. (This can occur if a late entry car comes on the track and the group doesn't have the car information registered. If this occurs, OK the entry, and make sure the parties on the backroom/breakdown computer know this. They can then enter the late entry information. The backroom/breakdown computer should then re-edit the lap tapes to rerun the session in order to properly sort the data for class position order. If there is a correction in the class information for an entry, again, the lap tapes should be re-edited to resort the data by class position.)

Remember to enter the DNS (did not starts) for a race. These may be entered at anytime during a session. If a car subsequently takes a late start, the time split when he actually takes his start will then be his beginning time for the race (his “0” split).

When a Practice or Qualifying session starts, you will normally get a 0:000 time split fed from the Chronomix into the program. Normally for these sessions, there will be no car number assigned to the zero time split. For this you can press Alt+I to Ignore the time split OR enter “\*” as the car number. FOR THE RACE, you will also get a 0:000 time split. This time split should not be ignored, BUT should be assigned to all of the starters for the race. To assign the Zero time split to all cars, enter “=” in the car field. Do not worry if you have not entered the DNS cars at this point, they may be entered after the

zero split has been assigned and those cars will be listed appropriately on the results as DNSs.

On the screen, during a session, if a car has a fastest lap time under the existing track record for that class (see track records), the time will be flagged with a “\*”, indicating that the time is under the track record. The car will also be noted on the printed results for that session (Qualifying or Race) as being under the track record. If this proves to be legitimate, remember to update the track record file for that session type (Qualifying or Race). There are NO track records for a Practice session.

If you accidentally hit the enter key during a session without having entered a car number, the program will prompt you Ignore split (Y/N). If this was in error, press “N” and then enter the correct car number for that time.

Some things you still just have to do by hand! If there is a penalty assigned to a car (i.e. a one lap or one minute penalty for jumping the start or passing under yellow), you may be able to adjust the lap tape file with the penalty, but you still should manually create a notation on the results line of the penalized car with a “##” or some reference character and then at the bottom of the Results create a footnote such as “##-Car 01 penalized one lap per Chief Steward). The notations and footnotes again are manually added through the word processor into the results. Remember to save the penalty notes, in case there was a penalty in the first of 2 qualifying sessions, so you can put the footnote of the penalty in the Final Grid (qualifying) report, when you print the combined session report.