

**JCNA, JUDGE'S CONCOURS RULES COMMITTEE
2005 AGM, Proposed Mechanical Judging Rules Change**

Background

The current edition of the Rule Book lacks adequate guidance regarding the conduct of Mechanical checks. What follows are proposals for:

- renaming and revising the "Mechanical" portion of the JCNA concours score sheet,
- prescribing the manner in which it is to be evaluated and
- standardizing both the allowance and the time for an Entrant to attempt a related repair.

**PLEASE FORWARD CONSTRUCTIVE COMMENT DIRECTLY TO JCRC
CHAIRMAN, DICK CAVICKE, AT dcavicke@jcna.com**

1. The Score Sheet Presentation.

The name of the section will be changed from "Mechanical" to "Operation Verification". This is done to more correctly identify the activity taking place.

The scoring of that section has been simplified by proposing a standard **1.0 point deduction for each inoperative light filament or horn**. If an **entire light or horn system** is inoperative, **it will receive the maximum deduction listed**.

The new Operation Verification section will appear as follows:

OPERATION VERIFICATION by SYSTEM		
Each inoperative light filament or horn receives a 1.0 point deduction. An inoperative system receives the maximum deduction indicated.		
SYSTEM	Max. Ded.	
Horns	6	.
Headlights (high and low beam)	10	.
Driving Lights	6	.
Fog Lights (front & rear)	8	.
Parking, Tail, Side, & License Plate Light(s)	12	.
Brake Lights	10	.
Back-up Light(s) (Min. of 2 for max. deduct)	6	.
Turn Signals (Front, Rear, & Side)	12	.
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2. The Conduct of the Operation Evaluation.

There are several methods in use by JCNA clubs to accomplish the Mechanical Checks. Two are most common:

- a.. The assigned class Judging Team conducts the Mechanical Checks as a part of the formal component judging, although sometimes stretching the prescribed 15 minute time limit.

- b.. A separate Mechanical team or teams conduct **only** the Mechanical Checks, either as the cars initially enter the concours area or, after they are in place but prior to the commencement of the formal judging. This separate team method is useful in expediting the overall formal judging process, particularly when dealing with a large number of entries.

Associated Issues

Some technical issues, and at least one protest, have recently arisen from the use of the separate team method. These issues include:

- An Entrant apparently taking part in the mechanical judging his own car and the class in which his car was entered.
- The opinion that the use of separate Mechanical judging teams often violates the existing limit on the total number of Judges allowed to examine an Entry.

Judging or Verification?

It has been correctly noted that, for the most part, horn and light function can be observed very objectively, i.e. the light or horn either works or it doesn't. Further, such observation and recording of the results, does not constitute subjective "judging", but is simply "verification" of the function; however, on occasion, there may be more to it.

Operation Non-Authenticity

As simple and objective as it appears, during the horn and light operation it should also be determined whether:

- one or both horns are non-authentic (indicated by their sound)
- one or more headlamps have wrong color or other improper bulbs and are therefore non-authentic
- certain light operation is wrong/non-authentic because some lamps illuminate when they are not supposed to.

The following proposed Rule Book addition addresses the foregoing and will be inserted as a new paragraph G. in Chapter III.

(Subsequent Chapter III , "capital lettered", paragraphs will be re-labeled H through M.)

G. OPERATION VERIFICATION (formerly Mechanical)

1. **Conduct of Operation Verification.** JCNA clubs may use either the primary Judging Team or separate Operation Verification teams to conduct the Operation Verification portion of the concours evaluation.

- a. **Primary Judging Team.** The primary team, assigned to judge the class, will conduct the Operation Verification as part of their assigned overall judging effort. Where needed, an extra 5 minutes may be allowed to conduct these checks, (20 minutes of judging time, total.).

Note: In order to reduce the possibility of debris entering the car, prior to judging its interior, it is recommended that the Operation Verification be done **after** the team finishes its other component judging.

b. **Operation Verification Team(s).** One or more 2- or 3-person teams are designated to conduct the Operation Verification prior to the formal judging. At the completion of the verification, Entrants are allowed to remove any incidental debris, even if "Rags Down" has already been announced.

Note: The following are considered "**no exception**" requirements when using verification teams:

1) If any light(s) or horn(s) are suspected of being non-authentic, the Operation Verification team leader **must make an appropriate note in the corresponding non-authenticity section, without indicating any point deductions.**

2) **The primary Judging Team will re-examine the suspect system(s) and, if warranted, make the mandatory non-authenticity deductions.** (Only the primary Judging team may assign **non-authentic deductions** for discrepancies found during the Operation Verification checks.)

3) The Operational Verification team(s) must comply with the same rules governing the make-up and conduct of other JCNA Concours Judging Teams; in particular:

- team members are prohibited from judging their own car(s) or judging any car in the class in which their car(s) may be entered and
 - each team must include at least one JCNA certified Judge as the team leader.
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3. Repairing Light or Horn Malfunctions

Because of the random and unpredictable nature of light bulb and fuse failures, when the Mechanical checks reveal a malfunction, many clubs allow the Entrant 15 minutes to attempt to correct the problem. If the problem is corrected within that time, the Judge may remove the associated deduction. It is proposed that such practice be standardized and allowed at all JCNA concours.

The following text is proposed to be added to Chapter III, as paragraph G.2., below Operation Verification.

G. 2. Courtesy Repair time

If light or horn malfunctions occur during the Operation Verification, the Entrant will be allowed 15 minutes to correct them. The Judging Team Leader should note the time when the team completes judging the Entry. If, thereafter, the Entrant corrects the problem within the allotted 15 minutes, the (original) judging team will re-examine the affected light, horn or system and make appropriate corrections or adjustments to the score. If the repair takes longer than 15 minutes or is unsuccessful, the originally assigned deductions will stand. **No member of a Judging Team is allowed to participate in the repair of any car, he or she has judged, while judging of the class is still in progress.**
