

JCNA Rally Committee Report - 2012 AGM

By Brian Blackwell

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The Rally Committee consists of:

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Nine (9) rallies were scored on www.jcna.com in 2011, all of which were time speed distance events. In 2010, there were a total of fifteen (15) rallies, twelve (12) rallies were held in 2009, and fifteen (15) rallies were held in 2008. As of this writing, two (2) rallies have been held so far in 2012, one Monte Carlo and one Time Speed Distance.

Another article on Jaguar rally history is presently in work, utilizing several photos from the Andrew Whyte Jaguar competition history books. Three questions or comments were received about the time speed distance JCNA rally article that was published mid-2011 in Jaguar Journal.

Bill Streitenberger had suggested a potential committee person for the Southwest Region, and I did send information about the program about a month later, but never heard back from him. I would like to thank Bill for the effort. Of this committee, only Kurt Rappold has taken an active interest in over a year, or we have lost

The scoring system was updated this year by Pascal Gademer, and I would like to thank him for his efforts. After all the rally scores are entered, only the top three rally scores are now used to determine the JCNA standings with Drivers and Navigator results now shown separately. The only aspect of the scoring system which does not comply with the rules now is the resolution of ties in individual events, and in the JCNA standings. If two entries have the same exact score in an event, the first one entered into the scoring system gets the higher place in the event standings. A similar result will occur for ties in the JCNA standings, and I suspect whoever's data is entered first will be shown as the higher placing driver or navigator on that web display. As we award points for places in individual events to a scale used by all the rally events, this greatly increases the likelihood of ties in the JCNA standings. A total of thirty three (33) JCNA rally drivers and navigators tied in the first 10 positions in all of the JCNA Rally classes in 2011, with seventeen (17) that have their ranking in the standings shown incorrectly on www.jcna.com as of this writing. Data was copied off the website and manually updated to show results in compliance with the Rally Program Manual and provided to Mike Cook and Candy Williams for publication in Jaguar Journal.

One aspect of the system we would like to bring to everyone's attention is the need to properly enter the names of the participants into the scoring system when both names are loaded against a shared JCNA number. As with Slalom, it is necessary to edit the name that www.jcna.com auto fills into the scoring system to reflect which family member was the driver or navigator for the event. Entering of these scores needs to emulate what is done for Slalom to prevent scoring system inaccuracies.

Without accurate standings to look at online during the year, this program will not generate the interest that Concours and Slalom presently enjoy.

RALLY PROGRAM MANUAL PROPOSALS

Three (3) proposals were sent to the Rally Committee for inclusion in the JCNA Rally manual on 15 January by David Belanger of the Jaguar Club of Houston. The two members of the committee who responded believe there was not enough time to fully consider these proposals and draft specific Rally Program Manual rule changes and coordinate with the submitter, but in the interest of harmony, we will bring them up now.

Proposal Number 1. Timing Allowances (TA's)

This proposal would compensate for unforeseen delays beyond competitors' control and could preclude the need for unsafe driving in attempts to "make up" lost time. It would also reconcile one of the remaining differences between SCCA and JCNA Rally Rules.

Basically, a Timing Allowance (also referred to as "bought time") allows a team to request a Timing Allowance which is deducted from their elapsed time for the leg at the next check point. (Remember the construction delay at the 2007 Indianapolis C.C.?)

Quoting the SCCA Rule (Article 21, Sections B & C, "TA requests, except as provided in Paragraph C (which addresses check points), must be in increments of one minute beginning with one-half minute (i.e. 1/2, 1 1/2, 2 1/2, etc.) up to a maximum of 19 1/2 minutes per defined section of the event. The identification of the portions where TAs apply, as well as where a TA may end, shall be clearly defined in the event's GIs. The TA request must be submitted in writing at (1) the first timing control, excluding DIYCPs, or (2) in the case of passage controls, at an appropriate location determined by the committee immediately following the delay, prior to the receipt of any timing for the leg/legs contestants or official. (*I think there are words missing. DGB*)

Paragraph C - TA's at Controls (Check points)

Delays caused by circumstances beyond the competitors' control, which occur within sight of a control, shall be deemed witnessed by the control crew. The event's GIs must define how the contestants will know that passage control crews have witnessed their delay at a passage control. To avoid unsafe conditions at or near the timing line such TAs may be taken for the exact amount of the delay and the rally team must cross the timing line without "creeping". The TA shall be submitted per B above.

Rally Committee response: Recommend specific word changes be proposed to the committee for voting next year. Time allowances are already allowed per paragraph 7.7.7 of the present manual as shown below. Nothing precludes a club from using the additions described above in their general instructions for a rally without them being in the Rally Program Manual. The JCNA rules are already perceived as complicated and further complication and adoption of SCCA rules is not necessary.

- 7.7.7. Any request for a time allowance on a single and/or subsequent stages due to unforeseeable delays caused by road closures, such as those caused by emergency vehicles, railroad crossings, or road construction

shall be made to the next checkpoint worker, and followed up by the entrant with the rally master. Support of at least one other Entrant is recommended, but rallymasters shall accept sole entrant requests from the last starting or running car in the event.

Proposal 2. Check point crew minimum training requirements.

As you have probably have observed, many rally problems can be traced to inadequately trained checkpoint workers. At a minimum, crews should be trained:

1. To properly operate their timepieces and record rally car's arrival (Hr/Min/sec).
2. To communicate the departure time for a team from a checkpoint when timing for the next leg will begin.
3. To provide the official time for the leg.
4. How to document any problem(s) reported by a team.
5. How to stagger departures to prevent "bunching up".

These instructions could be added to Chapter 8, possibly after 8.1.

Rally Committee response: Recommend specific word changes be proposed to the committee for voting next year. If these are the proposed words, recommend these additions be voted on and approved.

Proposal 3. Detailed check point Instructions. (Expand 8.6)

Chapter 8.6 covers some very important points, but unless a a person has actually served on a check point team it may not adequate to expect someone to read this and have everything go smoothly.

JCoH has developed a 3-5 page document which is provided to every checkpoint worker several days in advance of the rally:It lists: (I can provide examples of what JCoH has developed.)

1. Special arrangements to cover the START. (Who officiates, Does CP #1 team leave early?)
2. Check point workers, what teams they are on, and which CP's they will staff.
3. The detailed location of each checkpoint, including IN and OUT lines.
4. Steps to set up the check point.
5. The specific functions that the team must perform AND who will perform each one: Spotter, Score keeper, Rallyist Contact,
6. Times of operation (Open, Close)
7. Closing actions (what to pick up, disposition if scoring sheets.)
8. Route to next check point (If any). (Provide maps/photos if necessary.)
9. Emergency phone/contact numbers.

Rally Committee response: Recommend specific word changes be proposed to the committee for voting next year. No opposition to this proposal in concept. Would either add to the program manual or make a separate reference document on the website. There is over an entire page of checkpoint procedures in the manual presently,

Respectfully submitted,
Brian Blackwell