

CR-8 Driving Alive Program, A New JCNA-Sanctioned Competition

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Introduction

Thanks to all of you for the discussions last Sunday. One of the things that I have found troubling since I did the analysis a year ago is the small percentage of events planned by clubs in the Northeast region that were tied to JCNA-sanctioned activities - about 11 percent. For me, this raises an obvious question - in addition to continuing to promote the traditional slaloms, rallies, and concours, what can JCNA do to increase JCNA event participation? This document is the result of my ruminations - an idea for a new JCNA sanctioned competition.

The Concept

If one looks at the array of activities and events sponsored by JCNA affiliated clubs, many revolve around driving our Jaguars. Why not reward those who drive their Jaguars on a regular basis? That's the concept of this event - North American and potentially regional and club-level awards for driving our Jaguars. Clearly measuring driving linked only to club events would be impractical, but as outlined in the following paragraphs, a competition based on total annual driving of members' Jaguars could be feasible. I believe such a competition would appeal to club members well beyond the traditional participants in slaloms, rallies, and concours events, and at the same time provide another link between JCNA and the affiliated clubs.

Implementation

Once I had the idea, I began thinking of the practicalities of such a competition, and several issues quickly emerged:

1. How would we measure driving at all?
2. How would JCNA pay for it?
3. How would we implement scoring?
4. How to verify results and minimize cheating?
5. What role would the clubs play?
6. How to be fair to all regions of the country?
7. How to be fair to drivers of both older and more modern Jaguars?

How would we measure driving?

This is the easy part. Fix a start date and an end date in the year and have each participant submit the odometer mileage of his/her Jaguar on those dates. If the entrant has multiple Jaguars, then multiple entries would be permitted and multiple mileages submitted. Simple enough in concept.

How would JCNA pay for such a competition?

This would be a new concept for JCNA, but one I think makes sense - a JCNA entry fee of, say, \$20 per car, to be split in some way with the local clubs that would aid in the administration, just as they do with other JCNA-sanctioned events.

A New Sanctioned JCNA Event March 29, 2018

How would scoring be done?

We would need to set up a web-based scoring system not unlike what we already have, where someone in each individual club would enter mileages for its participating members, and algorithms on the JCNA site would keep track of those scores and the class, regional, and national winners.

If we eventually get to a situation in which individual JCNA members can log into the JCNA site, individual members could enter their own mileages. If we can get to that situation we could even have rolling leader boards where individual members could update their mileages whenever they wanted and get a snapshot of where they are versus their competition at that point in time, thus, encouraging event participation as the year progresses.

Verifying results and minimizing cheating.

Of course, there would have to be verification of the mileages entered by participants. At the end of the contest, everyone in a potentially award-winning position would have to submit photos of their odometer at the beginning and the end of the contest. JCNA would have to then verify two things:

- The photo is actually from the car in the entry
- The odometer photos were of the same car, not two different cars of the same type

- The first would require our knowledge of the cars and should be easily verifiable.
- The second would be more difficult. There is bound to be someone out there who would submit a photo of a low-mileage car at the beginning and submit a similar photo from a different, higher mileage car at the end. All S1 E-Type speedometers look alike, don't they?

This second point stalled my thinking for a while, but then a potential solution came to mind. Why not issue a small numbered sticker to each entrant? The sticker would be attached to the speedometer and would be easily removable without marring the speedo, but destroyed in the removal process. Each such sticker would be numbered so as to identify the car and its entrant, and both the initial and final photo submitted for verification would have to contain the verification sticker.¹

Of course, someone clever with Photoshop could probably fudge the photos, but the individual clubs could help with face-to-face verification.

What role would the clubs play?

Clubs could be involved in a number of ways:

- Promoting the competition.
- Score entry initially, until JCNA site allows individual member score entry, and eventually for entering scores for their members who "don't do computers."
- Distribution and assignment of the numbered stickers.
- Coordinating entrants with JCNA.
- Sharing in the entry fees.
- Possibly vying for club-level awards?

Regional Fairness

For those of us in the Northeast, the driving season for our Jaguars is short. Typically, mine go into winter storage in October and don't come out until April. Granted, we have a lot of events in a relatively small area, so we have many opportunities to use our Jaguars during the seven-month season, but nonetheless, we would be at a disadvantage to those in sunbelt JCNA clubs. One possible way around this inevitable discrepancy would be to use monthly average mileages over a JCNA-specified driving season. For example, 6,000 miles for an Arizona car (500 miles per month) would be equivalent to 3,500 miles for a car in the Northeast. Of course the assignment of these indexes would be controversial, but I never said this would be easy. What about Snow Birds? I don't see an easy fix for this issue. Some take their Jaguars south, some keep Jaguars in the south year-round. For now, I have no proposal, but I don't think there are enough of those members to toss out the concept.

¹ **This would require some sort of waiver of Concours rules so that mileage contestants would not be penalized for nonauthenticity points.**

Fairness across Jaguars

Since we are clearly a club of wildly different cars (who would deny that a 300-mile day in an XK120 OTC is at least as tiring as 800 miles in a new XJL), awards would have to be on a class basis. Perhaps something like:

	Pre-1974	1975-95	Post-1995
Sports Cars	1	.75	.2
Sedans/SUV s	1	.75	.5

Again, the assigning of these classes could be controversial, but so are slalom and concours class assignments.

The numbers in the boxes are possible weights that might be used to determine overall regional and class winners, i.e., 3,000 miles in a 120 would be equivalent to 6,000 miles in a newer Jaguar.