

## Judging trying to become more Consistent!

- **Charge:** A charge is when the inside car charges into the corner and hits the outside car. If he does not have the right front tire up to the left side nerf bar of the car in front of him by the time he gets to a certain point on the track then he must give the lead car the room. Another way to say this is that the right front tire must be to the other drivers Helmet by the time he gets to a certain imaginary line on the track then he must give the lead car the room. I like this way better. **(This is the new lines that we are talking about.)** This imaginary line is a straight line that you put in your mind that runs from the wall to the first point most cars start to make there corner. Approximately 10'-12' back from the apex of the corner. In other words 18' back from the center of the arch of the corner.
- **Chop:** A charge is when the inside car has his right front tire up to the nerf or Helmet of the outside car by the time they get to your imaginary line. Then the Lead car come down and chops the inside car. The main things to watch for is your imaginary line and were the cars are located by the time they get there. If you tell yourself at your imaginary line that the pass has been made or not. Then from that point on its up to the kids. You already made a decision if it was a charge or chop.
- **Rough Driving:** This is pretty much common sense if a car is running over another car or hitting them in an unsafe or rough manner.
- **Racing Room:** When a Driver does not yield-racing room to another competitor also considered to be rough driving. Example when the inside car makes a clean pass but then runs the outside car into the wall on the straightaway. At this point the inside car did not leave racing room. This is just one example.
- **Defensive Driving:** When a driver changes his driving pattern more than one time to block a fellow competitor from passing them. This is probably the most controversial call to make. If a car chooses to run a low pattern and is slowing the field this is not blocking this is his pattern. Now if he chooses to move up and then back down then he is blocking. I also call this well we all know what this is.

**This is for clarification only....** If there is a call on the last lap after the checked flag has been given. The guilty car will be DQ ed. It does not matter if he finishes or not. If the innocent car does not finish he will be a DNF. If he finishes he will be scored were he finished.

We all know that judging has been a huge problem. Many feel that with the growth of QMA in the last few years is to blame. I for one don't agree with this totally. Yes the growth is a problem, but I feel that the real problem lies in our system. THERE ISN'T ONE. I have been in QMA sense 1990 and I still find people that don't understand how to judge or how it works. It's not all their fault we don't have a system to help anyone learn how to judge.

A couple more tips would be is the guilty driver 100% at fault. Did the innocent driver do every thing in his power to avoid the incident? One driver must be completely innocent. I hope these tips help us make QMA more consistent in our judging.

So the National BOD has ask me to come up with a system or a style to learn how to judge. Now keep in mind that not everyone will see calls the same way every time that is called judgement. This part of judging we will just have to learn to accept. Now as far as learning a way to judge. This I feel I can help with. After all the most important part is that everyone does it the same way. This we will call consistency. I feel that as long as all the calls are consistent then that is all anyone can truly hope for.

The first mistake that I feel we make when judging it to split the track. Meaning part of the judges watch one end of the track and the other judges watch the other end. I call this Tunnel Vision. If you only watch a certain part of the track you can't see a wreck coming. You also never get a clear view of a straightaway wreck because of the tunnel vision you get judging this way. You must make the call on a split second view.

For those reasons I feel every judging team must split the field of cars in half not the track. What I do as National Head Judge is to ask the people on my right to watch the lead pack. I then ask the people on my left to watch the back of the back. In doing this I now have people watching only 4 or 5 cars at a time. As for myself I then try to watch where the closest race for position is or where I feel a problem may be playing out. Keep in mind the Head Judge only brakes ties he does not make the call first he is to assist in making the right call. If I see a possible accident coming I ask the judges watching that group to keep a closer view on those particular cars. For example if 1<sup>st</sup>-4<sup>th</sup> is in order and running away, but 5<sup>th</sup> and 6<sup>th</sup> are nose to tail. I will tell the judges that car 5 is in the transfer spot and 6 is running hard, please keep an eye on the Bonzi move or a possible Chop on the last lap. Another example would be that car #2 has lost a couple of spots and is about to move out of the transfer spot. I will ask the judges assigned to that pack to watch for a chop or watch for a charge against the #2 car. Usually nothing happens but a couple of times I'm been very glad I did this, it really makes getting the call right easier. I feel that every child deserves the correct call if possible. It could be for the lead or it could be for 10<sup>th</sup>, just try to be consistent.

If you have more questions please fell free to ask I'll do my best to help.