

# Jaguar Clubs of North America

## OFFICIAL SLALOM RULES

(With Revisions through 2008 AGM)

*Note: Slalom Steward's decisions are final!*

### I. Entrant Registration Requirements:

- a. All slalom entrants must complete an official entry form, including JCNA NUMBER, and pay the local slalom fee for each car entered.
- b. In addition to 1a, all non-JCNA member entrants must complete the Event Membership form (insurance requirement) and pay one additional \$5.00 fee.
- c. All entrants must show a valid driver's license and vehicle insurance form, and must sign a waiver form acceptable to the affiliate insurer (may be incorporated as part of the slalom entry form).
- d. Entrants must declare all vehicle modifications and select an appropriate class. Failure to declare modifications may lead to disqualification, as set forth below.

### II. Classes and Class Rules:

A. Cars shall be assigned to a class based upon the following criteria:

#### 1. STOCK CLASSES:

- a. All components considered "stock" in JCNA Concours, will be "stock" for slalom competition.
- b. A car in a stock class may substitute any Jaguar original or optional equipment wheel, tire, engine, brake, suspension, or functionally equivalent replacement component, considered "stock" on any other car in that class. (examples below)
- c. Cars originally fitted with non-radial tires, may substitute radial tires of equivalent size.
- d. Stock class tires must have a tread wear rating of 140 or higher, unless provided by Jaguar as "original" or "factory optional" equipment.
- e. Cars running in stock classes must be "street-legal".
- f. Use of non-Jaguar wheels, is prohibited in stock classes.
- g. Any modification such as "lowered ride height" beyond that permitted by normal adjustment, which, in the steward's sole opinion would affect handling or performance, will be prohibited in stock classes.

*Example 1:* An XJS that was originally delivered with a 15" tire and wheel combination, may substitute the 16" tire and wheel combination that was furnished by Jaguar for a later model, competing in the same class.

*Example 2:* Series 1 ½ and II E-types can install triple SU manifolds and carburetors used on earlier series 1, XK engines. However, installation of triple

Webers or other carburetors will result in classification in Street Prepared or Modified class, as appropriate.

*Example 3:* Early V-12 XJSs can change pre-HE ignition systems to HE ignition system used on later cars. However, other “after-market” ignition systems such as Crane or MSD will result in classification in Street Prepared or Modified class as appropriate.

## 2. STREET-PREPARED & MODIFIED CLASSES:

**MODIFIED CLASS:** The following modifications shall result in a car being classified in the appropriate modified class:

- a. “R” compound tires, Autocross tires, shaved tires or “slicks”;
- b. Tire tread wear rating below 80;
- c. After-market turbo or supercharging; or,
- d. More than five (5) of the modifications listed for Street Prepared classes.
- e. All C & D-types shall be in modified class. (*added 2008 AGM*)

**STREET-PREPARED:** Any car modified with up to five (5) of the modifications shown below shall be placed in the appropriate Street-Prepared class:

- a. Installed 5-point roll bar (4-point roll bar in OTS permitted in stock/SP and will not count as a modification).
- b. Tire tread wear below 140 and above 80 (unless original factory standard or optional equipment in that class, which shall be permitted in stock class and not considered a modification for this rule). Any street-legal tire/wheel combination is permitted in SP so long as no body modifications are required to permit their use, provided tire tread wear rating is above 80.
- c. Suspension modifications including up-rated torsion bars and/or springs, uprated and/or added sway bars, adjustable shocks, polyurethane suspension bushings.
- d. All performance-enhancing brake modifications.
- e. After-market wheels (non-Jaguar wheels or wheels that were not Jaguar original or optional equipment, or their functionally equivalent replacement part, for the class of that car)
- f. Tire profile lower than that listed in Operator’s manual.
- g. Lowered ride height (beyond that permitted by the normal adjustment of the car’s suspension)
- h. Weight reduction (other than removal of loose equipment, fuel or the car’s spare tire)
- i. Exhaust headers or flow enhancing exhaust pipes
- j. After-market external engine accessories that enhance performance
- k. Internal engine HP enhancements
- l. Flow enhancing intake modifications including low restriction air filters
- m. Other performance enhancing modifications not specifically stated.

It shall be the responsibility of each competitor to report to the Slalom Steward any of the foregoing modifications and to request that the car be placed in the appropriate class

based upon such modifications. In the event a competitor fails to report such modifications and enters the car in stock class, such competitor shall be disqualified from the event and no times recorded for that car for that event shall be reported to JCNA. Also, the Slalom Steward shall report such violation to the National Slalom Chairman, who will determine whether times obtained in that car in other events during that year shall be disallowed.

**J.C.N.A. SLALOM CHAMPIONSHIP CLASSES – (as of 2008 AGM)**

- A. Classics – includes all Jaguars thru MK V
  - B. All XKs (120, 140, 150, but *not* including C & D types) (*modified 2008 AGM*)
  - C. Early Sedans, large & small, MK-1 thru, but NOT including, XJ6
  - D. E Types, 6 Cyl.
  - E. E Types, 12 Cyl.
  - F. XJ Sedans, 6 & 12 Cylinder, XJ8
  - G. (omitted)
  - H. Modified Class – Lightweight Jaguar sports cars (All 120, 140, 150, C, D, XKSS, and E Types), Jaguar powered Specials & Replicas (Concours class 16 eligible)
  - I. Modified Class -- Heavyweight Jaguars (Sedans, XJS, XK8, XKR)
  - J. XJS (including XJS-R and XJSC)
  - K. XK8
  - L. XKR, XJR, S Type R, and any future factory supercharged models.
  - M. S Type (New shape) and XF (*XF added 2008 AGM*)
  - N. X Type
  - P. XK (New shape) (*added 2008 AGM*)
- Street Prepared Classes:
- SP/L -- Lightweight. All 120, 140, 150, XKSS, and E Types.
  - SP/H -- Heavyweight. All 6, 8, & 12 cylinder sedans and GT
- NON-JCNA CLASS (For reporting purposes only, not eligible for JCNA awards):
- Z. All non Jaguar- powered cars.

B. Changes to or Re-alignment of Slalom Classes (*added 2008 AGM*):

The Slalom Committee is authorized to implement the re-alignment of competition classes or reassignment of particular models between existing classes, as well as create new classes for the placement of new models introduced by Jaguar Cars, to be implemented effective January 1<sup>st</sup> of each year. Any such re-alignment, re-assignment or new class shall be subject to ratification at the next Annual General Meeting (AGM). In the event that any re-alignment, re-assignment or new class is not ratified by the AGM, then the affected class(es) shall revert to those that existed in the prior calendar year and the results of any events held after January 1 and before the AGM shall be adjusted accordingly. (*approved 2008 AGM*)

### III. Vehicle Requirements:

- a. Cars must pass a safety technical inspection, including seat belts for driver and passenger. Forms for conducting the inspection are available on JCNA.com.
- b. Properly installed & anchored racing seatbelts/harnesses, are allowed in all classes. All cars competing in slalom must have seatbelts, even if they were not original equipment on the car.
- c. Cars must carry liability insurance and must display a valid insurance card at time of registration.
- d. Entries must have 4 wheels and fall into one of the standard slalom classes.
- e. Chemical tire treatments are prohibited in JCNA competition.

### IV. Safety Requirements:

- a. All JCNA slalom participants must wear an acceptable helmet while on the course. Any helmet designed for use on the highway or for automobile racing rated Snell 95 or newer is acceptable, i.e., Snell SA or M rated helmets may be used. Helmets must be in good condition with no visible defects or damage, and the chin harness must be in good condition. The decision of the Slalom Steward on acceptability shall be final. It is recommended that participants wear long sleeve shirts and long pants, preferably made of cotton or flame retardant fabric. Use of gloves, goggles and/or sunglasses is optional but permitted. (*amended 2007 AGM*)
- b. Occupants' seat belts and helmets must be securely buckled during slalom runs.
- c. Driver's window must be fully rolled down, and passenger's window may be either fully up or fully down during slalom runs.
- d. Drivers' and passengers' arms and hands must be fully inside the vehicle during slalom runs. After one warning for leaning on window ledge or holding onto door jams or window frames, the slalom steward may disqualify entrant from further competition in that day's event and times from prior runs will not be reported.
- e. At any time other than while engaged in a slalom run, vehicles should be driven no faster than the equivalent of a fast walk, and at no time, cross, enter or otherwise interfere with the slalom course.
- f. Anyone on site consuming or suspected of being under the influence of any drug or alcohol will be expelled from the site.
- g. Practice runs are prohibited.

### V. Rules for Running:

- a. The course shall be set up in accordance with the standard format established by the JCNA slalom committee. The course must be measured and laid out as accurately as possible. The location of each cone shall be marked on the ground with tape, chalk or paint so that it can be determined if a competitor who hits a cone has

displaced it from its proper location. The course must be run in the direction and in the order designated by the JCNA slalom committee.

b. Drivers may enter more than one class and/or more than 1 car per class, as long as a registration form and appropriate fee is paid for each entry.

c. Drivers are allowed a maximum of five (5) timed runs per entry. Times recorded in additional post-event runs or “fun-runs” shall not be reported as official times under any circumstances.

d. Runs begin with standing starts only, from immediately behind the start gate cones.

e. When manually timing, the time starts as soon as the car moves. Times must be taken by at least two (2) timers with stop watches that read to at least one-thousandth of a second. Two (2) timers whose times agree within 0.2 of a second are required, the average of which is the score recorded. If times do not agree within 0.2 sec., the time for that run shall not be recorded and the competitor may be permitted another run by the race Steward.

f. When automatic timing equipment is used, the official time for the run shall be as recorded by the timing equipment, to one-thousandth of a second. Re-runs are authorized when timing equipment fails.

g. All times must be recorded and reported to JCNA to one-thousandth of a second (0.XXX). Times reported to JCNA in hundredths of a second (0.XX) shall be rounded up to the next full hundredth by the National Slalom Chairman. Times reported in tenths of a second (0.X) shall be rounded up to the next full tenth by the National Slalom Chairman. Times reported in full seconds, without decimal units, shall not be counted as official times and shall be removed from the reporting system. Failure to use timing equipment that records to one-thousandth of a second may result in disqualification and forfeiture of the entire event.

h. A DNF (did not finish) will be recorded if a driver goes off course (includes improper lap sequence), backs up, or hits any cone in the stop box even if it is not completely displaced or knocked over. Re-runs are not allowed for DNFs.

i. If a cone is hit during a run and is either not left standing in a vertical position or is totally displaced outside its marked location, a 2-second penalty shall be applied for each such cone during a competitor’s run. No penalty is applied for a cone still upright and not totally outside its marked location.

## **VI. Eligibility and Awards:**

a. Cars must have Jaguar engines and fit into designated slalom classes to be eligible for JCNA North American Slalom Championship Trophies.

b. Non-Jaguars competing in open classes are eligible for local awards only. Only JCNA members will have their times recorded as official times in the JCNA North American standings.

c. Only one North American trophy per year, per driver per class, is allowed, this being 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup>, based on their fastest single run in class. A driver may receive awards in multiple classes in the same year. (*amended 2006 AGM*)

d. Choice of the class in which to accept an award is up to the contestant when eligible for North American award in more than one class.

e. JCNA members are eligible for North American trophies only if scores are reported along with JCNA numbers. Each competitor is responsible for providing his/her JCNA number to the event sponsor at the time of registration.

f. Class “Z” competitors are not eligible for North American awards. All local awards, if any, are at the discretion of the event organizer.

g. Fastest overall JCNA male and female competitors, in an official slalom class, will each receive a special North American award.

## VII. Administration

a. The Slalom Steward shall be responsible for running the event and determining all issues regarding eligibility, classification, these rules and other matters related to the event. The decision of the Steward as to all such matters shall be final.

b. Each JCNA club is allowed two (2) sanctioned slaloms per year, the results from which are eligible for North American annual awards.

c. Sanctions are obtained by applying to the National Sanction Chairman, whose contact information is available both on JCNA.com and in the Jaguar Journal.

d. JCNA insurance indemnifying the affiliate, the property owner, and the JCNA is available by applying to J.C. Taylor Insurance, the form for which is available from JCNA.com, and is mandatory. The local club shall be responsible for submitting this form sufficiently in advance so as to assure receipt of the insurance certificate and endorsements from J.C. Taylor. Failure to obtain the insurance certificate and endorsements prior to the event shall result in loss of the sanction.

e. No alcoholic beverages are permitted during any JCNA sanctioned slalom event. Persons suspected to be under the influence of drugs or alcohol must be expelled from the slalom site.

f. The event organizers are responsible to set up the course, including a “pit” and viewing area, so as to minimize the chance of a car causing damage or injury to others.

g. All entrants, members and non-members alike, must satisfy Section I on registration and membership, using the official forms available on JCNA.com. With the exception of the \$5.00 event fee for non-members of JCNA (which must be submitted to JCNA), all fees collected at a slalom event belong to the local club.

h. Event organizers must forward the event membership forms (available from JCNA website) and appropriate fees, to the JCNA administrative office within 3 weeks of the event.

i. All entries, including non-Jaguar cars, must be made on the official form available on the JCNA website. All relevant information must be completed and checked by the slalom steward prior to the start of the event.

j. Course markers will be a minimum of 12” in height. Twenty-nine (29) cones are needed for the present course. Additional cones should be used to mark off the field of competition so as to avoid non-participants entering during a run.

k. Slalom schools prior to a sanctioned JCNA slalom event are acceptable. No times from these school sessions/runs may be reported. A slalom “school” shall not be used to allow practice runs, which are otherwise prohibited.

1. After the completion of the event, the slalom steward or other authorized club representative must report the results of the event within three weeks, using the official “on-line” scoring system available on JCNA.com. A copy of the report must be e-mailed to the National Slalom Chairman at the time the results are submitted.

## **VIII. Complaints and Protests** *(added 2005 AGM)*

### **1. Protests**

The protest process is intended to allow Entrants to in a JCNA slalom to question their placement in a particular class or the manner in which the event is conducted to the extent that it may effect an Entrant’s times, including issues related to compliance with JCNA national slalom rules. All issues with regard to the award of local prizes, the local fees charged, decisions regarding cancellation or rescheduling of events or other matters of a local nature shall be within the sole judgment and discretion of the local slalom steward in charge of the event and shall not be subject to protest or review by the National Slalom Committee.

### **2. Settling On-Site Complaints or Protests**

If, during a Slalom event, an Entrant voices a protest or complaint relating to any aspect of the running of the event, the local slalom steward involved must strive to settle the issue courteously and fairly on-site, prior to the completion of the event. If warranted, the local slalom steward may allow an entrant to make a “make-up” run or take other action to adjust the grievance, consistent with the National Slalom Rules. Decisions of the slalom steward regarding local matters shall be final and not subject to appeal. In the event that an Entrant disagrees with the local slalom steward’s ruling as to matter of interpretation or application of the National Slalom Rules, the Entrant may file a formal protest as provided herein.

### **3. Filing Protests**

**a.** An Entrant’s written protest must be filed with the JCNA Slalom Committee Chair within

15 days of the occurrence or it will not be considered. The address for the JCNA Slalom

Committee Chair is listed in the Jaguar Journal's Club Page and on the CONTACTS

page of [www.jcna.com](http://www.jcna.com). Protests may be submitted by electronic mail.

**b.** When an Entrant files the protest with the Slalom Committee Chair, a copy must also

be sent to the local slalom steward of the event. Following this procedure will help expedite

the protest resolution process.

### **4. Slalom Committee Review of Unresolved Protests**

Only the JCNA Slalom Committee has the authority to rule on unresolved Entrant procedural or administrative protests, to the extent that they relate to the application or interpretation of the JCNA National Slalom Rules only. Decisions of the local slalom

steward shall be give great deference and shall only be overturned if it appears to the Committee that the local slalom steward acted arbitrarily, capriciously, or in clear violation of the National Slalom Rules. Within 15 days of receipt of a protest, the local slalom steward shall prepare a written report of the event and provide a copy thereof to the Slalom Committee Chair and the Entrant who filed the protest. Either party may submit statements from witnesses to the event. Upon receipt of the local slalom steward's report, witness statements and other evidence, if any, the Slalom Committee will review such evidence. In the event that the local slalom steward fails or refuses to provide a response with 15 days, upon due notice to the local slalom steward and the local club president, the slalom committee may, at its option, rule on the protest based upon the evidence submitted by the protesting Entrant. To overturn or change a local slalom steward's decision, a majority of the entire Committee must vote to take such action.

#### **5. Protest Committee Responses**

As soon as the Slalom Committee reaches a decision, the Entrant filing the protest will be notified of the ruling by e-mail (if filed by email), or by a letter from the Slalom Committee Chairman. If the ruling results in a score or class change, the person in charge of recording scores for that event will be notified and must make the change on the JCNA website. The Editor of the Jaguar Journal will also notified in order for the results of the protest to be published in the Journal.