

## CR 13 - Slalom Committee Report – JCNA 2012 AGM

Prepared by  
Steve Weinstein, Chair

The 2011 slalom season went extremely well. Participation in the program continued to increase in 2011 and the number of events being run has grown as well. It seems that club members enjoy driving their cars and the events have attracted many non-members, as can be seen by looking at many of the individual event results. A number of local clubs have reported that the slalom events are attracting interest outside of the clubs, and they have used them to recruit new members.

And again this year, a new Slalom record has been set, this time by our very own JCNA President, Dick Maury. Dick SMASHED the old record with a stunning 37.837 second run, the very first time any Jaguar has broken through the 38 second barrier. This record was achieved on September 18 at the North Georgia Jaguar Club slalom. But Dick didn't stop there. On November 13, on the second day of the Jaguar Club of Florida "Roar and Soar" event, Dick bested his previous record with an outstanding 37.722 second run. This is a huge achievement and the product of lots of hard work on preparing both the car and driver for these record-setting runs. Kudos to Dick for an outstanding performance!!!!

The Slalom Committee is not making any proposals for changes to the slalom rules again this year. At present, the program is running smoothly, and no changes are presently needed to the rules.

Once again, we continue to have problems with the manner in which some clubs enter their scores in the on-line scoring system. In particular, some clubs fail to edit the names of the entries where the scoring system brings up multiple names, for example, "Tom and Alice Smith." If Tom ran the slalom, the person entering the score, after verifying the member number, must edit the name to read "Tom Smith." Some clubs still don't edit the names, creating confusion in the scoring system. Also, because of people sharing a number, like

husband and wife, clubs do not use the proper system to distinguish between them, and this also creates a problem in the scoring system.

Please be sure that the local club slalom stewards or those entering the results adhere to the system that is clearly set out on the scoring system web page. The slalom chair will no longer do the editing or follow up with local clubs on improperly entered information, unless it involves entries that are in the running for a national award (the first three places in each class). Local clubs must take responsibility for entering the information correctly.

Also, slalom stewards must make better efforts to assure that cars with modifications are properly classified. If a car is registered for "street prepared" class (SPL or SPH), the slalom steward for the event should PERSONALLY inspect the vehicle and verify that the modifications are properly reported and that the car should be in SPL/H rather than modified class. In particular, slalom stewards should pay close attention to tires, as any "R" compound tire or tire with a treadwear rating of 80 or below automatically goes in Class H (modified) regardless of any other modifications. Stewards must assure that modification sheets are properly prepared by the entrants in any event, and cars must be inspected not only for safety issues, but also for modifications that might result in a change of class.