

JCNA Slalom Report for 2017

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JCNA 2018 Slalom Committee Regional Representatives

NW	Terry Sturgeon (NW61)	NC	Mike Meyer (NC28)
SW		SE	Ian Crawford (SE09)
SC	Richard Wright (SC35)	NE	Gary Hagopian (NE18)

The Slalom Report for 2017 provides information on: the participation levels in the slalom events for the 2017 season; the recipients of the annual slalom awards; the types of vehicles appearing at club events; and various issues pertaining to slalom administration and the JCNA website.

PARTICIPATION

Among the 65 JCNA clubs, 14 clubs held sanctioned slalom events during 2017, and three of those clubs held two sanctioned events, bringing the total number of slalom events to 17. JCNA regulations permit a maximum of two sanctioned slalom events per club.

Among all those events, there were a total of 169 registrations. That number includes 162 entries with JCNA membership ID's and 7 entries listed with no JCNA ID. This tally of entries includes some drivers who entered more than one time during the year, either with multiple cars in the same event or in multiple events. However, the number of specific individuals who participated in any of the slalom events was 133 drivers. Among those individuals, 13 percent were female and 87 percent were male. Thirty of the entries were non-Jaguar Class Z cars, most having been driven by JCNA members and some by non-members.

A comparison with club participation six years earlier showed that in 2011 there were 26 slalom events held in 16 clubs. The number of clubs holding two slalom events dropped from 10 in 2011 to just three clubs in 2017. Despite the significantly greater number of slalom events in 2011 compared to 2017, the overall numbers of vehicle registrations in those two years were roughly equivalent (174 and 169 respectively). These results suggest that the size of the slalom events in 2017 tended to be larger than for 2011, but that various participating clubs did not pursue a two-slalom schedule. A review of earlier results shows that the number of dual-slalom schedules has been decreasing gradually since at least 2010. Thus, efforts to expand the JCNA slalom program could be directed both to encouraging dual-slalom schedules as well as recruiting additional clubs.

AWARDS

Annual awards are, by tradition, given to the fastest three times within each slalom class. Results for 2017 are shown below in Table 1 for 15 Jaguar classes. Results for fastest female driver and the fastest male driver are indicated by asterisks. The JCNA does not at this time provide awards for the fastest times among the non-Jaguar cars in slalom events. However, based on the interest from informal inquiries, the fastest 3 times for the Class Z cars are also listed in Table 1. Also, in a nod to the enduring interest in automotive legacy, we note that the oldest car running in the 2017 slalom events was a 1935 Riley driven by JANE member Victor Cromie.

Table 1. Fastest three competitors within vehicle class for the 2017 JCNA slalom season.

(* Fastest female driver; ** Fastest male driver).

CLASS	RANK	TIME	DRIVER	CAR
B	1	49.059	Tom Wright	XK150S FHC Maroon
C	1	56.060	Kurt Rappold	1966 Mk X Saloon, Beige
D	1	46.569	Charles Epstein	1971 E-Type Coupe, Red
D	2	46.803	Carolyn Arnquist*	1967 E-Type OTS
D	3	46.870	Rob Gardner	E-Type
E	1	45.138	Gary Hagopian	1971 E-Type V12
E	2	45.183	Jon Mensie	1974 E-Type SIII OTS
E	3	46.755	Richard Rosen	1971 E-Type 2+2, Sable
F	1	49.965	Jeffrey Berry	1986 Jaguar XJ6
F	2	50.649	Cameron Sheahan	1983 XJ6
F	3	68.513	Stephen Guthmann	1987 Jaguar XJ6
H	1	41.757	Ian Crawford	1971 Jaguar E-Type
H	2	49.640	Bob Grossman	1964 E-type Modified
I	1	40.398	Art Dickenson**	XJS GT
I	2	40.424	Dean Cusano	1984 XJS 4.0
I	3	44.908	Malcolm Reith	XJS convertible
J	1	44.429	Art Dickenson	1989 XJS GT
J	2	45.224	Rick Van Tuyl	1990 XJ-S Coupe
J	3	46.845	Tom Clemons	1992 XJS Conv.
K	1	43.674	Steven Schultheis	2007 XK Conv., Black
K	2	44.032	Mike Meyer	XK8 Coupe Black
K	3	46.786	Marty Kukla	2014 XK Coupe
L	1	44.449	Paul Trout	2001 XKR Coupe, Black
L	2	44.788	Rex Schneider	2011 XKR
L	3	44.822	Rich Kosinski	XKR
M	1	44.590	Jean Marc Morand	2013 XF
M	2	44.902	George Wheeler	2013 XF
M	3	47.014	Wynne Wakkila	2013 XF
N	1	44.600	Art Dickenson	X Type
N	2	44.643	Clive Townley	2006 X-Type Estate
N	3	46.978	David Harris	2017 F-Pace
R	1	43.642	Rob Avery	F-Type Conv Red
R	2	44.944	Sergey Yezril	2016 F-Type R Coupe
R	3	45.155	Jim McLagan	2014 F-Type
SP/H	1	43.337	Art Dickenson	X Type
SP/H	2	44.332	John Larson	1977 XJ6C, Grey
SP/H	3	46.195	Vars Smith	1977 XJ6C, Grey
SP/L	1	41.830	Tyler Hayward	1966 E-Type OTS
SP/L	2	41.897	Terry Sturgeon	1968 E Type ots
SP/L	3	42.480	Nick Wilson	1966 E-Type Coupe
Z	1	39.580	Tyler Hayward***	2017 Focus RS
Z	2	40.646	Bob Matejek	Corvette Grand Sport
Z	3	40.970	John Loring	1994 Dodge Viper

TYPES OF CARS

A comparison of the vehicles in various slalom classes for 2017 with those found six years earlier in 2011 showed that later-model Jaguars have recently displaced some earlier models on the slalom rosters (see Table 2; vehicle classifications for 2011 were adjusted to represent the 2017 classification system). For example, even though the overall numbers of vehicle registrations were similar for those two years (174 versus 168), the 2017 total of XKE and XJS models (31) was 24 entries fewer than that group in 2011 (55). (One registration in 2017 was dropped from this summary because no time was recorded for that car). That reduction of 24 earlier-model registrations was almost completely offset by the appearance of 22 F-TYPE registrations in 2017. Also, the registrations for XK8 (non-supercharged) models increased from 11 in 2011 to 25 in 2017. The registrations for supercharged XK8's dropped from 17 to 9 over the six-year period, perhaps because the higher-powered F-TYPE's became more favored than the XK8 supers. Jaguar Land Rover have pursued an aggressive sales campaign for the F-TYPE in recent years, and owners have taken to the track to enjoy them. Also, four of the new F-Pace models, piloted by 6 drivers, appeared in the 2017 slalom events.

Among all classes, the most frequent in 2011 was the XKE 6-cylinder models (23), but the most frequent category of registrations in 2017 was the Class Z non-Jaguars. Almost all of those cars were driven by JCNA members. Thus, welcoming non-Jaguar powered cars to events appeals to many drivers and contributes to the overall strength of the JCNA slalom program.

Table 2. Number of vehicle registrations, by slalom class, for 2011 and 2017.

	2011	2017	CHANGE
A: Classics	2		-2
B: XK Sports, Early	2	2	0
C: Sedans, Early	4	1	-3
D: E Type, 6	23	17	-6
E: E Type, V12	12	4	-8
F: XJ Sedans, Ser. I, 2, 3	7	3	-4
J: XJS, 1976-96	20	10	-10
K: XK & S-Type, Not Sprchg, 1996 --->	11	25	14
L: Suprchg, 2-wheel drive, Not F	17	9	-8
M: Sedans, Not Sprchg, 1987 --->	8	12	4
N: AWD cars, X-Type, F-Pace	12	15	3
R: F-TYPE, all models		22	22
SP: Street Prep (SP/L + SP/H)	20	14	-6
I: Modified, Heavy	3	3	0
H: Modified, Light	12	2	-10
Z: Non-Jag Powered	21	29	8
TOTAL	174	168	-6

ADMINISTRATIVE ISSUES

Website Data Entry. A review of the JCNA website revealed several issues concerning slalom data entry, display of scores and standings, and supplementary videos and articles pertaining to slalom events. First, the slalom stewards reported some difficulties in following the data entry protocols. A review and upgrade to the instructions, perhaps with screenshots of the successive steps, placed prominently in the slalom section of the website could remedy such a problem. Second, the data input bar titled “Class* [select a value]” displays a listing of concours classes followed by rally classes followed by slalom classes. Since those three classes are not distinguished by any labels, some slalom stewards have input a concours class instead of a slalom class. The continuous listing should be broken into clearly-marked sections titled as appropriate for concours, rally, slalom.

Mixed years in “Slalom Standing” summaries. The “Slalom Standings” summaries on the JCNA website for the 2015 and 2016 years appear flawed. This author examined his own results posted on the JCNA website for the SP/H class for the 2015, 2016 and 2017 years, and compared the Slalom Standing summaries to his personal archive. The JCNA summary for 2017 appears correct. However, the 2017 results also appear in the JCNA summaries for 2015 and 2016. Also, the 2016 results appear in the 2015 listing. Where two separate results for the same driver appear in the same year, the two entries differ in the minor wordings of the class descriptions from the old and the new systems, as described above. Thus, mixing of the old wording and new wording for the vehicle classes appears to produce excessive records in the website compilation of slalom standings.

Missing 2015 Slalom Standings. The historic Slalom Standings for 2015, as summarized for the AGM awards ceremony during 2015, do not appear in the JCNA website for the 2015 summary. Instead, the flawed 2016 plus 2017 summaries are replicated in the 2015 summary.

Leader-board. The revised JCNA website does not provide a year-to-date listing, during the course of the slalom season, of all the slalom entries for all classes. Instead, results are available separately for each event, and for just the overall fastest three times within vehicle class. My informal discussions with experienced slalom fans suggest that they regret the omission of that overall listing. Many of the slalom veterans are, as one might expect, a competitive group, and they appreciated the up-to-date picture of competition throughout JCNA. Including such a summary on the slalom web pages would likely contribute to interest in slalom events.

RESOURCES page. The JCNA slalom page displays a bar for “Resources” that includes: a) an ad for the slalom timing kit; b) videos of slalom events that members have sent in; c) articles that members have sent in commenting on slalom events, rules and other issues. The videos and articles are woefully dated, some going back to 10 or 15 years ago. The JCNA Slalom Manager needs to communicate with the regional slalom representatives to solicit new photos, videos and articles from current events. A separate section titled “Archive” should be created to hold the old material.

Also, while the timing kit is advertised for \$575, the ad should also mention the JCNA procedure for obtaining a partial reimbursement to a club upon finishing at least one sanctioned slalom, if JCNA intends to maintain that procedure. Mike Eck’s phone number should also be listed, if Mike agrees (call 908-307-0246).

Regional Slalom Representatives. The JCNA Slalom Manager needs to work with the SC and SW Regional Representatives to recruit slalom committee members from those two areas.

Registering non-JCNA entries. Registrations for non-JCNA participants may be under-reported. Among the 168 registrations for 2017, just seven were listed with no JCNA ID number. That total appears strangely low, especially since non-JCNA participants were reported by just two clubs. As noted above, the non-Jaguar Z class was the most numerous of the vehicle classes. And, reports throughout the season in various club newsletters suggest that participation by non-Jaguar clubs was encouraged, thus contributing to the strength of the slalom program. However, JCNA Slalom Regulations require that non-JCNA participants must fill out the J.C.Taylor Special Event Membership Registration form, and pay an extra \$5 fee that slalom stewards must send in to JCNA along with the request form.

That procedure provides liability coverage for the club, its officers and for JCNA in the event of a suit for damages arising from the slalom event. Such coverage is routinely provided by JCNA for issues arising from JCNA members' actions, and the J.C.Taylor policy grants, as it were, a single-event membership in JCNA to non-members. Of course, the primary insurance coverage at JCNA events is provided by the members' own policies respectively, such as damage to one's own or others' vehicles. The J.C.Taylor policy does not provide coverage for individual member's or guests cars. Failure to adhere to this procedure may subject the club officers and JCNA to liability for damages.

Slalom regional representatives and the regional directors should ensure that club slalom stewards' maintain this important procedure.