



# **Jaguar Clubs of North America Slalom Rules**

**Includes:**

**Official Slalom Rules**

**Official Slalom Course**

**North American Slalom Entry Form**

**Questionnaire Re: Performance Modifications**

**Tech Inspection Check List**

**Special Event Member Registration Form**

**Certificate of Insurance Request Form**

**Guidance to Slalom Stewards: Wheels and Tires**



#### Revision History:

2017 - Revision of Slalom Classes, inclusion of Guidance to Slalom Stewards, Wheels and Tires, and various administrative updates.

2013 - Section VI. Eligibility and Awards: Redundant Slalom Classes deleted; Class R created for the F-TYPE.

2012 - No updates.

2011 - No updates.

2010 - No updates.

2009 - No updates.

2008 - Various updates as noted with (2008) after them

# Jaguar Clubs of North America

## OFFICIAL SLALOM RULES

(With Revisions through 2017 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. Cars shall be assigned to a class based upon the following criteria.
  - A. Stock Classes.
    1. All components considered "stock" in JCNA Concours, will be "stock" for slalom competition.
    2. 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).
    3. Cars originally fitted with non-radial tires, may substitute radial tires of equivalent size.
    4. Stock class tires must have a tread wear rating of 140 or higher, unless provided by Jaguar as "original" or "factory optional" equipment.
    5. Cars running in stock classes must be "street-legal".
    6. Use of non-Jaguar wheels, is prohibited in stock classes.
    7. 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.
    8. 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.
    9. 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 Weber or other non-authentic carburetors will result in classification in Street Prepared or Modified class, as appropriate.

10. 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.

B. Street-Prepared & Modified Classes.

1. It shall be the responsibility of each competitor to report to the Slalom Steward any 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 North American Slalom Chairman, who will determine whether times obtained in that car in other events during that year shall be disallowed.

2. 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.

3. 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.
  - 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).

C. JCNA Slalom Classes – (as of 2017).

1. Slalom Classes.
  - A. Classics – includes all Jaguars thru MK V (1927-1951).
  - B. All XKs (120, 140, 150, NOT including XKSS, C & D types (1949-1961).
  - C. Early Sedans, large & small, MK-1 thru, NOT including, Series 1 XJ6 (1955-1970).
  - D. E Types, 6 Cylinders (1961-1971).
  - E. E Types, 12 Cylinders (1971-1975).
  - F. XJ Sedans, 6 & 12 Cylinders NOT including XJ40 (1969-1992).
  - G. (omitted).
  - H. Modified Class - Lightweight Jaguar sports cars (XK 120, 140, 150, C, D, XKSS, & E Types); Jaguar powered Specials & Replicas (Concours eligible).
  - I. Modified Class - Heavyweight Jaguars (Sedans, SUV’s and GT’s).
  - J. XJS (including XJS-R & XJSC) (1976 - 1996).
  - K. Two-wheel drive non-supercharged GT cars (XK, XK8, & S-Type) (1996 – 20\_\_).
  - L. Two-wheel drive supercharged GT cars (XKR, XJR, & S-Type R) (1999 – 20\_\_).
  - M. Four door sedans (XJ40, XJ, XF, & XE) (1987 - 20\_\_).
  - N. AWD cars (X-Type & F-Pace) (2002 - 20\_\_).
  - O. (omitted).
  - P. (omitted).
  - Q. (omitted).
  - R. F-Type (all models) (2013 - 20\_\_).
2. Street Prepared Classes.
  - SP/L – Lightweight. All 120, 140, 150 & E-types.
  - SP/H – Heavyweight. All 6, 8 and 12 Cyl. Sedans & GT.
3. Non-JCNA Class (For reporting purposes only; not eligible for JCNA awards).
  - Z. All Non-Jaguar Powered cars.

D. 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 new models introduced by Jaguar Cars, to be implemented effective January 1st 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.
- 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 North American Slalom Chairman. Times reported in tenths of a second (0.X) shall be rounded up to the next full tenth by the North American 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 1st, 2nd or 3rd based on their fastest single run in class. A driver may receive awards in multiple classes in the same year. (amended 2006 AGM)
- D. 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.
- E. Class "Z" competitors are not eligible for North American awards.
- F. 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 North American 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.
- L. 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 North American Slalom Chairman at the time the results are submitted.

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

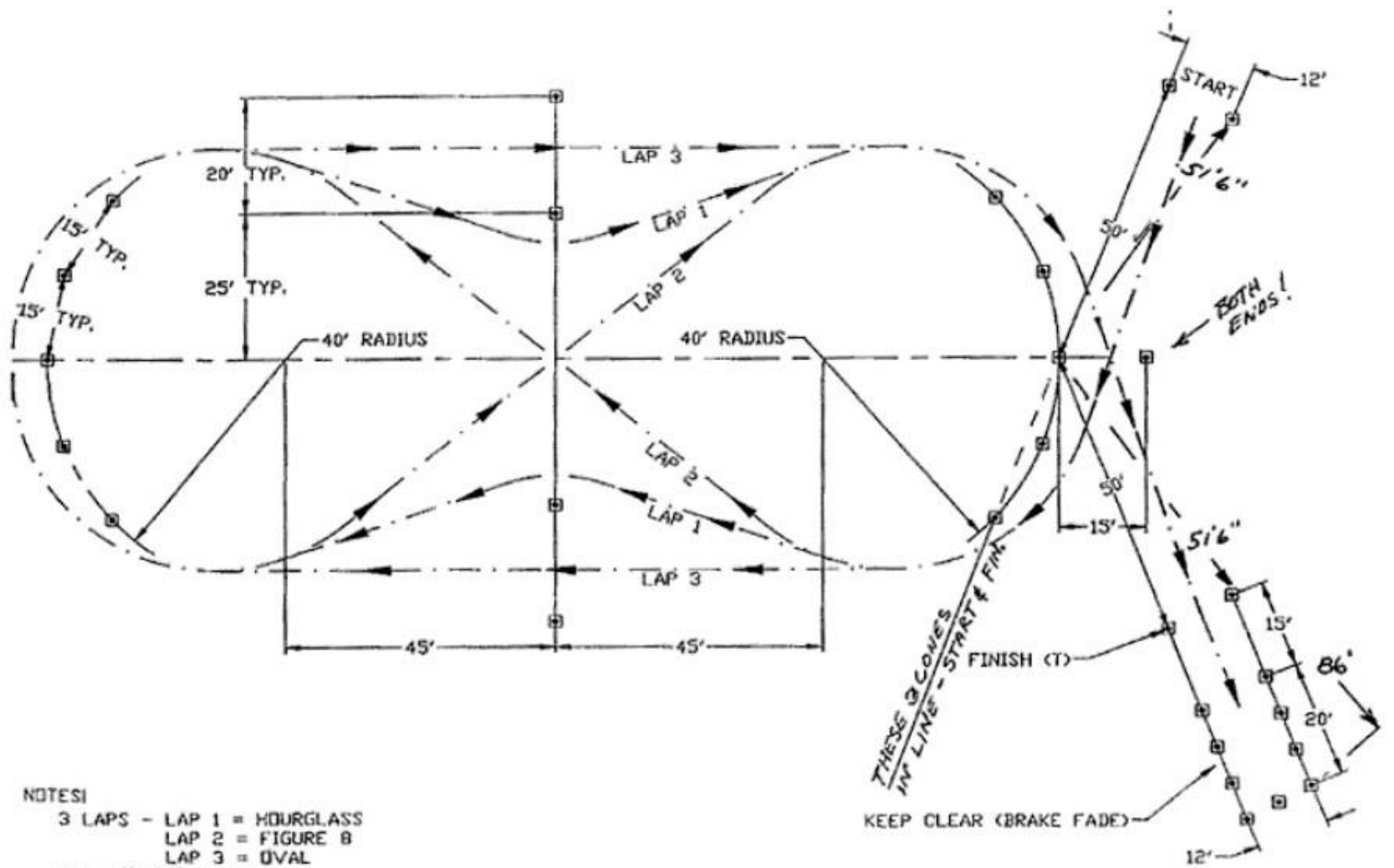
- A. Protests. The protest process is intended to allow Entrants to in a JCNA slalom to question their placement in a particular class or the manner in which the event is conducted to the extent that it may affect an Entrant’s times, including issues related to compliance with JCNA North American slalom 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 North American Slalom Committee.
- B. 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 North American 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 North American Slalom Rules, the Entrant may file a formal protest as provided herein.
- C. Filing Protests.
  - 1. 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.
  - 2. 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.

D. Slalom Committee Review of Unresolved Protests.

1. 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 North American Slalom Rules only.
2. 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 North American Slalom Rules.
3. 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.
4. Upon receipt of the local slalom steward's report, witness statements and other evidence, if any, the Slalom Committee will review such evidence.
5. 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.
6. To overturn or change a local slalom steward's decision, a majority of the entire Committee must vote to take such action.

E. Protest Committee Responses.

1. 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.
2. 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.
3. The Editor of the Jaguar Journal will also be notified so the protest results can be published in the Journal.



NOTES:

- 3 LAPS - LAP 1 = HOURGLASS
- LAP 2 = FIGURE 8
- LAP 3 = OVAL
- (T) = TIMING DEVICE
- MEASURE CONES (C) TO CENTER.
- 2 (C) CONES REQUIRED.
- CHALK AROUND THE BASE OF EVERY CONE.
- TOTAL AREA NEEDED = 230' X 140' MIN.

KEEP CLEAR (BRAKE FADE)

JAGUAR CLUBS OF NORTH AMERICA	
OFFICIAL SLALOM COURSE 1999	
SCALE 1"=20'	G. PARKHILL 1999



# Jaguar Clubs of North America

## Slalom Entry Form

(Revised 3-30-2017 to include new Jaguar models)

(Keep for club records)

**Car Number**  
\_\_\_\_\_

\_\_\_\_\_

Veteran

\_\_\_\_\_

Novice

**CLASS**  
\_\_\_\_\_  
\_\_\_\_\_

**JCNA  
Member #**  
\_\_\_\_\_

Date: \_\_\_\_\_

Club: \_\_\_\_\_

Name of Driver: \_\_\_\_\_

Y

N

Are you a JCNA Member? If YES, provide number. If NO, you MUST complete a JCNA Event Membership form and pay \$5 fee.

Address: \_\_\_\_\_

City: \_\_\_\_\_

ZIP/Postal Code: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Driver's License Number: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Color: \_\_\_\_\_ License Plate #: \_\_\_\_\_

Chassis/VIN # \_\_\_\_\_

N

Y

Have any modifications been made to the car that effect performance? (If Yes, please complete attached Questionnaire)

This event is conducted under the General Competition Rules of the JCNA North American Slalom Program. Failure to declare modifications may result in disqualification and referral to JCNA for further action.

### Release Statement

I agree to enter my car in this JCNA sanctioned slalom, and abide strictly by JCNA rules. I agree to hold harmless, the JCNA,

Location: \_\_\_\_\_

Club: \_\_\_\_\_

the Slalom committee, all those running the event and all other participants for any and all liabilities, injuries or damages, or losses of any kind or nature arising from my entry in this event.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

### Competitive Run Times

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

**2 second penalty per  
cone**

### Slalom Classes

Revised 3-30-17 to include new Jaguar models

#### Slalom Classes

- A. Classics – includes all Jaguars thru MK V.
- B. All XKs (120, 140, 150, but NOT including C & D types).
- C. Early Sedans, large & small, MK-1 thru, but NOT including, Series 1 XJ6.
- D. E-Types, 6 Cylinders.
- E. E-Types, 12 Cylinders.
- F. XJ Sedans, 6 & 12 Cylinders NOT including XJ40.
- G. (omitted).
- H. Modified Class – Lightweight Jaguar sports cars (All 120, 140, 150 and E-Types); Jaguar powered Specials & Replicas (Concours eligible).
- I. Modified Class - Heavyweight Jaguars (Sedans, SUV's I GT's).
- J. XJS (including XJS-R and XJSC).
- K. Two-wheel drive non-supercharged GT cars (XK, XK8 & S-Type).
- L. Two-wheel drive supercharged GT cars (XKR, XJR & S-Type R)
- M. Four door sedans (XJ40, XJ, XF & XE).
- N. AWD cars (X-Type & F-Pace).
- O. (omitted).
- P. (omitted).
- Q. (omitted).
- R. F-TYPE (all models).

**SP/L** Street Prepared – Lightweight: All 120,140 & 150.

**SP/H** Street Prepared – Heavyweight: All 6, 8, and 12 Cylinder Sedans & GTs.

**Z** All Non-Jaguar powered cars.

## Questionnaire re: Performance Modifications

In order that Slalom Steward can determine proper classification of all cars with modifications of any kind, please complete the following:

Make/Model/Year: \_\_\_\_\_ Slalom Class: \_\_\_\_\_

Owner/Driver: \_\_\_\_\_ JCNA Number: \_\_\_\_\_.

Circle the letter of each of the following that apply to your car:

[NOTE: If filling in this form on computer, mark an "x " (i.e. an X plus two spaces) after the appropriate letter(s) just before the text description.]

- 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, up-rated 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.

Total \_\_\_\_\_ (Five or fewer of the above place the car in the applicable Street-Prepared class. More than five of the above place the car in Modified class.)

**Note: Cars with any of the following modifications are automatically in Modified class:**

- a. "R" compound tires, Autocross tires, shaved tires or "slicks";
- b. Tire tread wear rating below 80; or
- c. After-market turbo or supercharging.

***Failure to declare modifications may result in disqualification from all runs in this event and may be referred to JCNA Slalom Committee for further action.***



# Jaguar Clubs Of North America, Inc.

## Special Event Member Registration Form



This form is to be executed and fees paid by all **non-JCNA members** prior to registering and participating in any JCNA Sanctioned Event. One \$5.00 fee covers all competitions held during this event (i.e., rally slalom & concours). Special Event Membership permits entrant to compete for Local Event awards but not for National Event Awards. **This form, along with the payment, must be sent to the JCNA Administrator immediately after the event.**

Event name: \_\_\_\_\_ Event date/s: \_\_\_\_\_

\_\_\_\_\_  
JCNA Host club collecting \$5.00 Non-member fee:

**Participant:**

\_\_\_\_\_  
First and Last Name (Please print)

**Co Participant:**

\_\_\_\_\_  
First and Last Name (Please print)

**Address:**

\_\_\_\_\_

**City:**

\_\_\_\_\_

**State/Province ZIP**

\_\_\_\_\_

**Home Phone:**

\_\_\_\_\_

**Cell Phone:**

\_\_\_\_\_

**Work Phone:**

\_\_\_\_\_

**Year:** \_\_\_\_\_ **Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_

XK, E-Type, Saloon

**Body Style:**

\_\_\_\_\_  
Coupe, Conv, OTS

**Release Of Liability**

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting privileges to each Entrant on an individual basis.

In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., Jaguar Cars North America, and the affiliate presenting an Event from any and all liability for injuries, damage, or loss arising from my entry and attendance in an Event.

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Spouse/Co-Owner's Signature Date

**Notice to Affiliate executing this form: Make \$5.00 check payable to JCNA and submit completed forms and total fee immediately after the Event. Failure to do so will result in voiding the affiliate's insurance coverage for claims made by this entrant, and dropping of the entrant's score(s) from local scoring.**

JCNA Administrator  
500 Westover Drive, No 8354  
Sanford, NC 27330 USA

888-258-2524, Option 1



## JCNA Slalom Committee Guidance to Slalom Stewards: Wheels and Tires (Approved at 2015 AGM)

The Slalom Rules provide that components considered stock for Concours are also considered stock for the same model in JCNA Slaloms. The Slalom Rules also provide that original or optional equipment for one model in a Class may be used in another model in the same Class. Appendix B of the JCNA Concours Rule Book states with precision the original and optional wheels and tires for each Jaguar model as listed in the Official Jaguar Parts Books. The Slalom Rules incorporate Appendix B by reference. Therefore, a tire or wheel stated to be correct in Appendix B of the JCNA Concours Rule Book for one model in a Slalom Class will be correct for that model and also be correct for any other model in that Class. Both the tire and the wheel must be correct for the Slalom Class. Older Jaguars were originally equipped with relatively narrow wheels designed for use with relatively narrow tires. Oversized tires, in addition to being inauthentic, can be a safety hazard, particularly those that exceed the recommended rim width for the tire.

“Track Use Only” tires are not permitted in Stock and Street Prepared Classes.

A tire marketed, advertised, or described by the manufacturer or applicable governmental agency "for track use only" or similar verbiage may only be allowed on a car competing in a Modified Class.

The word “RACE” embossed on a tire does not necessarily preclude the tire from being eligible for use in Stock and Street Prepared Classes. Two examples:

Currently available Dunlop R5 bias ply tires are sold for street use, have a Speed Rating of H, and are replicas of the 50’s era optional bias ply Racing tires listed in Appendix B and the Jaguar Parts Books. These tires are allowed in Stock and Street Prepared Classes.

Racing tires are listed as an option for E-Types in the Jaguar Parts Books and in Appendix B. However, currently available Dunlop Race tires R-6 CR48 and R7 CR65 are sold for track use only and are not allowed in Stock or Street Prepared Classes. They are allowed only in a Modified Class.

Original vintage tires, newly constructed replicas of those tires, and period style tires do not necessarily include all of the information found on the sidewalls of a modern tire built for the US market. If there is a reasonable doubt as to whether a tire is for “track use only” the Slalom Steward may require the entrant to provide documentation showing that the tire in question is sold for street use.

Radial tires “of equivalent size” to original bias ply tires are allowed in Stock Classes.

Slalom Rule II. A.1.c. allows owners of cars in Slalom Stock Classes that were originally equipped with bias ply tires to substitute radial tires of equivalent size”.

If an owner chooses to use large, wide, low profile tires that are not equivalent to the original bias ply tires then that car is not allowed in Stock Classes, but may be entered in the appropriate Street Prepared or Modified Class. The drafters of the Slalom Rules who inserted the phrase “of equivalent size” knew that the dimensions of a radial tire would never be identical to those of a bias ply tire. Synonyms for equivalent include: alike and comparable. The Slalom Steward is responsible for judging whether radial tires are “of equivalent size” to the bias ply tires listed in Appendix B of the Concours Rules for cars in the applicable Class.

This Guidance Document establishes objective criteria for determining which radial tires are allowed as equivalent in size to bias ply tires in Slalom Stock Classes B, C, and D. Maximum limits on tire sizes are set out for each Class. Tires are not required to be of the original Dunlop brand but must be of the correct size and dimensions. Examples of tires (with sizes and dimensions) that are currently available and allowable have been set out in an Appendix to this Guidance Document for use by owners and Slalom Stewards in interpreting the Slalom Rules.

Radial tires permitted in Concours Driven Division may not be allowed in Slalom Stock Classes

Some JCNA Members wish to compete in the Concours Driven Division where they are allowed to have radial tires having the original inside diameter even if their car was originally equipped with bias ply tires. However, the Driven Division Concours exception permits a car to be equipped with tires of essentially unlimited dimensions that may not be allowable in Slaloms. A car equipped with tires of essentially unlimited dimensions would be wholly out of place in Slalom Stock Classes with older cars originally equipped with bias ply tires.

A major purpose for the “of equivalent size” provision in the Slalom Rules is to allow otherwise stock Concours Driven Division cars equipped with radials to compete together with Concours Champion Division cars in the same Slalom Stock Class. The “of equivalent size” provision in the Slalom Rules is much stricter than the liberal tire exception in Concours Driven Division. Those Members who compete in the Concours Driven Division are encouraged to compete in the Slalom Stock Class appropriate for their car with radial tires “of equivalent size” to the bias ply tires listed in Appendix B of the Concours Rules.  
Wheels:

A wheel stated to be correct in Appendix B of the JCNA Concours Rule Book for one model in a Slalom Class will be correct for that model and will also be correct for any other model in that Class.

In Stock Classes, all wheels must be either original un-modified Jaguar wheels or replicas of those wheels. In Classes A, B, C, and D both wire and disk (referred to in Jaguar Parts Books and Appendix B as “Pressed Steel”) original wheels were manufactured in steel, therefore any replica wheels that are all or part alloy or any material other than steel are not permissible in those Classes. Replica wheels must be the same size (diameter and width) and have the same offsets as the original wheels.

Some replica wheels now being manufactured may have a slightly different appearance than the original factory wheels. Cosmetic differences in replica wheels do not disqualify a wheel from being allowed in a Stock Class provided that such differences do not provide a performance advantage over the original wheels.

Wheels and Tires as listed in Appendix B of the Concours Rule Book  
Slalom Class B. (1948-1961 XK120, 140 and 150)

Original Wheels:

16” x 5” disk and wire wheels

16” 5 ½” disk wheels

Original Tires:

Replicas of the original and optional bias ply tires listed in the Official Jaguar Parts Books and Appendix B of the JCNA Concours Rule Book are:

Standard Dunlop RS4 and RS5 6.00 x 16

Tread Width: 4.0 inches (102 mm), Diameter: 27.9 inches (709 mm), Section Width 6.9 inches (175 mm)

Dunlop R5 6.00 x 16

Tread Width: Diameter: Section Width 7.8 inches (198 mm), 27.9 inches (708 mm),

The Dunlop RS5 6.00x16 is tall and narrow. The Dunlop R5, with an H Speed Rating, is wider than the RS5. The dimensions of the R5 establish the upper limit in width and the lower limit in aspect ratio for “equivalent in size” radial tires in Class B.

Maximum limits on wheel and tire combinations permissible in Stock Slalom Class B:

16” x 5 ½” disk wheels or 16” x 5” wire wheels with 205/75-16 radial or bias ply tires.

Slalom Class C. Early Sedans, large and small: Mark VII, Mark VII M, Mark IX, Mark X, Mark I, Mark II (not XJ6)

Original Wheels:

5”x 16” disk wheels, 5 ½” x 16” disk wheels, 5 ½” x 14” disk wheels, 4 ½” x 15” disk and wire wheels, 5”x 15” disk and wire wheels, 5 ½” x 15” disk and wire wheels

Original Tires:

Original tires listed in the Official Jaguar Parts Books and Appendix B of the JCNA Concours Rule Book:

Dunlop RS5: 6.70 x 16 Section Width: 7.4" (189 mm), Diameter: 28.8" (732 mm)  
Dunlop RS5: 7.50 x 14 Section Width: (191mm), Diameter: (683 mm)  
Dunlop RS5: 6.40 H 15 Section Width 6.85" (174mm), Diameter 26.88 inches (683 mm)  
Dunlop SP-41: 205 x 14  
Dunlop SP-41: 185 R 15 Section Width 7.4" (188 mm), Diameter 26.54" (674mm)

Maximum limits on wheel and tire combination permissible in Slalom Class C:

5 ½" x 16" disk wheels with 205 R 75 15" radials or 6.70" x 16" bias ply tires; 5 1/2" x 15" disk or wire wheels with Dunlop SP-41 185 R 15 radials and 4 ½" x 15" disk and wire wheels with SP-41 205 x 14 radial tires or 7.50 x 14 Road Speed RS5 bias ply tires.

Slalom Class D. E-Types, 6 cylinders:

Original Wheels:

5" x 15" and 6" x 15" Wire wheels

5" x 15" and 6" x 15" Disk wheels

Original Tires:

Original tires listed in the Official Jaguar Parts Books and Appendix B of the JCNA Concours Rule Book:

Dunlop RS5 6.40 H 15: Section Width 6.85" (174mm), Diameter 26.88 inches (683 mm)

Dunlop SP41 185 HR15: Section Width 7.4" (188 mm), Diameter 26.54" (674mm)

Maximum limits on wheel and tire combinations permissible in Slalom Class D:

15" x 6" disk or wire wheels with 185 R 15 radial tires or 6.70 x 15 bias ply tires. A specific radial tire size of 185 R 15 is specified for cars in Class D. Therefore 185 R 15 is the only size radial tires permissible in Class D.

Racing tires are listed as an option for E-Types in the Jaguar Parts Books and in Appendix B. However, the currently available Dunlop Racing tires R6 (CR48) and R7 (CR65) are sold for "track use only" and are not allowed to be used in Slalom Stock or Street Prepared Classes.

#### Appendix A: Wheel and Tire Guidance Document

Following are examples of tires that are available for sale and that are allowable in the applicable Stock Class. These lists are not exhaustive. Other currently available tires (or tires that may become available in the future) could be judged to be "of equivalent size". None of the tires listed below are for "track use only":

Class B: Tires (radial and bias ply) available for sale and allowable:

Avon Turbospeed 600 H 16: Section Width: (180mm), Diameter (710mm)

Coker 600R16 Classic: Section Width: 6.25 (159), Diameter: 28.36 inches (720 mm)

Michelin Pilote Sport WR16 (185 - 80 R 16): Section Width: 7.1 inches (190 mm), Diameter: 27.8 inches (707 mm)

Michelin X 185SR16: Section Width: 7.09 inches (180 mm), Diameter: 27.8 inches (707 mm)

Pirelli Cinturato 185VR16: Diameter: 27.8" Width: 7.0"

Vredestein Sprint Classic 185 HR 16: Section Width: 7.4 inches (188 mm), Diameter: 27.5 inches (638 mm)

Class C: Tires (radial and bias ply) available for sale and allowable;

Dunlop 6.40 H 15: Section Width 6.85" (174mm), Diameter 26.89 inches (683 mm)

Dunlop SP-41 185 HR 15: Section Width 7.4" (188 mm), Diameter 26.54 inches (674 mm)

Pirelli Cinturato 185VR15: Diameter: (675 mm), Section Width (185 mm)

Avon Turbosteel 185R15: Diameter (676 mm), Section Width (182 mm)

Vredestein Sprint Classic 185R15: Diameter (674 mm), Section Width (188 mm)

Class D: Tires (radial and bias ply) available for sale and allowable:

Dunlop 6.40 H 15: Section Width 6.85" (174mm), Diameter 26.89 inches (683 mm)

Dunlop SP-41 185 HR 15: Section Width 7.4" (188 mm), Diameter 26.54" (674 mm)

Michelin XVS-P 185HR15: Section Width: 188 mm Diameter: 674 mm,

Michelin XVS 185VR15: Section Width: 186 mm Diameter: 674 mm,  
Vredestein Sprint Classic 185HR15: Section Width: 188 mm Diameter: 674 mm,  
Dunlop SP Sport 185 VR 15: Section Width: (188 mm), Diameter: 26.5 inches (683 mm)  
Avon Turbosteel 185VR15: Section Width: (182 mm), Diameter: (676 mm)