

CR-15 Slalom Committee Report – JCNA 2013 AGM

Prepared by
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The 2012 slalom season went extremely well. Participation in the program continued to increase in 2012 and the number of events being run has grown as well. 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.

The Slalom Committee is making proposals for minor changes to the slalom rules this year. The proposals that will be presented to the AGM for ratification are considered “housekeeping” changes to remove ambiguities that were created by prior changes, and do not change the substance of any existing rules. At present, the program is running smoothly, and no major changes are presently needed to the rules.

The Slalom Committee did consider several proposed changes to the rules during 2012 that were rejected by the Committee. In particular, there was a request to split Class B into two classes, one for cars with radial tires, and one for those with bias ply tires. This was rejected. Since all cars in the class may use radial tires if they wish, there was no need to split the class. The Committee does not want to create a proliferation of classes, especially in classes that have very few entrants.

Also, the Committee voted to continue both the “fastest male” and “fastest female” awards, as well as the Rookie of the Year awards. For 2012, the Fastest Male award went to Art Dickenson, and Fastest Female to Carolyn Arnquist. The Committee awarded Rookie of the Year to newcomer Russell Tate, who won first place nationally in his class at his very first event.

The Committee anticipates that the issue of tires in Class B and the use of the term “equivalent” in the slalom rules with regard to tire size may be raised at the JCNA Board Meeting and/or the AGM, even though this matter was reviewed and rejected by the Committee. The overwhelming majority of the Committee opposes any change to the Slalom Rules with regard to these matters. The current Rules provide a mechanism, by way of protest, for any entrant to challenge the decision of an event steward with regard to whether a tire is “equivalent” in size to stock tires, or not. Unlike the Concours Rules, we do not wish to make our rules deal with every possible combination of equipment. The Committee will continue to monitor this issue, and if protests are filed in the future, the Committee will address those issues accordingly. However, at this point, we see no reason to change 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. As well, if the entrant is female, the record should be changed accordingly, which many clubs do not do.

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.