

JCNA SLALOM REPORT FOR 2018

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PARTICIPATION

In 2018, 11 JCNA clubs held a total of 16 sanctioned slalom events. Those events drew a total of 130 registrations from JCNA members, a number virtually similar to the 128 registrations from 2016 (see Table 1). Somewhat more registrations were seen in 2017 because three additional clubs contributed to a total of 154 registrations from 17 events that year. Among the 19 clubs listed in Table 1, seven appeared particularly active by holding slalom events during each of the last three years.

Table 1. Counts of JCNA Member Registrations* at JCNA Sanctioned Slalom Events from 2016 to 2018 by Host Club.

	2016	2017	2018	3-YEAR TOTAL
NC28-The Jaguar Club of Ohio		6	14	20
NE08-Jaguar Club of Southern New England			10	10
NE18-Jaguar Association of New England	20	13	11	44
NE25-Jaguar Association of Central New York	11	11	15	37
NE33-Delaware Valley Jaguar Club	8	14	8	30
NE40-Nation's Capital Jaguar Owners Club	19	14	19	52
NW32-Jaguar Owners Club of Oregon	16	12	13	41
NW41-Jaguar D & R Club, NW America		11	6	17
NW42-Canadian XK Jaguar Register	8			8
NW61-Jaguar Car Club of Victoria	12	12	10	34
SC16-Heart of America Jaguar Club	7	10		17
SC35-Jaguar Owners Association of North Texas		6		6
SE09-Jaguar Club of Florida	11	10	15	36
SE54-Jaguar Car Club of North Florida	6			6
SE57-North Georgia Jaguar Club		14		14
SW02-Jaguar Club of Central Arizona	10			10
SW04-Jaguar Owners Club of Los Angeles			9	9
SW07-Rocky Mountain Jaguar Club		14		14
SW66-Jaguar Club of New Mexico		7		7
TOTAL REGISTRATIONS	128	154	130	412
TOTAL HOST CLUBS	11	14	11	19*

*For at least one year

HISTORICAL NOTE

The popularity of the slalom event has declined somewhat in recent years compared to that of a decade ago. For example, the 154 registrations from JCNA members in 2017 represented about 2.9 registrations per 100 JCNA memberships. In 2009, the 229 slalom registrations from JCNA members represented about 4.1 registrations per 100 memberships.¹

The recent slalom events are nevertheless more popular than they appear in Table 1 because of the registrations by non-JCNA members. For example, in addition to the 130 JCNA member registrations in 2018, there were 38 non-member registrations. Most of those non-member registrations were for 35 Class Z non-Jaguar cars. (More detailed information on non-members appears below in Table 5).

SLALOM ACTIVITY COMPARED TO OTHER EVENTS

The Concours d'Elegance is by far the most popular activity among the JCNA sanctioned events. The 1,069 concours registrations in 2018 shown in Table 2 represent about 20.2 registrations per 100 JCNA members. The 640 persons who registered for at least one concours event suggest a concours participation rate of about 12.1 percent of the JCNA memberships.²

In comparison to the concours activity for 2018, the 130 slalom registrations for 2018 represented about 2.5 registrations per 100 JCNA memberships, and a participation rate among individuals of about 1.6 percent of the JCNA memberships. Corresponding estimates for the rally events were 1.8 registrations per 100 memberships involving about 0.6 percent of the JCNA memberships.

The results in Table 2 for Any Event in 2018 show 711 individuals had registered at least one of the three events in 2018, an estimated participation rate of about 13.4 percent among the JCNA memberships. The corresponding indicator for the 86 individuals who registered for at least one slalom event in 2018 suggest an individual slalom participation rate of 1.6 percent of JCNA memberships.

¹ Recall that individual members may register multiple times throughout the year. JCNA membership tallies were taken from the AGM Administrator reports found on the JCNA website for 2009 (N = 5,525) and for 2017 (N = 5,354). The 2009 slalom data were compiled from the Events/Slalom/2009 page.

² The author is indebted to Jack Humphrey for providing the event participation data from the three sanctioned events for the three-year time period reported here. For the purposes of participation indicators, the 2018 JCNA membership count was estimated at 5,300 based on the recent trends reported in the 2018 AGM Administrator's report.

Table 2. Counts of JCNA Member Registrations* and Individual Person Registrations at JCNA Sanctioned Events from 2016 to 2018.

		2016	2017	2018
CONCOURS:	Registrations	1064	1051	1069
	Persons	682	680	640
SLALOM:	Registrations	128	154	130
	Persons	85	108	86
RALLY	Registrations	83	88	95
	Persons	22	29	32
ANY EVENT	Registrations	1275	1293	1294
	Persons	750	752	711

* Member registrations include all of a given member's registrations at a given event-type throughout the year. "Person" registrations count an individual only once during a year for a given event-type. (Non-JCNA registrations excluded).

SLALOM AWARDS

Slalom awards are given each year to the three fastest drivers within each slalom class. Class Z non-Jaguars are excluded from these awards. Table 3 shows 15 award classes with the fastest times per class in 2018. Among those 15 classes, 12 classes had at least three drivers eligible for awards; two classes had just two drivers; and one class had only one driver.

In addition to the awards for "Top 3" finishers, Tyler Hayward was recognized as the "Fastest Driver" for 2018. Hayward's best time of 41.157 seconds in a Street-Prepared 1966 E-Type was close to 1.5 seconds faster than the next three fastest times in the 42-second range. Hayward also turned in a very quick Class Z time of 38.863 in a well-tuned 2017 Ford Focus.

Table 3. Fastest Three Competitors within Vehicle Class For the 2018 JCNA Slalom Season.

* Indicates Fastest Driver award.

Class	Rank	Time	Driver	Car
B	1	47.429	L Walker Willson	1953 XK120M
B	2	51.520	Tom Wright	1959 XK150S
B	3	67.436	David Martin	1955 XK140
C	1	52.730	Mike Eck	'61 MK2
C	2	55.855	Adrian Curtis	Mark XII
D	1	47.182	Carolyn Arnuist	1967 E-Type/6
D	2	49.653	Julie Bailey	69 E-Type/6
D	3	50.006	Bonnie Getz	E-Type/6
E	1	46.088	Rich Rosen	1971 E-Type/12
E	2	47.743	Steve Kress	1972 E-Type/12
E	3	52.165	Dominic Valvano	1973 E-Type/12
F	1	49.350	Jeffrey Berry	XJ6
F	2	50.095	Cameron Sheahan	1983 XJ6
F	3	50.163	Paul Chappell	1987 XJ6
H	1	42.560	Gary Hagopian	E-Type
H	2	42.898	Ian Crawford	1971 E-Type
H	3	44.120	Dean Cusano	1965 E-type
I	1	45.406	Charles Ambrosecchia	2017 F-type
J	1	50.140	Robert Book	1992 XJS
J	2	50.182	John Braybrooks	XJS
J	3	51.783	Barton Goldenberg	1989 XJS
K	1	44.164	Steven Schulthies	2007 XK8
K	2	45.207	Marty Kukla	2014 XK8
K	3	46.781	Jack Humphrey	2002 XK8
L	1	43.844	Rex Schneider	2011 XKR
L	2	46.372	Mark Hodges	2014 XKR
L	3	50.502	Adrian Small	2003 XKR
M	1	44.649	Tom Wright III	2017 XE
M	2	45.894	Wynne Wakkila	2013 XF
M	3	46.586	Daniel Goldenberg	2018 XE S
N	1	43.406	Clive Townley	2016 XF AWD
N	2	46.204	Paul Bicknell	XF 3.0/AWD
N	3	46.509	David Harris	2017 F-Pace
R	1	43.084	Charles Ambrosecchia	F-Type
R	2	44.146	David Moulton	F-Type
R	3	44.881	Lee Towne	2016 F-Type R
SP/H	1	44.634	John Larson	1977 XJ6C
SP/H	2	45.865	Malcolm Reith	XJS
SP/H	3	46.214	Vars Smith	1977 XJ6C
SP/L	1	41.157	Tyler Hayward*	1966 E-Type OTS
SP/L	2	42.570	Terry Sturgeon	1968 E-Type
Z	1	38.863	Tyler Hayward	2017 Ford Focus RS
Z	2	40.619	Robert Totten	Triumph Spitfire GT
Z	3	40.664	Justin Falco	2017 VW Golf

TYPES OF CARS

Table 4 shows the numbers of registrations among 17 slalom classes for JCNA members who participated in slalom events at some point from 2016 to 2018, and in 2011 as noted on the AGM Slalom Report for 2017. Several shifts in the patterns of classes are apparent among the past three years, and in comparison with registrations from 2011.

Declining Registrations:

- The E-Types (combining 6 cylinder and V12 models) have diminished in number from 35 in 2011 to 16 in 2016 and then to 11 in 2018;
- The modified class registrations (combining H and I) dropped from 15 in 2011 to 4 in 2018;
- The XJS registrations declined from 20 in 2011 to 11 in 2018;
- The Street-Prepared classes (SP/L and SP/H together) went down from 20 registrations in 2011 to 11 in 2018;
- The XK8's (combining supercharged and normal-aspirated models) dropped to 16 in 2018 from higher levels in the prior years;
- Member registrations of Jaguars cars declined from 153 in 2011 to 104 in 2018.

Increasing Registrations:

- The F-TYPE was not yet available in 2011, but made 18 appearances in 2016 and 12 in 2018;
- The non-Jaguar Class Z registrations among JCNA members increased slightly over the prior years to 26 registrations in 2018. However, many non-JCNA members also appeared in the slalom events although they are not presented in the official summary. Those results are discussed below.

Table 4. Registrations by Vehicle Class of JCNA Members in Sanctioned Slalom Events from 2011 and 2016 to 2018.

	2011*	2016	2017	2018
A Classics, Pre-XK	2			
B Older XK's	2	1	2	4
C Early Saloon/Sedan	4	3	1	2
D E-Type/6	23	11	16	6
E E-Type/v12	12	5	4	5
F XJ6/12, Ser.1,2,3	7	3	3	7
H Modif.Light	12	3	2	3
I Modif.Heavy	3		2	1
J XJS 6/12	20	6	12	11
K GT, RWD, Not Suprchg	11	12	22	8
L GT, RWD, Suprchg	17	11	8	8
M 4dr Sedan, 1987-->	8	15	14	14
N AWD, X-Type, F-Pace	12	6	15	12
R All F-TYPE		18	19	12
SP/H Street Prep Heavy	3	9	6	7
SP/L Street Prep Light	12	5	8	4
Z Non-Jag Powered	21	20	20	26
TOTAL	174	128	154	130

* Taken from AGM Slalom Report 2017

CHANGES IN OVERALL SLALOM ACTIVITY

The raw data compiled from each slalom event for JCNA members and non-members provide a more complete picture of the amount of slalom activity than do the official data for the Slalom Report that include only JCNA members. The complete raw data encompassing all the slalom activity reveal a general decline in slalom activity, with one exception.

For example, Table 5 shows that total slalom registrations for all types of cars, including both JCNA members and non-members, declined over a seven-year period by about 39 percent from 275 in 2011 to 168 in 2018. The percentage decline was roughly similar among all Jaguar car types (-37 percent) and all of the non-Jaguar cars (-40 percent). And, the non-JCNA “guest” registrations also fell by 40 percent over that same period.

In the midst of these declines, the relative attraction of non-Jaguars to the slalom events remained relatively stable. That is, the 61 non-Jaguars in 2018 comprised about the same percentage of the total registrations (36 percent) as did the non-Jaguars from 2011's total (38 percent). Slalom Stewards should continue to support the recruitment and participation of non-Jaguars at the slalom events. In addition, the Jaguar members, when they do register for the slalom, appeared relatively more interested in trying their non-Jaguar cars in 2018 (15 percent of total registrations) than was true in 2011 (7 percent of total registrations).

Table 5. Changes in Total Registrations Including non-JCNA Members*
Based on Raw Data Compiled from individual Slalom Events.

TYPE OF REGISTRATION	2011	2018	Change
Total registrations, including non-JCNA members	275	168	-107
Total registrations for all Jaguar cars	169	107	- 62
Total registrations for all non-Jaguar cars	106	61	- 42
Non-JCNA registrations in Class Z	86	35	- 51
JCNA member registrations in Class Z	20	26	+ 6

ADMINISTRATIVE ISSUES

Data Entry by Slalom Stewards. As in previous years, the slalom results entered by slalom stewards on the JCNA website after each event contain various errors. Some of the errors are due to the turn-over among slalom stewards who often receive little guidance from their predecessors. Useful tips from the former slalom stewards would help the new recruits in at least one training session. In addition, the training guide for data entry posted on the JCNA website needs an update. Step-by-step guidelines with screenshots of each step would be useful.

Typical errors most often involve the car classification entries. Slalom stewards should be aware that the look-up table containing the car classifications lists, first of all, the concours classes. These differ from the slalom classes that are found by scrolling further down the table. The look-up table is not clearly demarcated with subtitles identifying the concours classes, the slalom classes and the rally classes. And, the table does not have a title alerting the reader that it contains three different sets of classification. An alternative scheme may be to provide a dropdown table for the slalom data entry menu that contains only the slalom classes.

Also, the column labeled "Specific Member" could reasonably be re-labeled as "Specific Driver." That column needs to be "Specific" because the "Name" column refers most often to the two names listed on the JCNA household membership role. Slalom stewards also need to fill in the last name of the "Specific Member," not just the first name. Admittedly, that name information may be redundant, but the driver information is needed for the Slalom Standing summary display.

Jaguar car reclassification. Given the decreasing numbers of certain car classes and the considerable overlap in their performance among the fastest drivers, it may be time to revise once again the car classification scheme. Over the past quarter-century of slalom activity, various Jaguar models have been incorporated on the slalom scene and then dwindled in number to be replaced with the next generation of design. And, the mix of factory options in late-model cars for normal/supercharged aspiration, engine sizes, all-wheel/rear-wheel drive, wheel/tire sizes, and suspension settings renders unmanageable various simple classification rules that could apply across all Jaguars across all years. The current grouping of all F-TYPES into a single class, regardless of the foregoing distinctions, makes a nod to the new reality.

A work group comprised of the Slalom Regional Representatives should be convened to propose at the next AGM a revised classification system with attention to:

- Combining the E-Type 6 and V12 models;
- Combining all XJ6/8/12 Sedans + S-Type (as new Class F);
- Combine XE + XF as new Class M;
- Examine Supercharged sedans (?);
- Examine Electric models;
- Finally, review the slalom times produced by the top 10 or so scores for various vehicles.

Site costs and availability. The cost of renting a slalom site varies from zero to \$1,500 over the past three years. It is fair to say that site costs in the \$1,000 and higher range are simply not sustainable by a club. Sites owned by local or state government agencies (public schools, police academies) appear to be the most accessible, with the proper approvals. Several clubs cited such venues in the \$300 to \$500 range.

Cost sharing should also be pursued where possible to link with other events such as a Track Day or concours or SCCA event sponsored by other car clubs. It may also be feasible for some clubs to share the same site with one club obtaining a slalom sanctioned for the morning, and another club conducting an afternoon sanctioned event.