

## JCNA 2019 SLALOM REPORT

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### SLALOM PARTICIPATION

The number of slalom registrations for 2019 (162) remained quite close to the number of entries seen in the prior two years (164 and 168; see Table 1). Those results were produced by the same number of clubs (11) holding the same number of events (15) in the past two years. Four clubs have held two slalom events (the JCNA maximum) in at least two of the past four years, and two of those clubs have held two slalom events during each of the past four years.

These results suggest a relatively stable slalom program. However, despite that apparent stability, three features underlying those results suggest significant shifts in the character of the slalom program:

- 1) Concentration of slalom activity in two or three clubs;
- 2) Decrease in the number of Jaguars;
- 3) Decrease in the number of JCNA member entries.

**Concentration in few clubs.** Table 1 shows that JANE and NCJOC accounted for about 26 percent of the entries in 2017, and about 44 percent of the entries in 2019. The jump in attendance at JANE in 2019 was particularly notable. The number of entries from all other clubs combined dropped from 124 to 110 to 91 in the three years between 2017 and 2019. Outreach activities in promoting the slalom program should include recruiting previously inactive clubs, encouraging clubs to maintain events from one year to the next, and stimulating attendance at scheduled events.

**Decrease in number and proportion of Jaguars.** The proportion of Jaguar cars among slalom entries dropped from about 85 percent in 2016 to about 57 percent in 2019. For example, Table 2 shows 20 non-Jaguars among the 134 entries in 2016, and 69 non-Jaguars among the 162 entries in 2019. On one hand, the slalom program can remain robust even as a host for non-Jaguar cars. However, enthusiasm for the “brand,” and by inference the local clubs, may diminish when close to half or more of the entries are not the featured marque.

**Decrease in number and proportion of member entries.** A corollary of the drop in Jaguar cars is the drop in the number and proportion of JCNA member registrations. Table 3 shows that in 2018, 40 of the 164 entries (24 percent) were not JCNA members, and that number in 2019 was 60 among the 162 entries (37 percent). Reasons for the sharp increase, from 2017 to 2018, in non-member registrations remain ambiguous: perhaps a victory of outreach to the local driving enthusiasts; perhaps a retreat of interest among Jaguar drivers.

The slalom registration cost for non-members is only five dollars more than for members. If the slalom experience is attractive to non-members, perhaps an increase in the non-member registration cost could be justified, particularly if the overall slalom event cost exceeds the

revenues. Otherwise, dues-paying members are subsidizing non-members. The usefulness of such an approach should be considered for the future.

Table 1. Number of Slalom Registrations by Club and Events for Years 2016 to 2019.

(Note: Persons may register for more than one event in a year.)

	<b>EVENTS</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
NC28 The Jaguar Club of Ohio	1		9	9	<b>9</b>
	2			11	
NE08 Jaguar Club of Southern New England'	1			10	
NE18 Jaguar Association of New England'	1	11	13	18	<b>26</b>
	2	9	13	11	<b>24</b>
NE25 Jaguar Association of Central New York	1	5	7	13	<b>9</b>
	2	6	4		<b>12</b>
NE33 Delaware Valley Jaguar Club	1	8	14	8	<b>4</b>
NE40 Nation s Capital Jaguar Owners Club	1	11	7	14	<b>12</b>
	2	8	11	11	<b>9</b>
NW32 Jaguar Owners Club of Oregon	1	16	12	5	<b>9</b>
	2			8	<b>7</b>
NW41 Jaguar D & R Club, NW America	1		11	8	<b>5</b>
NW42 Canadian XK Jaguar Register	1	3			
	2	6			
NW61 Jaguar Car Club of Victoria	1	12	11	13	<b>12</b>
SC09	1		10		
SC16 Heart of America Jaguar Club	1	7	5		<b>4</b>
SC35 Jaguar Owners Association of North Texas	1		6		<b>7</b>
SE09 Jaguar Club of Florida	1	11		15	<b>13</b>
SE54 Jaguar Car Club of North Florida	1	6			
SE57 North Georgia Jaguar Club	1		14		
SW02 Jaguar Club of Central Arizona	1	10			
SW04 Jaguar Owners Club of Los Angeles	1			10	
SW07 Rocky Mountain Jaguar Club	1		14		
SW46	1	5			
SW66 Jaguar Club of New Mexico	1		7		
<b>JCNA SLALOM TOTAL REGISTRATIONS</b>		<b>134</b>	<b>168</b>	<b>164</b>	<b>162</b>
<b>NUMBER OF EVENTS</b>		<b>16</b>	<b>17</b>	<b>15</b>	<b>15</b>
<b>NUMBER OF CLUBS</b>		<b>12</b>	<b>14</b>	<b>11</b>	<b>11</b>

Table 2. Number of Entries by JCNA Slalom Class from 2016 to 2019.

	YEAR			
	2016	2017	2018	2019
B Older XK's	1	2	4	3
C Early Saloon/Sedan	4	1	2	1
D E-Type/6	12	17	6	10
E E-Type/V12	6	4	4	2
F XJ6/12, Ser.1,2,3	10	3	5	5
H Modif.Light	1	2	4	2
I Modif.Heavy		3	1	1
J XJS 6/12	6	10	11	8
K GT, RWD, Not Suprchg	12	23	9	12
L GT, RWD, Suprchg	11	9	9	14
M 4dr Sedan, 1986-->	11	14	10	13
N AWD, X-Typ,F-Pace	6	15	16	6
R All F-TYPE	18	22	13	9
SP/H Street Prep Heavy	9	6	7	4
SP/L Street Prep Light	7	8	4	3
Z Non-Jag Powered	20	29	59	69
JAGUAR TOTAL	114	139	105	93
ALL ENTRIES	134	168	164	162

Table 3. Number of Non-member registrations by Club and Year.

	2016	2017	2018	2019
NC28 The Jaguar Club of Ohio		3	6	2
NE18 Jaguar Association of New England			18	36
NE25 Jaguar Association of Central New York			4	12
NE40 Nation s Capital Jaguar Owners Club		4	6	4
NW32 Jaguar Owners Club of Oregon				3
NW41 Jaguar D & R Club, NW America			2	1
NW42 Canadian XK Jaguar Register	1			
NW61 Jaguar Car Club of Victoria			3	2
SW02 Jaguar Club of Central Arizona	1			
SW04 Jaguar Owners Club of Los Angeles			1	
	2	7	40	60

Table 4. Awardees for the 2019 Fastest Three Competitors within Slalom Class.

<b>CLASS</b>	<b>RANK</b>	<b>TIME</b>	<b>DRIVER</b>
B Older XK's	1	53.000	Tom Wright
	2	62.302	David Martin
C Early Saloon/Sedan	1	76.120	William Fox
D E-Type/6	1	47.642	Scott Hoffman
	2	47.993	Carolyn Arnquist
	3	49.679	Bonnie Getz
E E-Type/V12	1	45.495	Jon Mensie
	2	59.360	Jerry Roscoe
F XJ6/12, Ser.1,2,3	1	50.406	Paul Chappell
	2	50.432	Jeffrey Berry
	3	52.523	Cameron Sheahan
H Modif.Light	1	43.620	Ian Crawford
	2	45.210	Richard Wright
I Modif.Heavy	1	46.543	Malcolm Reith
J XJS 6/12	1	46.509	Rick Van Tuyl
	2	47.065	Vars Smith
	3	49.362	Robert Book
K GT, RWD, Not Suprchg	1	44.528	Steven Schultheis
	2	44.950	Marty Kukla
	3	46.238	Bill Beible
L GT, RWD, Suprchg	1	43.422	Gary Hagopian
	2	44.260	Nick Moseley
	3	45.379	Stephen Kress
M 4dr Sedan, 1986-->	1	42.262	Clive Townley
	2	45.162	Paul Bicknell
	3	45.623	Wynne Wakkila
N AWD, X-Typ,F-Pace	1	45.470	Mike Meyer
	2	46.402	Michael Watts
	3	46.946	Larry Homolak
R All F-TYPE	1	41.692	Lee Towne
	2	44.660	Francis Riter
	3	44.832	David Moulton
SP/H Street Prep Heavy	1	44.844	John Larson
SP/L Street Prep Light	1	40.614	Tyler Hayward
	2	41.939	Terry Sturgeon

## AWARDEES FOR FASTEST DRIVERS WITHIN CLASS

Table 4 lists the drivers who are given JCNA awards for the fastest drivers within class (up to three drivers). Among the 15 slalom classes, 8 classes had three or more competitors, 4 classes had two competitors, and 3 classes had just one driver. The fastest time on the 2019 JCNA slalom circuit went to Tyler Hayward from the Jaguar Owners Club of Oregon, driving a Street-Prepared 1966 E-Type. Hayward also garnered the overall fastest JCNA time award in 2018. Fastest times in the Class Z, non-Jaguar powered cars, are not recognized with JCNA awards.

## ADMINISTRATION ISSUES

**Slalom Car Classifications.** The time may have arrived to rethink the slalom classification system. The current system has been used for the past 15 years, with a few additional classes to accommodate recent models. For example, all of the all-wheel-drive models have been assigned to Class N regardless of the body style (X-Type; F-Pace; E-Pace; XE; XF) because of the over-riding significance of AWD to the specific demands of the slalom course. The exception to this AWD placement is the AWD F-TYPES that occupy Class R with all the various F-TYPE designs regardless of drive configuration, normal/supercharged induction design, or number of cylinders. The E-Types remain divided into classes distinguished only by 6-cylinder (Class D) versus 12-cylinder engines (Class E). The late-model sedans without AWD or supercharging (Class M) include models whose collective production spans a period of 34 years dating from the 1986 XJ40's to current XJ, XF and XE models. (Slalom stewards need to be alert to record the Class M for the two-wheel-drive versus the Class N for the AWD variants of the recent production models.) The new all-electric vehicles will, of course, need a separate class of their own.

Apart from the many distinctions among car models, there is also a question of what model differences make enough difference in actual JCNA slalom performance to merit a separate class. For example, in a careful examination of historical slalom performance times, consideration should be given to combining the two E-Type classes, and possibly the two XK8 classes. Or, sedan models prior to the XF and XE models may be shifted From Class M to Class F. Table 5 illustrates a preliminary analysis of the performance differences among slalom classes. More detailed analyses of performance by model within class are needed.

In addition, there is the practical matter of assigning awards for the fastest three drivers within class when some classes have only one or two drivers. For example, the summaries in Table 4 show that in 2019, seven classes had only one or two drivers. The detailed data for all entries in Table 2 show that just four classes had only one or two entries, because individual drivers produced more than a single entry in some classes. For example, just 2 drivers produced the three SP/L entries, and a single driver produced all four SP/H entries. These results suggest a re-envisioning of the slalom awards along with adjustments to the classification rubrics.

Table 5. Average of the eight fastest times within slalom class between 2016 and 2019.

CLASS		Average Time
B	Older XK's	54.082
C	Early Saloon/Sedan	55.676
D	E-Type/6	46.452
E	E-Type/V12	45.719
F	XJ6/12, Ser.1,2,3	49.771
H	Modif.Light	43.966
I	Modif.Heavy	43.536
J	XJS 6/12	46.371
K	GT, RWD, Not Suprchg	44.557
L	GT, RWD, Suprchg	44.217
M	4dr Sedan, 1986-->	44.341
N	AWD, X-Typ,F-Pace	44.385
R	All F-TYPE	43.681
SP/H	Street Prep Heavy	44.529
SP/L	Street Prep Light	41.323
Z	Non-Jag Powered	40.026

**JCNA slalom insurance coverage.** The primary insurance for slalom events is each driver/owner's own automotive insurance policy. In addition, the JC Taylor Insurance Company provides liability coverage for the local club officers and slalom officials, and for the JCNA officers. The cost of this policy is carried by JCNA and is not passed on to the slalom participants or club. Slalom participants who are not members of JCNA are required to complete and sign a special form and pay an additional fee as part of their slalom registration that, in effect, makes them honorary members of JCNA for the one event, thus extending the JC Taylor binder conditions for their activities. Finally, all slalom registrants sign waivers stating that they will "indemnify and hold harmless" the JCNA and local club officers from loss due to the participant's activities.

The JCNA slalom program has proceeded for almost 30 years without incidents, to the best of anyone's recollection. However, in 2019 at one slalom event a member of the field crew was injured. Fortunately, he was walking around the next day without major trauma. However, the incident was enough to prompt the Board of Directors, out of an abundance of caution, to review the JC Taylor insurance coverage. The review is ongoing, and its results will be made available to members when the review is complete. At this time, the slalom program is proceeding as it has in the past.

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**JCNA 2018 Slalom Committee Regional Representatives**

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

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