

CR-16 Slalom Committee Report, John Larson

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Slalom Registrations held steady despite fewer clubs and fewer events. Table 1 shows the number of slalom events conducted by JCNA clubs in 2024. Detailed summaries also show that the number of slalom registrations for JCNA members in 2024 showed a slight uptick to 61 from the 58 counted in the prior year (row C in Table 1). The total of persons producing those registrations remained unchanged at 55 JCNA individual members (row D, Table 1). Those results were obtained despite the drop of 2 participating clubs (row A, Table 1) and the drop of 2 slalom events from 11 in 2023 to 9 in 2024 (row B, Table 1).

The registrations are relatively small numbers, and the year-to-year changes are quite small, so it is difficult to form generalizations that explain those numbers and annual shifts. Nevertheless, in the context of the nine-year span represented in Table 1, there may be some hints or tentative conclusions about conditions influencing slalom participation.

Clubs of the “Slalom Core.” The percentage of slalom registrations among the total JCNA membership peaked at about 3 percent in 2017, and slowly declined to about 1.3 percent by 2024. (December 2023 JCNA memberships were used here as the latest available information at the time of writing). It is too soon to conclude that that decline has halted. However, the seven clubs that held slalom events in 2024 constitute a core group that has, over the past eight years, been the active slalom host clubs (The year 2020 is ignored here because only 25 drivers attended a slalom event due to the covid crisis). For example: 3 clubs held slalom events all 8 years; 3 clubs missed only 1 year; and 1 club missed just 2 years. Another club could be considered as a “core” club (NW32) for having missed only 2 years, but those absences were for the past two years. If the Core-of-Eight clubs maintain their practices, the registrations may again at least be close to level for 2025.

What features do the eight core clubs have in common? Not size; two clubs are in the smaller membership range of JCNA with 39 and 53 members; two clubs occupy the larger size range with 153 and 171 members; four clubs occupy the midrange with between 81 and 108 members. Not geographic region; four clubs are located in the JCNA NE region; two in the NW region; and one each in the SC and the SE regions. The overall drop of 53 percent in slalom registrations from 2016 to 2024 far exceeded the overall drop of nearly 8 percent in JCNA membership. Thus, club slalom attrition is not directly related to overall JCNA membership attrition.

Many clubs, despite their differences, share local conditions that challenge the sponsoring of slalom events. And, such conditions do not operate on overall JCNA memberships. Chief among these are the availability and costs of real estate. Those pressures have increased over the years, likely accounting for slalom attrition among clubs. A check of the slalom records from 2012 showed 20 clubs listed with 4 or more registrations. In just the next four years, the number of clubs with slalom events was reduced to the 12 clubs indicated for 2016 (row A in Table 1). Six of those 12 clubs remained active in 2024. NE40 joined as a member of that group by launching its first slalom event in 2016 and remaining a player through 2024; and, NW32 remained through 2022 as a core player.

Intensity of slalom interest. Row E in Table 1 shows the ratio of total registrations to total individual persons participating in the slalom events. If all the drivers participated in just one slalom event with one car during the year, the ratio of registrations to persons would be 1.00. In 2024, for example, the ratio of 1.11 suggests that about 1 in 10 drivers registered more than once. By way of contrast, in 2016 the ratio of 1.22 suggests that about 1 in 5 drivers registered more than once. Three conditions, alone or in combination, contribute to higher registration-to-person ratios: **a)** a driver registers more than one car at a slalom; **b)** a driver registers at both events if the club offers two events; **c)** a driver registers additional times at another host club’s slalom. The pattern in row E suggests a tendency for declining intensity of interest in slalom driving. Deciphering just what combination of conditions produced the results in row E is difficult with the relatively sparse annual data. Some clubs drew double-digit attendance at a single event, and other clubs drew single-digit attendance even though they held two slalom events. However, efforts to improve any one of the three factors noted above would enhance slalom participation.

Table 2 shows the registrations per club per year. Six of the slalom Core-of-Eight clubs discussed above had 10 or more registrations in 2016, and seven of those clubs survived with registrations in 2024. That is, the core clubs started the eight-year time span with higher registrations, and maintained their activity. (Again, although NW32 posted no results for the last two years, it did hold a six-year string of participation from 2016, as well as participation in 2012).

Table 1. Number of Slalom Events for Participating Clubs by Year with
Summaries for Number of Clubs, Events, Registrations and Individual Persons.
(Includes only JCNA Members)

	2016	2017	2018	2019	2021	2022	2023	2024
NC28 The Jaguar Club of Ohio	.	1	2	1	1	.	.	.
NE08 Jaguar Club of Southern New England	.	.	1	.	.	.	.	.
NE18 Jaguar Association of New England	2	2	2	2	.	2	2	2
NE25 Jaguar Association of Central New York	2	2	1	2	2	2	2	2
NE33 Delaware Valley Jaguar Club	1	1	1	1	1	1	1	1
NE40 Nation s Capital Jaguar Owners Club	2	2	2	2	1	2	1	1
NW32 Jaguar Owners Club of Oregon	1	1	2	2	1	2	.	.
NW41 Jaguar D & R Club, NW America	.	1	1	1	.	.	.	.
NW42 Canadian XK Jaguar Register	2	.	.	.	.	.	.	.
NW61 Jaguar Car Club of Victoria	1	1	1	1	.	.	1	1
SC16 Heart of America Jaguar Club	1	1	.	1	1	1	1	1
SC35 Jaguar Owners Association of North Texas	.	1	.	1	2	1	.	.
SE09 Jaguar Club of Florida	1	1	1	1	.	1	1	1
SE34 Jaguar Society of So. Carolina	.	.	.	.	.	.	1	.
SE54 Jaguar Car Club of North Florida	1	.	.	.	.	.	.	.
SE57 North Georgia Jaguar Club	.	1	.	.	.	.	.	.
SE68 Jaguar Club of Southwest Florida	.	.	.	.	1	.	.	.
SW02 Jaguar Club of Central Arizona	1	.	.	.	.	.	.	.
SW04 Jaguar Owners Club of Los Angeles	.	.	1	.	.	.	.	.
SW07 Rocky Mountain Jaguar Club	.	1	.	.	.	.	.	.
SW46 Reno Jaguar Club	1	.	.	.	.	.	.	.
SW66 Jaguar Club of New Mexico	.	1	.	.	.	.	1	.
A. TOTAL CLUBS	12	14	11	11	8	8	9	7
B. TOTAL EVENTS	16	17	15	15	10	12	11	9
C. TOTAL REGISTRATIONS	131	161	123	102	94	74	58	61
D. TOTAL PERSONS	107	138	109	85	82	65	55	55
E. RATIO OF REGISTRATIONS TO PERSON	1.22	1.17	1.13	1.20	1.15	1.14	1.05	1.11
F. % ANNUAL CHANGE IN REGISTRATIONS		22.9%	-23.6%	-17.1%	-7.8%	-21.3%	-21.6%	5.2%

Table 2. Number of Slalom Registrations for Participating Clubs by Year.

Includes JCNA Members Only.

	2016	2017	2018	2019	2021	2022	2023	2024
NC28 The Jaguar Club of Ohio		6	14	7	3			
NE08 Jaguar Club of Southern New England			10					
NE18 Jaguar Association of New England	20	26	10	14		8	4	3
NE25 Jaguar Association of Central New York	11	11	9	9	18	12	12	16
NE33 Delaware Valley Jaguar Club	8	14	8	4	13	7	8	8
NE40 Nation s Capital Jaguar Owners Club	19	14	19	17	8	12	5	13
NW32 Jaguar Owners Club of Oregon	16	12	13	13	4	9		
NW41 Jaguar D & R Club, NW America		11	6	4				
NW42 Canadian XK Jaguar Register	8							
NW61 Jaguar Car Club of Victoria	12	11	10	10			6	9
SC16 Heart of America Jaguar Club	7	5		4	5	6	4	4
SC35 Jaguar Owners Association of North Texas		6		7	24	9		
SE09 Jaguar Club of Florida	10	10	15	13		11	1	8
SE34 Jaguar Society of So.Carolina							12	
SE54 Jaguar Car Club of North Florida	6							
SE57 North Georgia Jaguar Club		14						
SE68 Jaguar Club of Southwest Florida					19			
SW02 Jaguar Club of Central Arizona	9							
SW04 Jaguar Owners Club of Los Angeles			9					
SW07 Rocky Mountain Jaguar Club		14						
SW46 Reno Jaguar Club	5							
SW66 Jaguar Club of New Mexico		7					6	
TOTAL REGISTRATIONS	131	161	123	102	94	74	58	61

[NOTE: This report supersedes the 2023 registration and person counts found in the 2023 AGM Slalom Report due to an erroneous file merge. Those earlier results had no effect on the club and event counts, nor on the conclusions about the rates of change across the years.]

This historical sketch suggests that, despite the dwindling availability of suitable track spaces and their increasing costs, some clubs have maintained a slalom program. Most of the “Stayers” in 2024 had been holding slalom events in 2012 or earlier; most of them drew double-digit registrations at their 2016 events; some of them enlarged their season’s registrations by holding two events (the JCNA annual club limit). These features suggest slalom events function as a club tradition, part of the club’s identity. Club members would miss the fun if it were gone, and they want club leaders to sustain the tradition.

Table 3 shows the distributions of slalom car classes from 2016 to 2024. Four trends over time are discernable: **a)** Collectables have become rare at slalom events; **b)** Do-it-yourself performance cars have become vanishingly rare; **c)** Store-bought performance models have become increasingly popular; and, **d)** Cars not Jaguar-powered remain a popular feature at slalom events.

XKE models are nearly gone from slalom events. In both 2023 and 2024 there were just three XKE registrations, either with 6-cylinder or with v12 models, and in both years two of those registrations were for the same vehicle. In contrast, for the 2016 season there were 17 XKE registrations, i.e. 13 percent of the total registrations. Records from 2012 show that 26 E-Types accounted for about 14 percent of that year's registrations. It is likely that the marketplace demand for XKE models has suppressed their appearance at the slalom track.

Performance-modified Jaguars are disappearing. JCNA regulations permit slalom competition for Jaguars that have been modified to various degrees from their stock conditions. A short list of no more than five modified components qualifies for the "Street-prepared" classes; further modifications qualify for the "Modified" classes, as long as the car remains a recognizable Jaguar model from the stock classes. Such DIY projects of "Going one better than factory" have been a staple of the Jaguar tradition as well as traditions for other cars dating back 80 years to the post-war boom in engineering and industrial development. However, the tradition of DIY performance cars is fading from the JCNA slalom circuit. For example, the Street Prep/Light cars, typically E-Types or XK120, showed 32 registrations since 2016, and just four registrations in the past two years. Furthermore, just two drivers account for 14 of those 32 registrations since 2016. The results for the Street Prep/Heavy cars, typically XJS or XJ6, are even leaner. The same vehicle accounted for 23 of the 28 SP/H slalom registrations from 2016 to 2021.

Performance features now packaged on the showroom floor. While market demand for the E-Type as show car or investment has likely drawn them away from the slalom track, market demand of a different type likely displaced the DIY performance Jaguars from the slalom events. Factory superchargers debuted in the mid-1990's, a feature that was virtually beyond the XK engine design. Next came All-Wheel-Drive and the lighter and more rigid aluminum chassis in the mid-2000's. Then All-Wheel-Drive became widely available along with various combinations all those performance features culminating in the F-TYPE and the XF sedans; add the low-profile tires to match.

Does the evolution of automotive design spell the end of the JCNA slalom program? Not really. The "Old School" classes such as the E-Type, Modified and Street-prepared group, accounted for about 26 percent of the 2016 slalom registrations while the "New School" group such as the GT supercharged models, the AWD models and the F-TYPE accounted for about the same percentage of registrations. However, by 2024 the share of registrations going to the Old School was down to 8 percent while the share for the New School group had risen to about 40%. It should be noted that the popular F-TYPE was entirely absent from the 2012 events. Meanwhile, JCNA drivers have maintained an interest in enjoying their non-Jaguar cars at the slalom, as evidenced by the Class Z registrations ranging between 12 to 28 percent over the years.

Table 3. Number of JCNA Registrations and Percentages within Year
For Slalom Car Classes.

		2016	2017	2018	2019	2021	2022	2023	2024	TOTAL
A Older Classics, Pre-XK	Count					1	2	2	1	6
	% in YEAR					1.1	2.7	3.4	1.6	0.7
B Older XK's	Count	1	2	4	3	3	3	1	1	18
	% in YEAR	0.8	1.2	3.3	2.9	3.2	4.1	1.7	1.6	2.2
C Early Saloon/Sedan	Count	4	1	2	1			1	2	11
	% in YEAR	3.1	0.6	1.6	1.0			1.7	3.3	1.4
D E-Type/6	Count	17	21	10	12	15	5	3	3	86
	% in YEAR	13.0	13.0	8.1	11.8	16.0	6.8	5.2	4.9	10.7
F XJ6/12, Ser.1,2,3	Count	10	3	5	5		2	3	3	31
	% in YEAR	7.6	1.9	4.1	4.9		2.7	5.2	4.9	3.9
H Modif.Light	Count	1	2	3	2	2	1	2	1	14
	% in YEAR	0.8	1.2	2.4	2.0	2.1	1.4	3.4	1.6	1.7
I Modif.Heavy	Count		3	1	1					5
	% in YEAR		1.9	0.8	1.0					0.6
J XJS 6/12	Count	6	10	11	8	6	1	4	7	53
	% in YEAR	4.6	6.2	8.9	7.8	6.4	1.4	6.9	11.5	6.6
K GT, RWD, Not Suprchg	Count	12	23	9	12	8	7	4	2	77
	% in YEAR	9.2	14.3	7.3	11.8	8.5	9.5	6.9	3.3	9.6
L GT, RWD, Suprchg	Count	11	7	6	13	7	10	8	9	71
	% in YEAR	8.4	4.3	4.9	12.7	7.4	13.5	13.8	14.8	8.8
M 4dr Sedan, 1986-->	Count	10	14	10	11	5	1	3	4	58
	% in YEAR	7.6	8.7	8.1	10.8	5.3	1.4	5.2	6.6	7.2
N AWD, X-Typ,F-Pace, XF, XE	Count	6	15	14	6	6	6	4	5	62
	% in YEAR	4.6	9.3	11.4	5.9	6.4	8.1	6.9	8.2	7.7
R All F-TYPE	Count	17	21	11	9	15	14	9	10	106
	% in YEAR	13.0	13.0	8.9	8.8	16.0	18.9	15.5	16.4	13.2
SP/H Street Prep Heavy	Count	9	6	7	4	2				28
	% in YEAR	6.9	3.7	5.7	3.9	2.1				3.5
SP/L Street Prep Light	Count	7	8	4	3	6	1	2	1	32
	% in YEAR	5.3	5.0	3.3	2.9	6.4	1.4	3.4	1.6	4.0
Z Non-Jag Powered	Count	20	25	26	12	18	21	12	12	146
	% in YEAR	15.3	15.5	21.1	11.8	19.1	28.4	20.7	19.7	18.2
TOTAL	Count	131	161	123	102	94	74	58	61	804
	% in YEAR	100	100	100	100	100	100	100	100	100

Table 4 lists the drivers who ranked among the fastest three times within each of the 13 slalom classes represented in 2024. By JCNA tradition, these drivers receive award plaques for their performances. The “Fastest Driver” award among classes went to Herman Wiegman from the Jaguar Association of New England for his remarkable time of 40.761 seconds.

Table 4. 2024 Slalom Drivers Earning Awards among the Top Three Finishers

Within Class for JCNA Members Only.

CLASS	RANK	TIME	DRIVER	Member Club	CAR
A	1	60.184	George Cole	SE10	1947 Mark IV Silver
B	1	64.357	David Martin	NE40	1955 XK140 White
C	1	53.846	Michael Eck	NE33	1961 Mark 2 Blue
	2	74.631	William Fox	NE40	1963 Mark 2 Black
D	1	47.375	Scott Hoffman	NE40	1966 E-Type OTS Blue
	2	49.755	Stephen Kress	NE33	1972 E-Type OTS,Green
	3	52.922	John Larson	NE40	1966 E-Type OTS Blue
F	1	51.748	Ellie Chappell-Hall	NE25	1987 Jaguar XJ6
	2	52.469	Paul Chappell	NE25	1987 Jaguar XJ6
	3	68.548	Stephen Guthmann	NE25	1987 Jaguar XJ6
H	1	44.605	Ian Crawford	SE09	1971 E-Type
J	1	46.725	Rick Van Tuyl	SC16	1990 XJ-S Red
	2	49.050	Vars Smith	NE25	1990 XJS Coupe
	3	51.342	Barton Goldenberg	NE40	1996 XJS Convert Blue
K	1	50.937	Juan Sierra	SE09	2011 XK
	2	58.180	John Gruehl	NE40	2000 XK8 Conv White
L	1	44.110	Adrian Small	NW61	XKR
	2	44.367	Gary Hagopian	NE18	2015 XKR
	3	44.975	Michael Sliney	NE18	2002 XKR
M	1	48.982	Ellie Chappell-Hall	NE25	2017 XF Diesel
	2	50.656	James D. Ball	NE25	2014 XF
	3	55.995	Bob Hartman	NE33	1991 XJ6 Blue
N	1	44.522	Clive Townley	NW61	XF AWD
	2	44.731	Richard Rosen	NE33	2017 XE White
	3	45.300	Timothy Duckett	NE33	2017 XE-S White
R	1	<u>40.761</u>	<u>Herman Wiegman*</u>	NE18	2017 F-Type
	2	41.630	Lee Towne	NE40	2016 F-Type R Black
	3	42.873	Nathan Lyman	NE25	2016 F-Type R
SP/L	1	44.282	Terry Sturgeon	NW61	Jaguar E-Type
Z	1	41.378	Patrick Santy	NE25	1972 DeTomaso Pantera
	2	41.724	Tom Wright III	SE09	2014 Porsche 911
	3	47.099	Penny Santy	NE25	1975 Triumph TR6

* Fastest official time

[Notes: No official awards are given to drivers of Class Z cars not powered by Jaguar engines. Table 4 is updated from the *Jaguar Journal* listing that extracted results prior to this report's analysis.]