JCNA 2023 SLALOM REPORT

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Slalom Events Decreasing. Slalom activity in the JCNA had been diminishing gradually from a high point in 2017 (14 clubs; 294 registrations) through 2019 (Row C, Table 1). However, after the hiatus in 2020 due to the COVID 19 restrictions, the 2021 slalom registrations dropped nearly by half (49.2% in Table 1, row F). The volume of slalom registrations did not recover in years 2022 and 2023 but instead showed further declines of about one-fifth in each of those two years. Those percentage changes were far higher than were the shifts in overall JCNA memberships that ranged below 3 percentage points (except for 2019) between the years 2016 and 2022. Thus, the overall decreasing trend in slalom activity is not due simply to the size of the shifts in the JCNA population.

The number of clubs holding slalom events has remained at 8 or 9 clubs for the past 3 years, although not among the same clubs. Most of the JCNA slalom activity has occurred consistently in 7 clubs. Those 7 clubs held at least one slalom event in at least 6 out of the recent 7 years, and 3 of those clubs held at least one slalom event in all 7 of the years summarized in Table 1. Those 3 most active slalom clubs are in the Northeast Region.

Slalom Registrations Decreasing. JCNA slalom events have tended to be smaller in the past 3 years than were such events prior to 2020. Table 2 shows the number of registrations for slalom events by club from 2016 through 2023. For example, from 2016 to 2019, the clubs that held two slalom events per year drew between 10 and 15 registrations per event. From 2021 to 2023 those clubs drew less than 10 and sometimes less than 5 registrations at their events. There were exceptions to that pattern (SC35 JOANT in 2021; NE33 DVJC in 2021; SE34 JSSC at the 2023 IJF), but the overall pattern of fewer events and smaller events after 2020 remains true.

Slalom Drivers are Driving Less. Slalom enthusiasts register more frequently within club or among clubs' events and/or with multiple cars than do casual or novice drivers. In one sense, this statement is almost a matter of definition. The more registrations a given group of people generates, compared to other groups, the greater is the slalom interest among that group compared to the others. Table 1 Row C shows the number of slalom registrations generated per year in the JCNA, and Row D shows the number of individual persons producing those registrations. In the years prior to 2020, The slalom participants tended to register for about 2.5 slalom events per year, as summarized in Row E. After 2020, The number of registrations generated by individual drivers shrank dramatically to about 1.2 registrations per person. This pattern suggests diminished levels of slalom interest and/or opportunity among fewer and fewer enthusiasts in the last 3 years.

Non-Jaguars increasing as a Percentage among all Classes. Table 3 shows that the most popular choice among slalom classes in 6 of the 7 years was the Class Z non-Jaguar cars. While the numbers of cars, as suggested above, have been decreasing across the years, the Class Z cars as a percentage among the other classes has increased for the past 3 years. For example, in 3 of the 4 years prior to 2020, the percentage of Z Class registrations ranged between 12 and 16 percent of the years' totals while in the three years after 2020, the Z cars ranged between 19 and 28 percent of the totals. Recall that the slalom drivers of the Z cars reported here are all JCNA members. Non-members of JCNA may register for the slalom events but are not systematically reported, thus the proportion of Class Z cars appearing at the slalom events may actually be higher than that reported here. In summary, many JCNA members apparently enjoy the slalom as a sport regardless of the Jaguar marque or the prizes awarded to the JCNA car classes.

Table 1. Number of Slalom Events for Participating Clubs by Year with Summaries for Numbers of Clubs, Events, Registrations and Individual Persons, Includes Only JCNA Members.*

		2016	2017	2018	2019	2021	2022	2023
	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
	NE25 Jaguar Association of Central New York	2	2	1	2	2	2	2
	NE33 Delaware Valley Jaguar Club	1	1	1	1	1	1	1
	NE40 Nation's Capital Jaguar Owners Club	2	2	2	2	1	2	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
	SC16 Heart of America Jaguar Club	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
	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 NUMBER OF CLUBS**	12	14	11	11	8	8	9
B.	**TOTAL NUMBER OF EVENTS**	16	17	15	15	10	12	11
C.	**TOTAL NUMBER OF REGISTRATIONS**	232	294	217	185	94	74	58
D.	**TOTAL NUMBER OF INDIVIDUAL PERSONS**	88	117	84	76	76	58	54
E.	**REGISTRATIONS PRODUCED PER PERSON**	2.6	2.5	2.6	2.4	1.2	1.3	1.1
F.	**% ANNUAL CHANGE IN REGISTRATIONS**		26.7%	-26.2%	-14.7%	-49.2%	-21.3%	-21.6%

* Year 2020 is deleted from this report because, due to COVID 19 restrictions, only three clubs had just 25 entries.

Table 2. Number of Slalom Registrations for Participating Clubs by Year, Includes JCNA Members only.

	2016	2017	2018	2019	2021	2022	2023
NC28 The Jaguar Club of Ohio		11	23	13	3		
NE08 Jaguar Club of Southern New England'			18				
NE18 Jaguar Association of New England'	34	47	19	23		8	4
NE25 Jaguar Association of Central New York	19	19	16	16	18	12	12
NE33 Delaware Valley Jaguar Club	15	26	16	8	13	7	8
NE40 Nation s Capital Jaguar Owners Club	31	25	29	30	8	12	5
NW32 Jaguar Owners Club of Oregon	30	23	20	24	4	9	
NW41 Jaguar D & R Club, NW America		20	11	7			
NW42 Canadian XK Jaguar Register	11						
NW61 Jaguar Car Club of Victoria	20	19	18	17			6
SC16 Heart of America Jaguar Club	14	10		8	5	6	4
SC35 Jaguar Owners Association of North Texas		12		14	24	9	
SE09 Jaguar Club of Florida	21	18	29	25		11	1
SE34 Jaguar Society of So.Carolina							12
SE54 Jaguar Car Club of North Florida	11						
SE57 North Georgia Jaguar Club		25					
SE68 Jaguar Club of Southwest Florida					19		
SW02 Jaguar Club of Central Arizona	17						
SW04 Jaguar Owners Club of Los Angeles			18				
SW07 Rocky Mountain Jaguar Club		26					
SW46 Reno Jaguar Club	9						
SW66 Jaguar Club of New Mexico		13					6
TOTAL NUMBER OF REGISTRATIONS	232	294	217	185	94	74	58

Modern Performance Models Increasing; Legacy Models Decreasing. The slalom event is a performance sport, and drivers have been over the past 7 years increasingly choosing to run modern performance cars rather than the Jaguar legacy classes. Table 3 show this pattern in the greater percentages of R Class F-TYPE cars and L Class supercharged models that were used after the year 2020 than were used before that time. The specific numbers of cars in those two classes were lower in the last 3 years than previously, but their higher percentages among the cars that did compete more recently showed that they were relatively more popular among the slalom drivers than were the legacy models. Also, as noted above, the mainly performance-oriented Z Class cars (think Porsche, Detomaso, Miata, BMW) contributed to this pattern.

The legendary E-Types decreased from about 13 percent of the registrations in years 2016 and 2017 to about 5 or 6 percent in 2022 and 2023. In 2023 only 3 E-Types registered for the slalom event, and they all appeared at a single event (the IJF). Note that the two classes that formerly distinguished between the XKE 6 cylinder (Class D) and 12 cylinder (Class E) have been combined across years in this report into the new Class E. More detailed data showed that during the 4 years reported from 2019 to 2023, a total of only 5 XKE V12 models competed.

Table 3. Number of Registrations and Percentages within Year
for Slalom Car Classes, Includes JCNA Members Only.

		2016	2017	2018	2019	2021	2022	2023	TOTAL
A Classics thru Mark V	Count					1	2	2	5
	% within YEAR					1.06	2.70	3.45	0.43
B Older XK's	Count	2	3	7	5	3	3	1	24
	% within YEAR	0.86	1.02	3.23	2.70	3.19	4.05	1.72	2.08
C Early Saloon/Sedan	Count	7	2	4	2			1	16
	% within YEAR	3.02	0.68	1.84	1.08			1.72	1.39
E E-Type 6cyl & V12	Count	31	38	19	21	15	5	3	132
	% within YEAR	13.36	12.93	8.76	11.35	15.96	6.76	5.17	11.44
F XJ6/12, Ser.1,2,3	Count	19	6	9	9		2	3	48
	% within YEAR	8.19	2.04	4.15	4.86		2.70	5.17	4.16
H Modif.Light	Count	2	4	6	4	2	1	2	21
	% within YEAR	0.86	1.36	2.76	2.16	2.13	1.35	3.45	1.82
I Modif.Heavy	Count		6	2	2				10
	% within YEAR		2.04	0.92	1.08				0.87
J XJS 6/12	Count	11	19	18	15	6	1	4	74
	% within YEAR	4.74	6.46	8.29	8.11	6.38	1.35	6.90	6.41
K GT, RWD, Not Suprchg	Count	22	41	17	24	8	7	4	123
	% within YEAR	9.48	13.95	7.83	12.97	8.51	9.46	6.90	10.66
L GT, RWD, Suprchg	Count	21	14	13	26	7	10	8	99
	% within YEAR	9.05	4.76	5.99	14.05	7.45	13.51	13.79	8.58
M 4dr Sedan, 1986-->	Count	17	27	18	18	5	1	3	89
	% within YEAR	7.33	9.18	8.29	9.73	5.32	1.35	5.17	7.71
N AWD, X-Typ,F-Pace, XF, XE	Count	9	27	21	10	6	6	4	83
	% within YEAR	3.88	9.18	9.68	5.41	6.38	8.11	6.90	7.19
R All F-TYPE	Count	30	37	20	16	15	14	9	141
	% within YEAR	12.93	12.59	9.22	8.65	15.96	18.92	15.52	12.22
SP/H Street Prep Heavy	Count	12	9	10	5	2			38
	% within YEAR	5.17	3.06	4.61	2.70	2.13			3.29
SP/L Street Prep Light	Count	13	14	6	5	6	1	2	47
	% within YEAR	5.60	4.76	2.76	2.70	6.38	1.35	3.45	4.07
Z Not Jaguar Powered	Count	36	47	47	23	18	21	12	204
	% within YEAR	15.52	15.99	21.66	12.43	19.15	28.38	20.69	17.68
TOTAL REGISTRATIONS	Count	232	294	217	185	94	74	58	1154
	% within YEAR	100	100	100	100	100	100	100	100

The appearance of specially-prepared cars in classes H, I, SP/L and SP/H has dwindled dramatically over the 7 years covered in this report. For example, during the three-year period of 2016 to 2018, those four classes comprised 28 percent of the JCNA Award Class registrations (84 out of 303). However, during the three-year period of 2021 to 2023, those four classes comprised just 9 percent of the JCNA Award Class registrations (16 out of 175). Building specially prepared or modified cars for the track is an expensive and engaging (often frustrating) hobby. But modern production models can be purchased off the showroom floor factory-equipped with most if not more of the performance features that car hobbyists struggle to achieve in their older models, and probably at costs not far from the specialized parts and labor of the modified racers. The competition among "species" may be taking its toll on the modified and street-prepared cars.

Driver Awards for Fastest Three Places within Class. By tradition, the JCNA awards plaques to recognize the three fastest drivers within each class. Those winners for the 2023 slalom season are listed below in Table 4. The slalom rules define 15 classes[1] of cars that have competed at some time since

[1] Two additional classes include the non-Jaguar Class Z cars that are not counted in the awards competition, and the new Class O for all electric drive Jaguars that have yet to appear in any JCNA slalom events. The E-Type 6 and 12 cylinder models have been combined for 2023 and onward.

2016, and 13 of those classes were represented in the 2023 competition. Among the 15 defined classes, 7 had 3 drivers represented in 2023, 4 had just 2 competitors, 2 classes had only 1 competitor, and another 2 classes had no competitors. Among the total of 54 individuals (Table 1, Row D) who drove in slalom events in 2023, 30 received a plaque for standing among the fastest times within class (one person won two plaques). That means that 56 percent of the people registering for the 2023 slalom events qualified for an award plaque. In 2017, when 117 individuals competed for "Top 3 in Class" status, 34 percent qualified for an award.

The fastest driver among all of the 13 competing classes in 2023 was Herman Wiegman (Jaguar Association of New England), driving his F-TYPE around the laps in 42.857 seconds. The competition among F-TYPE drivers has become keen, since the 1st and 3rd places were separated by only 1.08 seconds.

When it comes to awarding plaques, "*What gets treasured (speed) gets measured (fastest).*" The current award plaques are focused on individuals. People appreciate the award plaques because they talk about them, they strive to acquire them, and they check their standings during the slalom season. But the converse could also be true. What gets measured in a club culture can also become treasured. For example, publicly recognizing a club for its consistently providing a slalom program (i.e. a *treasured* JCNA activity) could translate into a *measured* JCNA awards program that focused on the club, not the individual. There need not be a single annual award given to only one club. Instead, the slalom club award could be awarded to all clubs that qualify in a given year. The Slalom Club Award is a concept that may deserve further debate.

The headwinds are strong. Many factors underlie the shrinking of the slalom program in recent years, and some may also impinge as well on the concours and rally programs, so speculation abounds. The slalom program has not yet recovered from the social trauma of the COVID 19 epidemic whereas other aspects of social and commercial life have largely resumed their prior activity levels. Perhaps the overlay of competing interests, spurred in part by increasing social media connections, justles to the side an event that requires advanced planning, a fixed time and place, and specific overhead costs.

A few clubs may be fortunate enough to use low-cost venues for their slalom events, but the site rental for most events may vary between $500 to $1,000. Slalom sites require a relatively large, unobstructed lot, but recent real estate developments are claiming previously available space, and the developments or remodeling of older sites often comes with the installation of curbs and lights that crimp a slalom field. The factors of site location, site design and legal approval continue to pose challenges for a sport that, unlike the concours, involves a timed "speed" event (even though the fastest drivers can hardly exceed 30 to 35 mph for a period of one to two seconds).

And finally, alas, just as the cars in various slalom classes are aging out of the activity, so too are those who drive them, maintain or modify them and practice the "need for speed" behind the wheel (even at the modest pace of the slalom). That broad shift is what Robert Putnam described as "generational succession" 25 years ago in his tome called "*Bowling Alone*." The JCNA may do well to promote the pleasures of driving and enhancing feelings of security in day-to-day car handling that form part of the slalom experience in addition to the singular focus on speed. High school students with freshly-minted driver permits could become a future market of interest. Come to a sociable slalom, learn from mentors, and have a nice day.

Table 4. 2023 Drivers Earning Awards among the Top Three Finishers within Class

CLASS	TIME	HOST CLUB	RANK	DRIVER
A Classics thru MK V	62.067	SE34	1	George Cole
	64.949	SE34	2	John Boswell
B Older XK's	61.888	SE34	1	Peter Conway
C Early Saloon/Sedan	55.717	NE33	1	Mike Eck
E E-Type 6 & V12	48.819	SE34	1	J.J. Keig
	54.733	SE34	2	Amy Van Doorn
	58.954	SE34	3	Tom Van Doorn
F XJ6/12, Ser.1,2,3	51.833	NE25	1	Ellie Hall
	53.016	NE25	2	Paul Chappell
	68.027	NE25	3	Stephen Guthman
H Modif.Light	45.482	SE34	1	Gary Hagopian
	47.111	SE09	2	Ian Crawford
J XJS 6/12	47.202	SC16	1	Rick VanTuyl
	50.450	NE25	2	Vars Smith
	52.310	SW66	3	Charles Wright
K GT, RWD, Not Suprchg	45.864	NE18	1	Mark Massey
	48.396	NE18	2	Davd Zeller
	53.927	NE33	3	Winifried Arendt
L GT, RWD, Superchg	44.693	NW61	1	Adrian Small
	46.731	NE33	2	Jay Greene
	47.448	NE40	3	Greg Furst
M 4dr Sedan, 1986-->	49.471	NE25	1	Ellie Chappell-Hall
	57.176	NE18	2	Robert Silvestri
	58.386	SC16	3	Donna Wilson
N All AWD, Exclude F-TYPE	44.514	NW61	1	Clive Townley
	44.879	NE33	2	Rich Rosen
	49.541	NE40	3	John Larson
R All F-TYPE	42.857	NE18	1	Herman Wiegman
	43.030	NE40	2	Lee Towne
	43.939	NE25	3	Nathan Lyman
SP/L Street Prep Light	44.347	NW61	1	Terry Sturgeon
	55.630	SW66	2	Craig Beale