

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S4MIN1017/VM/GIJ

SUNDAY, 14th OCTOBER 2017 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS	CLUB
J. Knipe	16	CGTRO(LINCOLN)	Beu??? Bauke?	WML
D. George	14	EAST ANGLIA	M. Brown.	YD&SH
	01	EAST MIDLANDS	K. Butcher	EA
I. Nipress	11	ESSEX	S. Daffin	MAP
R. Rolls	24	FENLAND	D. Digby	EA
D. Mabey	02	GLOUCESTER	J. Heselton	SC
*	23	IRELAND	S. Smith	WML
*	18	KENT	C. Taylor	WML
N. Grasby	07	MIDLAND AP		
*	21	NORTHERN IRELAND		
R. Simmonds	09	NORTH WESTERN		
*	10	NORTH YORKSHIRE		
*	25	SCOTTISH		
M. Gould	15	SHROPSHIRE AA		
M. Uka	04	SOUTH WALES		
R. Lillington	05	SOUTHERN		
P. Peek	19	THE DALES		
S. Smith	06	WEST MIDLANDS		
E. Dudley	22	WILTSHIRE		
*	12	YORKSHIRE		
Mr V. Mackenzie		NASA Director - Scrutineering		
Mr R. Simmonds		NASA Assistant Scrutineer.		
Mr A. Taylor		NASA Assistant Scrutineer.		
Mr G. Jones		NASA Scrutineers Secretary.		

APOLOGIES:

Scrutineers marked + are Club scrutineers representing League in place of League Chief Scrutineer.

VISITORS:

**ASSOCIATION OF
AUTHORISING
BODIES**

Office: 53 Andrew Drive, Haywood Oaks, Blidworth, Notts. NG21 0TX
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1. INTRODUCTION.

Mr V. Mackenzie (Dir.) welcomed all and thanked all for attending.

Mr G. Jones (Scrut. Sec) handed out agenda, previous meeting minutes and voting cards.

2. MINUTES OF PREVIOUS MEETING 10/06/17 and MATTERS ARISING:

Page . – 1 - Micra Tunnel Plate.

Mr R. Lillington (S) handed photographs to Mr V. Mackenzie (Dir.).



Page . – 1 – Correspondence.

Mr V. Mackenzie (Dir.) confirmed that damaged roll cages are to have the Blue tags cut off. Scrutineers are to be diplomatic in dealing with competitors who may still be affected by whatever track incident involved. If the vehicle is “booked” in to attend a constructor for repair, then the constructor may re-tag. (Provided constructor is permitted to re-tag).

Page . – 2 – Micra - Replacement Bushes/Arms

Mr V. Mackenzie (Dir.) explained that replacement bushes and suspension arms seem to be readily available via various web suppliers. – eBay, motor factors etc.

Page . 2 – Tyres. - To be discussed later in meeting.

Page . 2 – Mini – Front ride Height.

Mr V. Mackenzie (Dir.) explained that there may not be a need to introduce a specific ride height as there is a reduction in performance if the front is lowered.

Mr I Nipress (Esx) enquired if components can be mixed from different series of Mini as competitors seem to be doing this to achieve competitive rear ride height.

Mr V. Mackenzie (Dir.) confirmed that this was permitted as the rules allow components from any mark/series of mini to be shared.

Page . 3 – Mamba Wheels.

Mr V. Mackenzie (Dir.) explained that not all 10” Mamba wheels were unsuitable for Class 1. The “offset” on some sizes is incorrect. For users of Mamba wheels the wheels need to be measured to check compliance with the Rule Book stated figures for width and offset such that the wheels do not protrude beyond wheel arch.

See 2015 Book - Rule 13.1 Page 48.

Page . 3 – Wheel Arches

Mr V. Mackenzie (Dir.) explained that the idea of the rod is to tidy the arches only. Not to cut away a large part of the arches and to disguise it.

Page . 3 – Junior Special – OBD Plug.

Mr V. Mackenzie (Dir.) explained that a test rig was being made up.

Mr K. Butcher confirmed that it was nearly ready.

Page . 4 – Noise Testing.

Mr J. Knipe (CGTRO) enquired if the testing figures for motorbike engines were being revised.

Mr V. Mackenzie (Dir.) explained that the figures were useful in showing outside bodies – Councils etc. that NASA has a policing system in place. There were no plans at present to change.

At race meetings the marshals and noise tester can use judgement to identify any vehicles that seem to exceed agreed noise limits during on track racing, for checking further.

Page . 7 – Gearbox mounting bush.

Mr V. Mackenzie (Dir.) explained that any replacement bush used must be a “void” type. Solid type ones are prohibited.

Page . 7 – Wheel stud plating.

Mr V. Mackenzie (Dir.) explained that these are still being used. If in doubt scrutineers should ask for wheel to be removed in order to check the wheel stud or bolt. Also any bolt to stud conversions.

No other matters arising.

PROPOSED: D. George (EA)

SECONDED: J. Knipe (CGTRO)

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

1. CGTRO –

- i. K. Barnett - Junior Specials – Rear Suspension.
Request to trial a replacement rear tie bar.

Mr J. Hesselton outlined the proposal regarding the provision of a fabricated fixed length swinging arm and link bar to replace the standard tie bar. There would be a alloy hub that would accept original standard bearings and drive shafts. All components would be new. The shock absorber would be a Bilstein based one possibly supplied via Prolinx. A new experimental vehicle would be built and hopefully with permission be available for showing at the NEC, then for demonstration etc; and raced.

Mr V. Mackenzie (Dir.) commented that he had received correspondence expressing concerns regarding all the components needed and costs of converting the many existing Jnr. Specials.

An experimental vehicle may be possible; subject to approval, however there is no guarantee that the system would be accepted at end of experimental period. Ideally there should be two, a new car and a converted car. A formal application is required providing as much detail as possible. This to include costs of application to both new and in converting existing Jnr. specials.

General discussion followed including reference to. Number of Jnr. Specials racing e.g. at L&J 13 when first started now this year 73. This excluded other numbers known to exist. More details needed. If new set up too competitive others would have to convert. Existing components now seemingly difficult to source and are expensive. New system should be no different off start line, but would allow better cornering due to use of rose jointed tie bar.

Mr V. Mackenzie (Dir.) explained that this can only be a discussion at this stage however competitors may be made aware that this is being looked at for possible future action. Feedback was required from Leagues etc.

- ii. Class 2 – Request to use a FWD EP91 Toyota Starlet fitted with 4E-FE engine (1332 Finj DOHC 4V/cyl).

Mr V. Mackenzie (Dir.) invited comments.

Brief discussion followed including reference to. Vehicle shared engine with several other models of Toyota. Available in “Turbo” form. Potential difficulties in policing. Some models have LSD as standard. Available in 3V/cyl and 4V/cyl form. This is still an “old” vehicle. Better option to allow other newer vehicles in to class.

It was agreed that this vehicle not be permitted.

- iii. Class 3 – L. Almond - Request to amend rules to make modern cars more appealing.
Restrict donor cars. Revise pedal location rule, allow adjustable ones. Allow engine to be moved further to rear.
Allow FWD conversions shortening of wheelbase.

Mr V. Mackenzie (Dir.) invited comments.

Brief discussion followed including reference to. Engine position rule took long time to get right objections to changing it. Restricting donor RWD cars could be considered. Vehicle age limit? Adjustable pedal box and seat location could cause problems regarding steering wheel and column. Generally against wheelbase shortening.

Mr V. Mackenzie (Dir.) commented that some of these would be considered when updating rules.

- iv. Class 1 – Request to use a 165/70 x 13 tyres in Class 1.

Brief discussion. It was agreed that this not be permitted.

v. Class 4 – Future.

Mr N. Grasby (MAP) commented that an email was due to be sent regarding the sustainability of Class 4.
email received after meeting.

The basic proposals are: Limit 16V engines to maximum 1000cc + .020 re-bore. 8V to remain at 1120cc. Allow gearbox type change – make it free – Vauxhall/GBZ?

Mr V. Mackenzie (Dir.) explained that a proposal is also due from South Wales League regarding amendments to the Class 4 rules to try to encourage more vehicles. He is awaiting details.

Mr V. Mackenzie (Dir.) invited comments.

Brief discussion followed including reference to. Class seems to be dying out. Change of cc limits. Increase to 1200cc to allow newer engines. Limit 16V engines to maximum 1000cc rather than 1120cc. Allow gearbox type change – make it free – GBZ?

Mr V. Mackenzie (Dir.) requested that this be taken back to leagues & clubs for their views.
Feedback required for next meeting on any suggestions regarding this class.

No other correspondence.

4. JANUARY 2014 EDITION NASA VEHICLE CONSTRUCTION RULES AND REGULATIONS:

a. i. Class 1 – None.

ii. Class 1 & 2. Experimental vehicles / Trials.

Mr V. Mackenzie (Dir.) explained that Mr M. Empson is no longer dealing with experimental vehicles. There has been limited feedback regarding all experimental vehicle performance. More detail required on race results, construction details, inspection reports etc.

Also the acceptance of any vehicle as experimental does not give a guarantee that it will be accepted into the particular class at the ceasing of the period. The experiment may show up inconsistencies in preparation and or unsuitability.

The Peugeot 107 is no further forward.

The Yaris has only been raced in ladies classes. Need to see how it performs in men's class for proper evaluation. There may be a need to extend period for another year.

Mr R. Simmonds volunteered to be involved and be responsible.

Mr V. Mackenzie (Dir.) confirmed that all experimental vehicle/component information is to be forwarded to Mr R. Simmonds who will be dealing with the experimental vehicles in future.

iii. Class 2. Additional vehicles for future. / Increase in cc from 1300 to 1400.

Mr V. Mackenzie (Dir.) invited comments.

General discussion followed including reference to. Need to allow other newer vehicles in to class. Class is now a Nova & Micra class. Some vehicle components and becoming scarce and thus expensive. If F.Inj and or 16valve permitted the Air/fuel restrictor size may need to be reduced – 25mm/28mm/30mm and or introduce an air intake

restrictor. 1.2 16v vehicles underpowered and would not compete with existing cars that have approx 90-100bhp. 1.4 limit would permit 16v 1300 Micra and may run away with class. 1.4 vehicles may need a limit put on modifications – Std inlet manifold? Std exhaust manifold? Year of introduction – 2020/2022?

Mr V. Mackenzie (Dir.) requested that this be taken back to leagues & clubs for their views. Feedback required for next meeting on raising cc to 1350/1400cc. Allow 8v or 16v. Named vehicles only? Any further limits on modification? Restrictor size? Standard or free manifolds? Likely costs compared to current? Year of introduction?

b. Tyres.

Mr V. Mackenzie (Dir.) explained that he had been in discussion and correspondence with Maxsport and was awaiting a reply.

General discussion followed including reference to. Cost of tyres. Tyre longevity. Tyre availability at race meetings. Use of option 'B' tyres. Separation of tyre fitting cost.

Mr V. Mackenzie (Dir.) explained that all above would be considered during future discussions with any tyre suppliers.

c. Chief Scrutineers Report.

Blue Tag numbers

Mr V. Mackenzie (Dir.) explained that it is clear that the tag numbers are not correct on many vehicles. i.e. they have NASA issued tags but the numbers do not match the records. This is due to vehicles being sold on, or changing class or club or competitors buying a new vehicle.

Leagues and Clubs must ensure that tag numbers are checked and that they match the available spread sheet print outs for their individual leagues. Competitors must use the correct NASA website forms to ensure that their records are kept up to date.

Red Tags.

Mr V. Mackenzie (Dir.) explained that this has not commenced due to the situation regarding Blue tags. However it was likely that a red tag would be compulsory for 2020. Then a sheet with a photograph and form to be signed by competitor agreeing to keep car in same condition and to let officials know if any changes. The administration side will be complex and involve a lot of work. When Red tag checking at least 3 scrutineers will be required per car. This will ensure that the car as a whole is correctly checked.

Pre-season checking.

Mr V. Mackenzie (Dir.) explained that this should be encouraged and leagues & clubs should get ready now to arrange book in dates. The more pre-season checking done the fewer problems at following race meetings and Nationals.

Dangerous driving.

Mr V. Mackenzie (Dir.) explained that this is being considered by marshal's committee and scrutineering team. Scrutineers to look at damaged vehicles more closely.

2017 National Championships – Men's Report.

Mr V. Mackenzie (Dir.) thanked those that attended and helped for their efforts.

The pre-race scrutineering had been thorough but fair and had uncovered some faults. Generally ran smoothly. Standard of car presentation/preparation was good. However scrutineers were lenient. If the red tag system was in place approx. half of the vehicles would have failed. The red tag on a vehicle would mean that the whole vehicle complied and was correct.

Most of the faults should have been picked up at their local club/league checks.

The "Fast Track" system trialled and worked well.

More pre-season and pre-nationals checking at local level would improve standards and must be encouraged.

During racing the following vehicles, in heat spot checks, were found to be non-compliant and disqualified from meeting.

Class – 1

Car No.	Driver	Item
Y25	Danny Hobson	Non compliant valve lift.

Class – 2

Car No.	Driver	Item
S249Y	Ashley Farrow	Non compliant Differential.

There were no other scrutineering issues during racing.

Scrutineering – Post Race “Men’s”

Usual check carried out. Cc checks to ensure compliance with class requirements. Class 1 & 2 camshafts were retained for checking – all OK and returned.

All vehicles checked were found to comply with the relevant class cc limits and engine preparation regulations.

2017 National Championships – Ladies & Junior Report.

Mr V. Mackenzie (Dir.) thanks those that attended and helped for their efforts.

The pre-race scrutineering had been thorough but fair and had uncovered faults. Generally ran smoothly. Standard of car presentation/preparation was reasonable. This due to attendance by application rather than qualifying. Also more “club” cars present.

Some of the faults should have been picked up at their local club/league checks.

Junior Specials offered opportunity to get weighed. Most had been weighed. All OK.

There were a few scrutineering issues during heats racing cars had had to have some components changed before continuing racing.

Fewer scrutineers attended. This caused difficulties in checking cars.

Mr J. Knipe (CGTRO) expressed concern that again certain “scrutineers” only attended for a short time. i.e. got their own or family race cars scrutineered early via officials vehicles checking, avoiding any queue and then disappeared.

Brief discussion followed.

Mr V. Mackenzie (Dir.) commented that an option for the future is that the class scrutineers would be responsible for gathering a specific “team” for their respective class. Thus there would be less risk of persons helping for gain.

Scrutineering – Post Race ‘Ladies & Junior.

Usual check carried out. Camshafts were retained for checking – those OK were returned.

4 vehicles found non-compliant.

Class – 1 Jnr

Car No.	Driver	Item
N45	Baxter Pargeter	Non compliant temperature sensor Rule 1.8d.

Class – 1

Car No.	Driver	Item
Y477	Louise Lovatt	Non compliant valve lift. Lift exceeds maximum permitted. Rule 1.7.

Class – 2

Car No.	Driver	Item
SV5	Michaela Dance	Non compliant valve seats in cylinder head. Rule 1.7.

Class – Jnr Specials

Car No.	Driver	Item
CW14	Michael Ryan	Non compliant throttle body. 1.4 type fitted in place of 1.2 type. Rule 17.11 & 17.12 Non compliant camshaft. Lift exceeded max permitted. Rule 17.6.

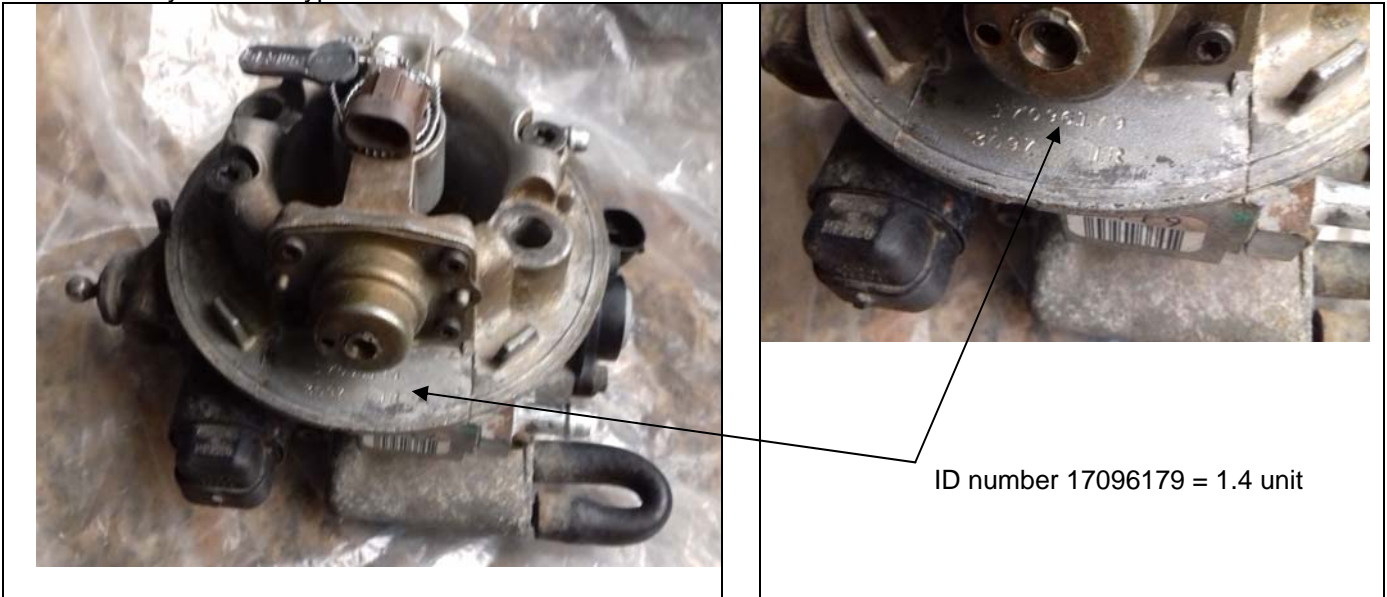
Permitted “Throttle Body/Pot”.

The 1196cc (1.2) standard production throttle body only is permitted: GM – 17090049.

All other vehicles checked were found to comply with the relevant class cc limits and engine preparation regulations.

Photographs.

Throttle Body/Pot - 1.4 type - GM - 17096179



e. Rules Clarification requests from League Scrutineers

Steering Wheels – Reversing of.

Can steering wheels be fitted the “wrong way”? i.e dish facing away from driver instead of towards driver. In some cases even the “boss” is above the steering wheel rather than below it.

NO – The steering wheel must be fitted the correct way. i.e. the dish must face the driver. “upside-down”, “opposite” or “reversed” fitting is prohibited.

The steering wheel is designed to be fitted in the standard way. Fitting otherwise may cause failure and or injury to the driver. The “boss” must be below the steering wheel.

All vehicles affected cannot race until correct fitting of steering wheel is done.

Harness Fitting.

Mr J. Knipe (CGTRO) expressed concern that the seat harness is still permitted to be mounted off the vehicle bodyshell rather than the roll cage/floor frame. He considered this unacceptable.

Mr V. Mackenzie (Dir.) invited comments.

General discussion followed including reference to methods of mounting. Main issue being shoulder straps not lap belts. Is change is necessary. Existing rules are sufficient.

PROPOSED: J. Knipe (CGTRO) SECONDED: M. Uka (SW)

That the shoulder straps must be mounted from the floor frame and/ or roll cage only.

VOTE: FOR = 13 AGAINST = 0 ABSTENTIONS = 0 CARRIED

Mr V. Mackenzie (Dir.) commented that this would be included in rules update. However all should be aware that this is a committee led decision and that should be included in the explanation to competitors who have to amend their harness mountings.

5. JANUARY 2015/16/17/18 EDITION RULES & REGULATIONS

Rules for clarification. - None at present.

Rules for 2018.

Mr V. Mackenzie (Dir.) commented that at present it seems unlikely that the revised books would be available by January 2018. There is due to be a meeting to discuss this soon.

Mr G. Jones (Sec.) commented that in the meantime and if agreed by Board the website rules could be updated to include the changes already agreed and discussed at February and other meetings.

Class 2. - 2018

Mr V. Mackenzie (Dir.) explained that the suspension rule would be as follows. Single adjustable only. The damper rod is to be a maximum diameter of 22mm.

Mr V. Mackenzie (Dir.) invited comments.

Brief discussion followed including reference to units with internal piston diameter greater than this. Difficulties in policing. Stripping down of units would be required. Cost. Cars being advertised as 2018 compliant when rule not even confirmed or issued yet. Better to only prohibit "mono-tube" shocks and only allow more readily available "twin-tube" units.

Therefore: **For 2018 – Class 2 suspension.**

Single adjustable only.

The damper rod is to be a maximum diameter of 22mm.

Mono-tube units prohibited.

The above to be confirmed.

Note.

Following meeting the final format was considered and due the short time between now and new 2018 season the rule change for class 2 suspension will not be implemented until January 2019.

Confirmation of the final rule to be issued during early 2018.

The basics proposal is:

Single adjustable only.

The damper rod is to be a maximum diameter of 22mm.

6. A.O.B.

Junior Special - Pistons

Mr V. Mackenzie (Dir.) explained that due to a shortage of OE replacement pistons details of a standard replacement piston from a non OE manufacturer King were being considered. Once confirmed as permitted a bulletin would be issued.

Note. Subsequent to meeting King Pistons permitted C12NZ – 12NZ Dia. 72.00 +0.50. – 18-3010183.

Junior Special – Conrod bolts.

Mr Ady Taylor (JS Scrut.) explained that there were now new replacement conrod bolts available. The bolt head was different to original and also the ARP HT ones. So no one should fit ARP HT bolts and try claiming that they were the "new" replacement ones – There is a difference.

Supply of "Sealed Engines".

Mr V. Mackenzie (Dir.) explained that a proposal is due for the provision of "Sealed Engines" from MJA.

Mr V. Mackenzie (Dir.) requested that this be taken back to leagues & clubs for their views.

Feedback required for next meeting on whether to introduce and or allow sealed engines from known engine builders.

Future Meetings – December 2017.

Mr V. Mackenzie (Dir.) explained that a further meeting could be added in early December to discuss rules etc; if there was enough interest. Please can all let him know?

Information on Stock Hatch Committee Disciplinary Matters.

Mr M. Brown (TD & SH) informed all that:

Mr Simon. Kennedy has been issued with a Stock Hatch ban that ends on 28/10/18.

Mrs Mandy Kennedy has been issued with a Stock Hatch ban that ends on 28/04/18.

The above bans only apply to The Stock Hatch class under the control of the Stock Hatch Committee.

The persons concerned may still race in any other NASA class.

No other items.

MEETING CLOSED 2.10 pm.

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“Official” scrutineer’s jackets

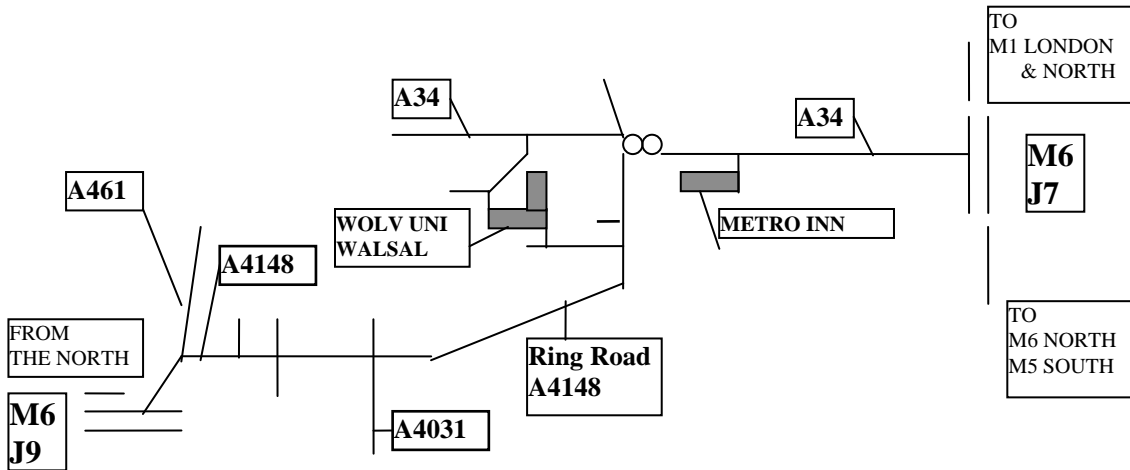
Very few **“orange” “official” scrutineers’ jackets** have been returned to Mr G. Jones following the National Championships. Could they please be returned as soon as possible?

These jackets are intended for use at the National Championship Meetings only.

1. Scrutineers must give all assistance required to drivers/constructors in preparing vehicles to comply with the 2015/6/7/8 Edition Rule Book.
2. For future reference: **WANTED:**
Details, photographs, etc. of reasons for vehicles to fail scrutineering, examples of incorrect or dangerous practices.
- 3 **FUTURE MEETINGS: 11.00 am. Metro Inn, Birmingham Rd, Walsall WS5 3AB**
Scrutineers Committee meetings:
Provisional 2018 dates: 18/02/18
14/04/18
09/06/18
13/10/18.

ALL DATES AND TIME TO BE CONFIRMED

NASA AGM 27 November 2017



People attending the meeting must park their vehicles in CAR PARK. PLEASE DO NOT PARK ON THE GRASS.

Follow signs to RECEPTION, a porter will then direct you to the correct room.

You are advised to bring your own refreshments.

The Metro Inn has a NO-SMOKING rule.

4. Comments required from leagues on:
NASA Rules & Regulations - Clarification's, Changes for future etc.
- =====

Men's National Championships 2017

RACE RESULTS.

Class 1 - 1st SV101. 2nd C211E. 3rd WS20. 4th SN164. 5th 6F. 6th PAC57. 7th R137. 8th SP43.

Class 2 - 1st MA19. 2nd SN34. 3rd SR54. 4th 1F. 5th P56EM. 6th SP9. 7th A36. DNF S6.

Class 3 - 1st S26D. 2nd NS334. 3rd SC87. 4th WS82. 5th WS22. 6th SN269. 7th C85. 8th CM4.

Class 4 - 1st PAC3. 2nd E220. 3rd Y777. 4th R47. 5th M58. 6th C14. 7th YD177. 8th TA12.

Class 5 - 1st CY7. 2nd TA451. 3rd SS22. 4th C3. DNS IK2, N17, & S33D. Excluded Black Flag – YS32.

Class 6 - 1st CM8. 2nd N10. 3rd NS434. 4th CW174. 5th SN12. 6th Y35. DNF Y444 & E6.

Class 7 - 1st SC61. 2nd C9. 3rd BC8. 4th SC99. 5th Y70. 6th NS120. 7th ARC27. DNS – ARC5.

Class 8 - 1st CA44. 2nd WR20. 3rd C10. 4th S57. 5th SC811. 6th SP8. 7th MA43. 8th PHD47.

Class 9 - 1st LUD80. 2nd YD182. 3rd R252. 4th P5EM. 5th PHD1. 6th H250. DNS – 309F & WS2.

Class 10 - 1st ARC9. 2nd Y7. 3rd LM170. 4th C28. 5th IK77. 6th DA82. DNS – BC22 & ARC1.

Champion of Champions – CA44 Dan Mackenzie Class 8.

Ladies & Junior National Championships 2017

RACE RESULTS.

Jnr Saloons – 1st IK55. 2nd N45. 3rd SB53. 4th TA25. 5th S3. 6th SC140. 7th MA1. Excluded Black Flag – NW52.

Note.

*N45 found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.
3, 4, 5, 6, places all moved up one place. - 1st IK55. 2nd SB53. 3rd TA25. 4th S3. 5th SC140. 6th MA1.*

Class 1 – 1st Y121. 2nd SC174. 3rd Y477. 4th A222. 5th PHD6. 6th SL274. 7th NS2. 8th CA181.

Note.

*Y477 found wrong at post race scrutineering. Finished race in 3rd place. Disqualified.
4, 5, 6, places all moved up one place. - 1st Y121. 2nd SC174. 3rd A222. 4th PHD6. 5th SL274. 6th NS2. 7th CA181.*

Class 2 - 1st SV5. 2nd A36. 3rd SN668. 4th R3. 5th R240. 6th E219. Excluded Black Flag – SC126 & SC51.

Note.

*SV5 found wrong at post race scrutineering. Finished race in 1st place. Disqualified.
2, 3, 4, 5, 6, places all moved up one place. - 1st A36. 2nd SN668. 3rd R3. 4th R240. 5th E219.*

Class 3 - 1st BC11. 2nd S47Y. 3rd CA9. 4th CA456. DNS Y51 & C12. DNF CM4. Excluded Black Flag – R70.

Class 4 - 1st PAC3. 2nd TA13. 3rd C14. 4th M58 (gf). 5th BC25. DNS SR61. DNF R47.

Class 5 - 1st PAC2. 2nd YS32. 3rd S45D. 4th C3. 5th Y44. 6th SC46. 7th E10. DNF PHD20.

Class 6 - 1st CM47. 2nd ST46. 3rd SC36. 4th A23. 5th S16Y. 6th P17. DNF PAC23. Excluded Black Flag – SN12.

Class 7 - 1st Y78. 2nd Y12. 3rd YD71. 4th B27H. 5th Y2. 6th CA141. DNF TA11 & S20D.

Jnr Specials - 1st SC393. 2nd CW14. 3rd PAC4. 4th S4D. 5th T909. 6th NS292. 7th E127. 8th Y146.

Note.

*CW14 found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.
3, 4, 5, 6, places all moved up one place. - 1st SC393. 2nd PAC4. 3rd S4D. 4th T909. 5th NS292. 6th E127. 7th Y146.*

Class 8 - 1st 160F. 2nd SC199. 3rd SC55. 4th ST74. 5th SC28. 6th IK19. 7th ARC90. DNF SC52.

Class 9 - 1st Y6. 2nd M14. 3rd BC98. 4th H150. 5th SC62. 6th PHD1. DNF LM8. Excluded Black Flag – E26.

Class 10 - 1st SS166. 2nd TA99. 3rd E111. 4th 77F. 5th R98. 6th IK77. 7th YS37. DNF Y7.

Champion of Champions – 160F Cat Mumford. Class 8.

BF – Black Flag Disqualified.

(GF) – Green Flag – Docked 2 places.

ERF – Red Flag excluded.

DNF – Did not finish race.

DNS – Did not start race.