

NATIONAL AUTOGRASS SPORT ASSOCIATION LTD



SCRUTINEERS COMMITTEE MEETING

REF: S4MIN1018/VM/GIJ

SUNDAY, 13th OCTOBER 2018 - 11.00 am

METRO INN, Birmingham Road, Walsall WS5 3AB.

Present

C. SCRUTINEERS	No.	LEAGUE	SCRUTINEERS	CLUB
J. Knipe	16	CGTRO(LINCOLN)	M. Brown	TD
D. George	14	EAST ANGLIA	K. Butcher	EA
	01	EAST MIDLANDS	S. Daffin	Rad
I. Nipress	11	ESSEX	D. Digby	EA
R. Rolls	24	FENLAND	I. Fay	S
*	02	GLOUCESTER	S. Smith	Cwmdu
S. Houlihan	23	IRELAND	N. Taylor	MAP
*	18	KENT		
N. Grasby	07	MIDLAND AP		
*	21	NORTHERN IRELAND		
R. Simmonds+	09	NORTH WESTERN		
*	10	NORTH YORKSHIRE		
*	25	SCOTTISH		
*	15	SHROPSHIRE AA		
*	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 D. George	NASA Assistant Scrutineer.
Mr G. I. 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
Registered in England and Wales -- Company No. 1716574

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 09/06/18 and MATTERS ARISING:

Page . – 1 Eye bolts.

Mr J. Knipe (CGTRO) commented that incorrect eye bolts were still being found, though mainly on visiting vehicles.

Page . – 2 – Photographs in Licences.

Mr R. Lillington (Southern) commented that at the recent UKAC meeting several competitors did not have the requisite photograph in their licence. The League had anticipated this and provided a camera and printer to enable photographs to be produced and put in licence.

Mr D. Digby (SN) commented that some competitors were removing the licence part from the Members Handbook to disguise non-compliant issues.

Mr V. Mackenzie (Dir.) confirmed that a photograph of the licence holder must be fitted in the licence, as this ensures that the correct person is racing.

The provision of a photo at licence issue stage may need to be considered.

Also the licence part must not be removed from the Members handbook.

Page . 3. – Class 4

Mr V. Mackenzie (Dir.) confirmed that this would be discussed later in meeting.

Page . 3. – Class 4 & 6 – Rear Bodywork.

Mr V. Mackenzie (Dir.) explained that competitors must ensure that the location of the rear bodywork and rear protection bar on their vehicles is such that a following vehicle may not pass below them in the event of a rear or side/rear impact.

Page . 4. – Class – Junior Specials - Suspension

Mr V. Mackenzie (Dir.) confirmed that remote canister and or “piggy back” suspension units were not permitted.

Page . 6. – Half Nuts

Mr N. Taylor (Eve) commented that some had been found at the Nationals. The competitors concerned had had to change them to full nuts prior to racing.

Mr I. Nipress (Esx) enquired if “Nyloc” half nuts were permitted.

Mr V. Mackenzie (Dir.) confirmed that they were not. Full nuts whether plain or nyloc must be used

No other matters arising.

PROPOSED: J. Knipe (CGTRO)

SECONDED: D. Gearge (EA)

That the minutes be accepted as a true record.

UNANIMOUS -

CARRIED

3. CORRESPONDENCE.

1. Class 7 - Permitting of Forced induction motorcycle engine.

Via email.

Précis of email.

Class 7 currently ruled by twin engine Hayabusa configuration. RPE conjoined V8 also being used. The costs are getting out of reach for many.

The permitting of forced induction motorbike engines would be more cost effective.

e.g. Supercharger cost up to £4K. Turbocharger cost up to £3K. Engine mods approx £80.

Exhaust and ancillaries inc management system, wiring, throttle bodies etc all useable. 300 Bhp then available.

Permitting use may revitalise older now uncompetitive cars at a lower cost than a current new class 7.

Mr V. Mackenzie (Dir.) read out letter and invited comments.

General discussion followed including reference to. Original similar enquiries aprox. 15 years ago. Then not permitted due to the then high cost and risk of class domination. Now situation changed. Costs quoted in letter are per engine. Hartley/Rpe type V8 very costly. Far greater than say Chevy V8 (300+ Bhp) or other car based V8 and V6's. JFC Racing in America have purchased rights to Hartley V8 approx 450 Bhp@10,000 rpm. Cost estimated \$50,000.

Prefer to see single engine forced induction rather than Twin engine. Standard or class 8 spec 1340 only.
Experimental option to compare performance with existing cars first before any introduction.

Mr V. Mackenzie (Dir.) commented that single engine is preferred option and he would contact writer to enquire if experimental route possible.

2. Class 4 – Ideas for future.

Further Email received after previous meeting.

Mr V. Mackenzie (Dir.) commented that Class 4 has been under scrutiny for some months now, the new rules for 2019 will likely be finalised today and have immediate effect, hopefully this will boost the numbers in the class.

See later in meeting.

No other correspondence.

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

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

Mr R. Simmonds (Nat. Scrut) commented that no C1 vehicle has raced yet.

Class 2.

The two Yaris have raced and seem OK.

The Micra driver has decided to put the 1000cc engine back in and race in Class 1.

Mr V. Mackenzie (Dir.) commented that as the Yaris has performed well and the build cost is far less than a current class 2, was it time to make the vehicle mainstream.

Mr N. Taylor (MAP) has produced a proposed Class 2 specification for the Yaris based upon the experimental car.

Mr V. Mackenzie (Dir.) read out the specification.

Toyota Yaris 1299cc VVTi 16V (2SZ-FE) engine 3 or 5 door bodyshells. Excluding: 2NZ-FE engine model variants.
Any Toyota Yaris 1299cc 16valve manual transmission engine & gearbox may be used in any 1999 to 2005 year of
Toyota Yaris 998cc 16v 3 or 5 door bodyshell.

Bodyshell must be complete.

All under seal and seam sealer may be removed.

All doors including tailgate may be de-skinned.

Door tops (window frames) may be retained or removed.

Door hinges may be retained or removed.

Wheel arches must remain as standard production.

Engine. 1299cc VVTi 16V (2SZ-FE) only.

Cylinder Block re-facing permitted. However the pistons must not protrude above the cylinder block top face.

The cylinder head may be skimmed.

The crankshaft journals may be reground and or polished. The maximum permitted regrind is restricted to that for which standard replacement oversize bearings are readily available.

All other components must be as standard production.

Rev limiter components and operation must be as standard production.

OBD plug must be connected and be in full working order.

Alternator may be retained or removed.

Transmission/gearbox. -1299cc SZ-FE Yaris manual gearbox only – C154.

Battery size and electrical capacity free.

Toyota Yaris fuel regulator only is permitted..

The original Toyota Yaris fuel pump may be retained or removed. Permitted alternative pump to original as Class 1

Handbrake including cables and mechanisms may be retained or removed.

Wheels. Diameter = 13" or 14" or 15".

Width = Free provided the wheel and tyre assembly does not protrude beyond 15mm from original wheel arch side surface.

Wheels must be of same size on the same axle.

Tyre size = Free, provided the wheel and tyre assembly does not protrude beyond 15mm from original wheel arch side surface.

Inlet and exhaust manifold must be as standard production complete with all sensors including Lambda (Oxygen) connected as standard production.

Exhaust system must remain as standard production from the manifold connection to the rear of the gear linkage point. Thereafter it is free. Catalytic converters may be retained or removed.

The exhaust must exit and terminate at the vehicle rear at a point to the rear of the rear axle.

Standard replacement suspension components only.

Front and Rear Suspension Springs free

Standard production original and standard replacement front and rear dampers that are of the oil and/or gas filled type only are permitted.

Standard production replacement units as manufactured by: "KYB – Excel/Ultra"; Monroe – Original/Reflex" – GAZ permitted. Specified Gaz shocks set of" coil overs" only permitted. Fronts GHA5468A. – Approx cost £135 each excluding VAT. Rear GP8-5469. – Approx cost £70 each excluding VAT.

Example of cost for complete car including springs £502 excluding VAT.

The units can be removed from the vehicle for inspection to ensure that the units concerned remain in their standard production set form.

Mr N. Taylor (MAP) explained the background and investigations behind the specification. Build cost approx £2,000 as opposed to a current £6,000 for a competitive Class 2. Approx 100 Bhp available using standard components which is favourable compared to existing cars. Suspension very restricted to keep costs down and sealed suspension units may be available if enough interest. Also the proposed rules could be changed as time progressed to allow for control of cost and any use of advantageous modifications.

Mr V. Mackenzie (Dir.) requested a vote on introduction of Yaris for 2019. **FOR – Unanimous. - CARRIED**

Mr V. Mackenzie (Dir.) confirmed that the draft rules as proposed by Mr Taylor (Eve) would be incorporated into the new 2019 Class 2 rules.

Class 3

The Fiesta has raced approx 5 times. The wheelbase is back to standard, but there has been no difference in performance. Feedback has been minimal.

Mr V. Mackenzie (Dir.) commented that more information is required including official reports and results. Vehicle needs another year.

b. Tyres.

Mr V. Mackenzie (Dir.) informed the meeting of the current situation.

Tyres have been an ongoing headache, after receiving complaints about tyre prices combined with the then tyre agreement coming to an end in December 2018. A letter was sent to Maxsport, our current main supplier in August 2017, the letter gave suggestions from us to reduce their tyre prices, up to now all of the suggestions have been dismissed.

He has also been approached by other interested parties for alternative tyre supplies, who seemed keen.

There are concerns regarding current tyre hardness that are seemingly below the NASA requirements. The testing has revealed a variation once raced. The current cost of tyres is also a concern. The interested parties have offered tyres at far lower costs.

The tyre regulations have been reworded but there are no major changes, we will be updating the option A and B supplier lists before the 2019 season and tyre shore hardness will be checked for the first time.

Maxsport will take no responsibility for any tyres measured at trackside so this will continue to be the drivers responsibility, if a car is found with a tyre fitted that doesn't pass the shore hardness test they will have to stop racing and will face disciplinary action. There is much more to the tyre problem and we need to think ahead, I would like to get some feedback from chairmen who are interested, we will have a brief meeting today after the other meetings have finished.

Mr V. Mackenzie (Dir.) read out the draft proposed tyre rules for 2019.

General discussion followed including reference to. Use of "Harder" tyres may reduce speeds due to loss of grip. Competitors have used cheaper non-Maxsport tyres and have only fallen behind on "polished" tracks. Use of road compound tyres suitable for unmodified classes. Introduce specified option "B" tyres for unmodified classes to reduce cost.

It was agreed that proposed new rules were acceptable and that the use of a "Road" rubber compound should be an aspiration for the future.

c. Scrutineering Report.

Director Election.

Mr V. Mackenzie (Dir.) stated he will be standing for another term as a NASA director, he was elected in November 2011 and took on the job of director responsible for Scrutineering in 2015, since then he believed that we have made cars safer, reduced the need for long Scrutineering queues at both nationals, and reduced the amount of post race Scrutineering failures but the job is not finished, it will take a few more years yet.

Red Tagging.

Red tagging of cars, will not be easy but is ready to start. Things have been ready for 12 months.

The reason this has not happened is that when the cars that had qualified for the men's nationals for were checked for Blue tag numbers, over 25% had incorrect details, 100 cars out of 400 with the wrong class, wrong club prefix, wrong owner, all due to records not being updated by members, this must be addressed by clubs and leagues prior to the new season, we all need to educate members about the importance of keeping records up to date, please contact him with any suggestions you may have.

The red tag and related paperwork will allow the car to race anywhere with very basic Scrutineering checks, after all on race day that's all that happens anyway.

The driver will take responsibility for keeping his/her car in the condition it was when the red tag was fitted.

It's easy but will take time, there will be a huge amount of work in creating the cars Autograss passport/log book or whatever we call it, there have been a couple of offers of help with that so far.

Pre-Season Scrutineering.

One suggestion is that pre season Scrutineering becomes compulsory, for any car that doesn't have a red tag fitted, prior to the 2018 season he attended various pre season Scrutineering events, they work, the best one he attended was the southern league, he is sure that if anyone wants to know how it works they will tell you.

His view is that all clubs/leagues should do it, it avoids having to send cars home from race meetings at the beginning of the season, also it's a good way to educate members about updating the tag info.

Scrutineers are here to help and will attend any pre season event to help get cars up to standard.

2018 National Championships - General

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

Some new methods had been tried and seemed to work out ok.

The pre-race scrutineering had been thorough but fair and had uncovered fewer faults than at previous events. Some of the faults should have been picked up at their local club/league checks.

Approximately 100 vehicles with the correct "pre-Nationals check forms" had been checked in the pits. This has speeded up scrutineering in general.

More pre-season and pre-nationals checking at local level must be encouraged, the future "Red" tagging process would help..

Mr N. Taylor (MAP) enquired if records were available to show which league's vehicles had failed at Nationals pre-race checking.

Mr V. Mackenzie (Dir.) commented that this had been done previously but not all leagues were taking the necessary remedial action. Some leagues still do not send representatives to this and other meetings.

2018 National Championships – Mens Report.

During racing one vehicle found to be non-compliant, following heat spot checks, and disqualified.

Car No.	Driver	Item
C211E	M. Winkworth	Non compliant temperature indication. Rule 1.8d.

There were no other scrutineering issues during racing.

Scrutineering – Post Race “Men’s”

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

1 vehicle found non-compliant.

Class – 1

Car No.	Driver	Item
6F	D. Keddie	Non compliant Valve inserts “proud” of combustion chamber face. Rule 19iii.a.

All other vehicles checked were found to comply with the relevant class cc limits and engine preparation regulations. Class 1 Race Results now confirmed as: 1st WS20, 2nd R137, 3rd SN164, 4th DA29, 5th SC25, 6th CW4.

2018 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. Some of the faults should have been picked up at their local club/league checks.

Fewer scrutineers attended.

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

There were a few scrutineering issues during racing.

Scrutineering – Post Race ‘Ladies & Junior.

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

2 vehicles found non-compliant.

Class – 1 Jnr

Car No.	Driver	Item
LUD55	T. Stevens	Non compliant valve lift. Exceeds maximum stated in Check Sheet.

Class 1 Jnr. Race Results confirmed as: 1st MA184, 2nd TA25, 3rd NS27, 4th SN828, 5th B16H.

Class – 2

Car No.	Driver	Item
1F	A. Holden	Non compliant valve angle cuts – Blended. Rule 1.7h.
TA36	S. Lewis	Non compliant valve angle cuts – Blended. Rule 1.7h

1 vehicle later sealed as being in then 6th place had left scrutineering area by the time the 4th & 5th placed cars were found non-compliant – awaiting post BAS check results.

Car No.	Driver	Item
SN222	L. Huschka	Engine Sealed

Class 2 Race Results confirmed as: 1st SC126, 2nd NS433, 3rd R3, 4th SN222 (Provisional), 5th E219, 6th WW12.

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

Facebook Comments.

Mr V. Mackenzie (Dir.) expressed concern that some competitors and or their associated are placing comments regarding post race scrutineering on Facebook. Many of these comments are factually incorrect. In some cases he has contacted the persons to discuss the matter and correct their interpretation.

It should be noted that online abuse is a disciplinary matter.

e. Rules Clarification requests from League Scrutineers

Beadlock Wheels – Missing Bolts.

Mr R. Simmonds (NW) stated that at Nationals a Class 5 vehicle had had 7 bolts missing from a bead lock wheel. As a safety issue the competitor had been required to change wheel before racing again.

Mr V. Mackenzie (Dir.) confirmed that all such wheels must be checked and all bolts must be present. If not then have bolts refitted or wheel changed and note in licence/Handbook – Competitor may try to re-use wheel without repair.

Alloy Bonnet Pins.

Mr D. Digby (SN) commented that these are still being found.

Mr V. Mackenzie (Dir.) confirmed that bonnet pins must be steel and alloy types prohibited and must be changed to steel – Alloy type can snap and bonnet become off.

5. JANUARY 2018 EDITION RULES & REGULATIONS

Rules for clarification. - None at present.

Rules for 2019.

The new rule books will be finished before the NASA AGM on the 25th of November, we hope that they will be on the website and ready to print 2 weeks after that. Myself, Dave George, Ady Taylor, Rob Simmonds and Gareth Jones have to date attended six meetings, each three hours long, we have two more on the 30th of October and the 6th of November then a final one day meeting on Saturday the 17th of November, that will amount to a total of 30 hours

each excluding travelling time and without the hours Gareth has spent re writing things, I'd like to thank them for their efforts in what is after all their hobby.

There will be a detailed general rule book for saloons and another for specials, in addition to that each class will have its own set of rules, class 1 will have a set of rules for each car used, Mini, Micra, and Yaris, new models introduced will have their own set of rules before they are used. Hopefully this will help members understand the rules specific to their car and eliminate any grey areas.

The old class 1 rule book had 88 pages; the new class 1 mini rule book will be 16 pages, when printed off the website only 8 sheets of paper.

Old rules have been removed, any updates have been added, rules that repeat or contradict themselves have been changed, hopefully there will be a noticeable difference when looking for a particular rule, and we must all remember that if the rules don't say that you can do something then you must assume that you can't.

Licence – Extra Column.

Mr D. George (EA) enquired if an extra column could be placed into licence to indicate by say a tick that “Notes” must be checked.

Mr V. Mackenzie (Dir.) commented that he would enquire at Board.

Class 4. - Future

Mr V. Mackenzie (Dir.) commented that since the previous meeting further suggestions had been received.

8 Valve – leave as at present.

16 Valve – Limit to 1000cc. Existing 1130cc cars to be sealed until engine rebuild required and then be compelled to reduce to 1000cc.

Gearboxes – Either any gearbox or in order to have control over cost production casings only. Must be same configuration as original vehicle. No non standard production such as GBZ/Sadev/Quaife/Hewland etc.

Mr V. Mackenzie (Dir.) commented that since the previous meeting discussions had taken place and there were a number of viable proposals.

Engine

8V Mini = 1340cc.

8V Peugeot/Citroen = 1360cc.

16V engines = 1130cc as at present.

Gearbox.

8V = Standard production or Vauxhall “F” series – F10, F13, F16 etc.

16V = Standard production only.

Mr V. Mackenzie (Dir.) invited comments.

Discussion followed including reference to. Class needs changing. Some clubs have few cars in this class. Let it die. Needs to be still a progression from Class 1, e.g. modify engine, fit bike carbs and skin bodywork. Raise 8V to 1200cc. Keep others at 1130cc. Raise cc to 1360 for Pug/Cit. 1360/1400cc would allow many more cars into class. Allow stock hatch into Class 4. Gearbox - keep as production casing. Try experimental 1360cc first. Knock on effect on Class 5?.

Mr V. Mackenzie (Dir.) commented that he would consider the comments, but he also had to put the proposals to the Chairmen's meeting for their consideration after this meeting. Once their views were known the proposals could be finalised and a way forward chosen.

6. A.O.B.

Marshals Responsibilities.

Mr V. Mackenzie (Dir.) enquired if a vehicle has a fault whilst racing on track such as a noisy exhaust or a loose window net, should the marshals “Black Flag” the vehicle?

He invited comments.

Brief discussion followed including reference to. Depends upon severity of and potential danger to other competitors, marshals and spectators. Loose bumper may or may not be a risk at first but may become detached and become a track obstacle. A broken bottom arm may result in severe camber at first then loss of steering and possible broken wheel upright/hub. A noisy exhaust may cause difficulties for the venue depending upon local noise restrictions that have to be complied with.

It was agreed that a Blue flag should be shown first as a warning to the driver that the vehicle has developed a fault. If driver ignores this and continues to race and there is a potential risk of injury to others then the Black flag should be given.

Mr V. Mackenzie (Dir.) commented that he would take comments back to Board.

Disciplinary Matters.

Mr V. Mackenzie (Dir.) commented that the Board were considering including the vehicle driven at the time of the disciplinary action matter being included in the ban time period.

i.e. For a post race disqualification say at the Nationals the driver's ban would also include the vehicle driven at the time. The vehicle would be sealed/Blue/Red tags removed etc. This would prevent the vehicle being used in a non-compliant form at subsequent NASA race meetings. Also ensure that previously used substitute non-compliant components could be refitted for use.

Soda Blasting.

Mr V. Mackenzie (Dir.) commented that this is being carried out by certain engine builders and invited comments.

Brief discussion followed including reference to. It's a chemical process using sodium bicarbonate. It is not a metal removal process. It is a cleaning process. Should be permitted under the chemical clean only rules and already interpreted by some as such.

It was agreed that this be regarded as a "chemical" clean and permitted.

Mr V. Mackenzie (Dir.) confirmed that the Class 1 & 2 rules would be amended to permit it.

BAS Post Championship checking.

Mr V. Mackenzie (Dir.) explained that the BAS "strip down" was due to take place shortly. He has offered to assist but has had no response yet.

Stock Hatch – Roll Cage example.

Mr M. Brown (TD) showed a photograph of a roll cage construction for comment.

It was agreed that it was non compliant as the rear brace bar was fitted to the side vertical surface of the rear wheel arch instead of the top surface or vehicle floorpan.

Additional Future Meeting – December 2018.

Mr V. Mackenzie (Dir.) explained that an extra meeting may be required to publicise the new 2019 rules. He would let all know through usual channels if it is to take place.

No other items.

MEETING CLOSED 1.45 pm.

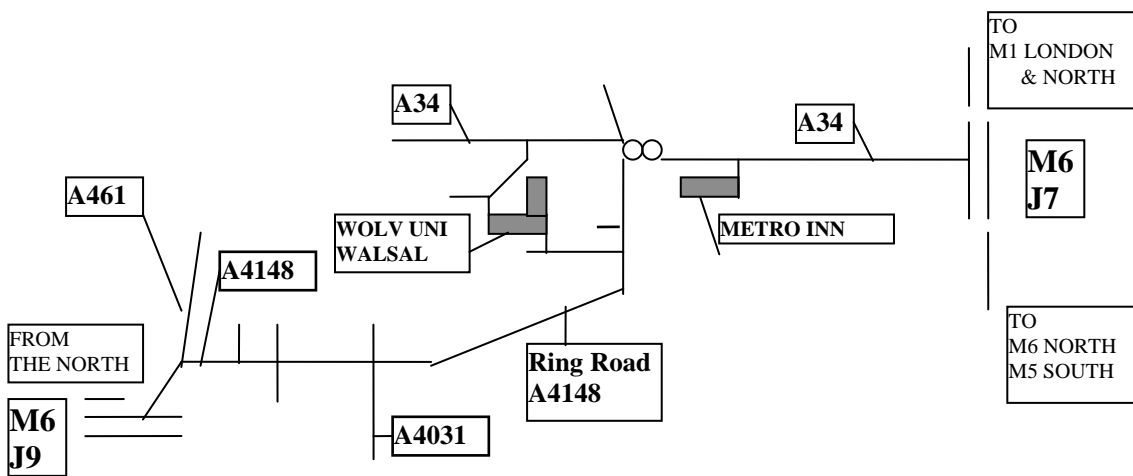
“Official” scrutineer’s jackets

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 2018/9 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 2019 dates: /02/19, /04/19, /06/19, /10/19.
ALL DATES AND TIME TO BE CONFIRMED

NASA AGM 25 November 2018



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 2018

RACE RESULTS.

Class 1 - 1st WS20. 2nd 6F. 3rd R137. 4th SN164. 5th DA29. 6th SC25. 7th CW4. DNF SV101.

Note.

6F found wrong at post race scrutineering. Finished race in 2nd place. Disqualified.

3, 4, 5, 6, 7, places all moved up one place. - 1st WS20. 2nd R137. 3rd SN164. 4th DA29. 5th SC25. 6th CW4.

Class 2 - 1st SP43. 2nd S55D. 3rd SN34. 4th SV100. 5th IK13. 6th NS206. 7th SL94. 8th SC18.

Class 3 - 1st NS334. 2nd C87. 3rd NW72. 4th NS293. 5th S47Y. 6th CM4. 7th E34. 8th MS343.

Class 4 - 1st Y777. 2nd CM7. 3rd PAC3. 4th E220. 5th M58. 6th TA12. 7th BC25. 8th CW153.

Class 5 - 1st B32H. 2nd IK2. 3rd N17. 4th LUD8. 5th PHD7. 6th S33D. 7th S45D. DNF IK22.

Class 6 - 1st NS434. 2nd CM8. 3rd DA24. 4th E5. 5th NS207. 6th YS22. DNF C279 & NW146.

Class 7 - 1st C9. 2nd SC82. 3rd NS120. 4th SN84. 5th ARC5 (GF). Excluded Black Flag – C2. DNF Y78 & Y12.

Class 8 – 1st BC55. 2nd Y57. 3rd CA44. 4th SS3. 5th C10. 6th LM17. Excluded Black Flag – PHD47. DNF SC181.

Class 9 - 1st PHD1. 2nd SC4. 3rd NS3. 4th YD182. 5th Y42. 6th E26. 7th P5EM. Excluded Black Flag – P25EM.

Class 10 - 1st SS79. 2nd Y40. 3rd SS166. 4th NW62. 5th NS9. 6th ARC1. 7th BC22. DNF LM170.

Champion of Champions – CA44 Dan Mackenzie Class 8.

Ladies & Junior National Championships 2018

RACE RESULTS.

Jnr Saloons – 1st MA184. 2nd TA25. 3rd LUD55. 4th NS27. 5th SN828. 6th B16H. DNS S31D. Excluded Black Flag – IK55.

Note.

LUD55 found wrong at post race scrutineering. Finished race in 3rd place. Disqualified.

4, 5, 6, places all moved up one place. - 1st MA184. 2nd TA25. 3rd NS27. 4th SN828. 5th B16H.

Class 1 – 1st SC174. 2nd A222. 3rd SL274. 4th PHD6. 5th TA29. 6th SN41. 7th SS1. NF H95.

Class 2 - 1st SC126. 2nd NS433. 3rd R3. 4th 1F. 5th TA36. 6th SN222. 7th E219. 8th WW12 (GF).

Note.

1F & TA36 found wrong at post race scrutineering. Finished race in 4th & 5th places. Disqualified.

5, 6, 7, & 8th places all moved up one place. - 1st SC126. 2nd NS433. 3rd R3. 4th SN222 (Provisional). 5th E219. 6th WW12.

Class 3 - 1st S47Y. 2nd BC111. 3rd CA1. 4th CM3. 5th R168. 6th SS165. 7th C7E. Excluded Black Flag – CM4.

Class 4 - 1st CM7. 2nd R47. 3rd SR61. 4th TA13. 5th ST4. Excluded Black Flag – M58.

Class 5 - 1st S45D. 2nd PAC2. 3rd B32H. 4th CA10. 5th SC46. 6th E10. DNS C31 & S33D.

Class 6 - 1st S16Y. 2nd SL222. 3rd P70EM. 4th TA66. 5th C27E. 6th G16D. 7th ST46. DNS P25.

Class 7 - 1st PAC53. 2nd SC514. 3rd S20D. 4th Y18. 5th R313. 6th CA141. 7th 62F. DNS A12.

Jnr Specials - 1st C27. 2nd Y15. 3rd CW70. 4th MA31. 5th CW1. 6th MA13. 7th E8F. 8th S4D.

Class 8 - 1st C10. 2nd PHD72. 3rd M62. 4th SC55. 5th R240. 6th ST74. 7th ARC90. 8th S2Y.

Class 9 - 1st PHD1, 2nd SC62. 3rd BC96. 4th E26. 5th H150.

Class 10 - 1st SS166. 2nd LM7. 3rd E111. 4th YS37. 5th SC103. 6th H250. 7th R99. DNF PHD17.

Champion of Champions – PAC53 Alice Bevans Class 7.

BF – Black Flag Disqualified.

(GF) – Green Flag – Docked 2 places.

ERF – Red Flag excluded.

DNF – Did not finish race.

DNS – Did not start race.

Provisional – Engine sealed awaiting inspection report.