



Agenda for the 12th Annual General Meeting and Technical Discussion of the Mini Se7en Racing Club.

The Mini Seven Racing Club is a Company limited by guarantee ~ Company Number 05519135
{England and Wales}

Date ~ Sunday 13th November 2016

Place ~ The Chiltern Hotel, Waller Avenue, Luton, Bedfordshire LU4 9RU

Time ~ 10.00 hr start

1) Introduction.

2) Apologies for absence.

Shaun Tarlton

3) Minutes of the 11th AGM and ATD - 29/11/2015

4) Reports of the Executive Committee.

The following may present a report, if it is felt necessary.

Chairman ~ Nick Cooke

Championship Co-Coordinator ~ Richard Williamson

Membership Secretary ~ Sharon Payne

Commercial Manager ~ Colin Peacock

Financial Controller ~ Jeffrey Parish

Mini Se7en Representative ~ Darren Thomas

Mini Miglia Representative ~ Mark Sims

5) Financial Statements.

The financial statements for the year ended 31 December 2015 were presented to the membership in draft form at last year's AGM. These financial statements have now been finalised, audited and filed at Companies House. However, it is still necessary for the financial statements to be adopted by the members in general meeting,

The following resolutions will be put to the Annual General Meeting:

{a} That the members adopt the financial statements for the year ended 31 December 2015.

{b} To re-appoint as auditors R.M. Chancellor & Co Ltd {trading as the HSA Partnership} and to authorise the directors to set the auditors' remuneration.

The financial statements for the year 2016 to date will be presented to the meeting in draft form, subject to audit and to any adjustments arising in the last month of the financial year.

6) Re-appointment of Directors.

It is required that one-third of the Board of Directors should retire by rotation each year. The Director due to retire by rotation is Jeffrey Parish. No other nominations having been received, **Jeffrey Parish** will be deemed to have been re-elected as a Director.

7) Election of Executive Committee.

The following Executive Committee Members have expressed their willingness to continue in office:

Chairman: Nick Cooke

Commercial Manager: Colin Peacock

Championship Coordinator: Richard Williamson

Financial Controller: Jeffrey Parish

Membership Secretary: Sharon Payne
Mini Se7en representative: Darren Thomas
Mini Miglia representative: Mark Sims
Other nominations will be invited on the day.

The Committee are seeking a Mini Se7en S Class representative. Nominations can be taken on the day.

8) Discussion relating to the 2017 Championship Calendar.

Colin Peacock will give an overview of the calendar and will answer any questions.

9) Annual Technical Discussion, including any regulation proposals.

Proposal 1:

Proposed by M7RC Committee
Seconded by TBA

TR.5.17.5 Driver's names:

i) Mini Se7en and Mini Miglia;
Surname only must appear on each rear quarter light window, letters in white without background (red on white delineated background for Novices), in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the upper case letter is 100mm. The letters should be fitted 30mm from the lower edge of the window.

ii) Mini Se7en S-Class and Mini Miglia S-Class;
The same requirements as for TR.5.17.5 i) apply, except the letters are Fluorescent Orange, *Pantone reference: 804C2X*

AMEND TO:

TR.5.17.5 Driver's names:

i) Mini Se7en and Mini Miglia;
Surname only must appear on each rear quarter light window, letters in white without background (**Fluorescent Orange, Pantone reference: 804C2X** for Novices), in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the uppercase letter is 100mm. The letters should be fitted 30mm from the lower edge of the window.

ii) Delete

Purpose is that S-Class now has its own distinguishing 'green' door panels and windscreen headers, while it is felt that fluorescent orange for Novices has greater visual impact over red on white delineated lettering. Before, an S-Class Novice driver would have technically been required to use both options...

Proposal 2:

Proposed by Graeme Davis
Seconded by TBA

SR.4.2.3

Further specific championship penalties:

a) Single Qualifying Practice Session, Single Race:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to the point during the event and shall be ineligible to score any points for the remainder of that event.

b) Multiple Qualifying

Practice Sessions / Multiple Race: In the case of 'double-header' races or multi-races, where any of the following offences are committed during any qualifying practice session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

c) Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.

Where a 'double-header' event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

Driving in a manner incompatible with general safety current MSA Regulation C 1.1.5, where the Clerk of the Course imposes a penalty greater than a reprimand;
Any offence that results in the Clerk of the Course excluding the competitor from the race results (e.g. flag; driver behaviour).
In the event that these penalties are imposed, the M7RC Committee, or a majority thereof, may decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.

AMEND TO:

SR.4.2.3

Further specific championship penalties:

d) *Single Qualifying Practice Session, Single Race:*

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to the point during the event and shall be ineligible to score any points for the remainder of that event.

e) *Multiple Qualifying*

Practice Sessions / Multiple Race: In the case of 'double-header' races or multi-races, where any of the following offences are committed during any qualifying practice session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

f) *Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.*

Where a 'double-header' event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

Driving in a manner incompatible with general safety current MSA Regulation C 1.1.5, where the Clerk of the Course imposes a penalty greater than a reprimand;

Any offence that results in the Clerk of the Course excluding the competitor from the race results (e.g. flag; driver behaviour).

*In the event that these penalties are imposed, the **Championship Clerk of the Course** may decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.*

Purpose is that decisions like this should be made by independent people not those who "could be seen" to have a vested interest.

NOTE: should a competitor wish to protest the decision/s of above, they may refer to SR.3.1 JUDICIAL PROCEDURES; SR.3.1.1 SPORTING DISPUTES; SR.3.1.2 Disputes on Sporting Regulations...

Note: The following proposals {Proposal 3 to Proposal 16 inc.} have been proposed by Dave Yardy and seconded by Shaun Tarlton.

Proposal 3:

Amend the wording of TR 5.7.1 Section

For each of the four classes {Mini Se7en S Class, Mini Miglia S Class, Mini Se7en and Mini Miglia} the following wording is added in the appropriate location:-

Cylinder Block can be re-lined

Reason:

To clarify that lined / re-lined blocks can be used if necessary across all classes. This is to help with returning a block back to standard size once it is worn rather than trying to source an engine block that is of reasonable cost, condition and that isn't already over-sized.

Proposal 4:

Amend the wording of TR 5.7.1.5 i (Mini 7 S-Class)

From:

"An original production Rover Cars A-Series five-port head casting, unmodified, but may have the block face surface finish only. Dry decking is prohibited. "

To:

"An original production Rover Cars A-Series five-port head casting, unmodified, but may have the block face surface finish only.

Dry decking optional and modification to the cylinder head and block to facilitate this is permitted"

Reason:

Allow optional Dry Decking to help with coolant flow (and equalising temperatures across engine) leading to increased reliability and life of engine, improving head gasket life and removing risk of a gasket blow leading to excessive pressurisation of the coolant system (possibly spilling onto circuit), or water/oil mix possibly leading to engine bearing damage due to contaminated oil.

Proposal 5:

Amend the wording of TR 5.7.1.6 i (Mini Miglia S-Class)

From:

"An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machine faces. Dry decking is prohibited"

To:

"An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machine faces.

Dry decking optional and modification to the cylinder head and block to facilitate this is permitted"

Reason: (as per proposal 4 above)

Proposal 6:

Delete TR 5.7.1.5 xiii (Mini 7 S-class)

Delete : Mechanical water pump only.

Reason:

To allow the optional use of electric water pumps that help reduce heat soak in engines – especially after being on circuit or when in holding areas. Leading to improved engine life and reliability.

Proposal 7:

Delete TR 5.7.1.6 xiii (Mini Miglia S-class)

Delete : Mechanical water pump only.

Reason: (as per proposal 6 above)

Proposal 8:

Amend the wording of TR 5.7.1.7 xix {Mini 7}

From:

"Ignition systems are free. However, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds. "

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason:

Cars with electronic ignition fitted have crank sensor and trigger wheel. Currently the wording of the regulations suggests that fitting of this 'additional sensor' is forbidden. This proposal is basically a rewording of the current regulation to remove any doubt that a crank sensor would be allowed should you wish to use an electronic ignition system.

Proposal 9:

Amend wording of TR 5.7.1.8 xii (Mini Miglia)

From:

"Ignition systems are free. However, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds. "

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason: (as per proposal 8 above)

Proposal 10:

Addition to wording of TR 5.7.1.6 (Mini Miglia S-class)

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason: The Mini Miglia S-Class (TR 5.7.1.6) currently has no reference to ignition systems and so it is proposed to add this regulation.

Proposal 11:

Amend the wording of TR 5.7.1.5 xvi (Mini 7 S-Class)

From:

"The ignition distributor must be mounted in its original position. Ignition advance/retard must only be controlled by 'bob weights', spring, and/or vacuum means within the distributor. The low tension switching of the ignition system shall only be with a contact breaker or contact-less system (i.e. 'Hall effect' or light sensitive system) housed within the distributor body"

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reasons:

- This proposal is on the basis of increasing reliability rather than increasing performance
- Cost of new mechanical distributor, Lumenition and associated parts are now more expensive than of an electronic ignition system (such as megajolt or canems).
- Electronic systems are proving to be more reliable: quality of distributor parts, rotor arms, caps and coils are becoming quite poor: leading to DNF / DNS situations and expensive wasted race weekends.
- Removal of mechanical distributor allows more room at front of engine for radiator and reduced risk of radiator puncture / broken distributor due to contact.
- As the availability of core 1275 engines diminish, and so the costs increase, the change of this regulation also allows the use of MPI cylinder blocks as these have no provision for a mechanical distributor.

Proposal 12:

Amend the wording of TR 5.7.2.1 i {Mini 7 S-class}

From:

*"i) Mini Se7en S-Class only;
Inlet Valve maximum diameter 33mm
Exhaust valve maximum diameter 29.4mm"*

To:

*"i) Mini Se7en S-Class only;
Inlet Valve maximum diameter 33mm +1% tolerance
Exhaust valve maximum diameter 29.4mm"*

Reason:

- This proposal is on the basis of clarifying the regulation based on Rover specification and availability of 'off the shelf' parts
- A slight change of the wording of the regulation so that standard off the shelf valves can be used without further modification. Currently the valve sizes stated are not the original Rover sizes.
- Rover state the following sizes for the non MG/Cooper S 12G940 cylinder head:
Size stated for the inlet valves are 33.20mm to 33.32mm
Size stated for the exhaust valves are 29.24mm to 29.37mm
(*source for this information is the Rover Mini Service Repair Manual AKM 6353, Haynes Mini and Haynes Metro manuals)
- Inlet valves sold as a nominal standard '33mm' from suppliers can range in size up to 33.3mm, thus to comply to this current regulation involves additional costs to achieve a 'standard valve' that is to 33mm exactly.

Proposal 13:

Amend wording of TR 5.9.1.3 i {Mini 7 S-class}

From:

*"i) Mini Se7en S-Class;
Standard production 4 synchromesh helical gears are mandatory*

Standard production 4:1 helical drive gears are mandatory

A 17-tooth pinion and a 62-tooth crown wheel (nominal 3.6:1 final drive) is mandatory"

To:

"i) Mini Se7en S-Class;

- 4 forward gears and 1 reverse gear utilising;
- Standard production 4 synchromesh helical gear set

OR

- Mini Spares 'Clubman Straight Cut 4 Synchromesh Gear set' – Gear set Part Number C-STN39

Ratios: 1st 2.583, 2nd 1.711, 3rd 1.250, 4th 1.0

1st motion tooth count: 20 (Mini Spares Part number C-STR293A)

1st gear (standard production item) tooth count: 31 (Part number 22G 1096)

2nd gear tooth count: 26 (Mini Spares Part number C-STR291)

3rd gear tooth count: 23 (Mini Spares Part number C-STR292)

Laygear tooth count 15-19-23-25 (Mini Spares Part C-STR294)

- 1:1 Ratio drop gears utilising:

Standard production helical drop gears in a 1:1 ratio configuration

OR

- Mini Spares Straight Cut drop gears in a 1:1 ratio comprising of:

Mini Spares Part Number C-STR123 – Straight Cut 23 Tooth Primary Gear

Mini Spares Part Number C-STR30A – Straight Cut 30 Tooth Idler drop gear

Mini Spares Part Number C-STR230 – Straight Cut 23 Tooth Input Gear

- 17-tooth pinion and a 62-tooth crown wheel (nominal 3.6:1 final drive).

Reason:

- This proposal is to allow the optional use of the Mini Spares 'clubman' straight cut synchro gear set as a cost effective alternative to the use of the standard helical gears for the Mini 7 S-class.

- The supply of reasonably priced standard helical parts that aren't worn out is drying up and so driving up the costs. - even core gearbox units are into 3 figures now and all generally yield poor parts.

- The costs, for example, can be illustrated via the Mini Spares website: the following parts are listed as an illustration of the growing differences in price:

New Helical primary gear £153.60 vs New S/Cut primary gear £109.80

New Helical Idler gear £145.80, vs New S/Cut primary gear £50.58

New Helical A+ 2nd gear £82.28 vs New S/Cut 2nd gear £61.33

New Helical A+ 3rd gear £82.28 vs New S/Cut 3rd gear £59.40

- Incidentally, this gear set has been used in 'Super Mighty Minis' for a number of years and proven reliable, the Club's adoption of this may also lead to other competitors transitioning across into the S-Class as they already have invested in the gearbox parts.

Proposal 14:

Amend the wording of TR 5.10.2.2 {Electrics}

From:

"i) Mini Se7en S-Class and Mini Miglia S-Class only;

Standard production alternator and charging system must remain unaltered and operational

ii) Mini Se7en and Mini Miglia only;

An operating charging system is mandatory. This must be by means of an alternator/dynamo driven off the engine"

To:

"An operating charging system is mandatory. This must be by means of an alternator/dynamo driven off the engine"

Reason:

- Allows the optional use of different styles/types of alternators and fixing location to s-class cars.

- Use of smaller alternator allows more room at front of engine for radiator and reduced risk of radiator puncture / broken alternator due to contact.

Proposal 15:

Amend the wording of TR 5.11.1.6 (Brakes)

From:

"Mini Se7en S-Class and Mini Se7en only; Brakes are limited to:

i) Production Twin/Single leading shoe drum brakes

ii) Cooper Discs and Calipers

iii) Cooper 'S' Discs and Calipers - discs with up-to-12 wiper grooves may be allowed; maximum 6-grooves-per-disc face

Vented discs and/or drilled/cross-drilled discs are prohibited "

To:

"Mini Se7en S-Class and Mini Se7en only; Brakes are limited to:

i) Cooper 'S' Discs and Calipers - discs with up-to-12 wiper grooves may be allowed; maximum 6-grooves-per-disc face

ii) Standard 7" Rear Drum systems only

Vented discs and/or drilled/cross-drilled discs are prohibited. Carbon discs are prohibited"

Reason:

Generally a 'tidy up' of the regulation and based on safety: should we really be allowing or even thinking about using front drum brakes now?

Proposal 16:

Assuming proposal 15 above is approved, then amend the wording of TR 5.12.1.6

From:

"Mini Se7en S-Class and Mini Se7en; A single 1" Spacer is permitted on all wheels except where Cooper 'S' Discs or Drums are fitted"

To:

"Mini Se7en S-Class and Mini Se7en; A single 1" wheel spacer is permitted on each rear wheel except where one piece spacer drums are fitted"

Reason:

This assumes that the outlawing of front drum brake and non-Cooper s type brakes is approved.

Tidies up / rewords this regulation to reflect the outlawing of the front drums and non-Cooper s disc brakes and clarifies that a non-spacer drum along with a separate 1" spacer can be used on the rear wheels. If you already have the spacer drums, then no additional wheel spacer is allowed.

Proposal 17:

Amendment to SR 2.3.3 {Formation of 2nd grid}

Proposer ~ Charlie Budd

Secunder ~

"For double-header meetings, the Starting Grid for Race 2 will be formed by the finishing order of Race 1, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows:

The first eight (8) finishers from Race 1 shall have their grid positions for Race 2 reversed. If less than eight (8) Challenge-registered cars are classified as finishers in Race 1, then the grid for Race 2 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 2 in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will start Race 2 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 2 grid positions will be determined by their finishing order in Race 1, but they may not be placed ahead of the first eight (8) Challenge-registered cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of Challenge-registered cars form the reverse grid section."

Proposal 18:

Additional wording to TR 5.3 Safety under the section TR. 5.6.1.4

Proposed by M7RC Committee

Seconded by

From:

TR.5.6.1.4. Windscreens, if glass, must be laminated. Polycarbonate or similar alternative is permitted for windscreens, door, side or rear windows; Minimum thickness - 4mm. Holes in windows are prohibited except for a single aperture in the Driver's window - maximum diameter 20cm for ventilation.

To:

TR.5.6.1.4. Windscreens, if glass, must be laminated. Polycarbonate or similar alternative is permitted for windscreens, door, side or rear windows; Minimum thickness - 4mm. Holes in windows are prohibited except for a single aperture in the Driver's window - maximum diameter 20cm for ventilation **It is permitted for rear quarter windows to be open {similar to a road car} during qualification and a race..**

Reason:

It has been suggested by our Championship Illegibility Scrutineer {Steve Prior}, that the regulations should allow that rear 'quarter' windows can be open by the normal amount as found in the road car. This will allow better airflow through the car.

10) Any Other Business

Nick Cooke ~ Chairman of the Mini Se7en Racing Club

