

**FINAL**



## **MINI SEVEN RACING CLUB**

### **BULLETIN #1\_2014**

#### **RE: ENGINE SEALING**

**To all Club Members and Associates,**

**Following the 2013 end-of-season AGM/ATD, an amendment (see wording in red) has been made to 2014 M7RC Sporting Regulation SR.2.2.1:**

- 2.2.1 The Organisers / Promoters and the Challenge MSA Technical Commissioner and Eligibility Scrutineer reserve the right to check any suspect part directly with a standard original part as previously supplied by Competition Parts or Rover Cars, or any of its nominated dealers or suppliers. The Organisers / Promoters and the Challenge Technical Commissioner and Eligibility Scrutineer also reserve the right to impound individual parts or the whole race car without prior notification. Parts or cars removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his/her agent. The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, or any other technical regulation is found to have been contravened, all costs associated with the necessary checking and testing will be borne by the Competitor. The competitor's membership will be suspended until all costs have been fully recovered by the club. Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the fixing of MSA approved seals at any time during the season, and competitors will be required to keep the Eligibility Scrutineer informed of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with MSA General Regulation J.3.1.6.

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All Challenge-eligible cars will be required to have adopted the above amendment ready for the first 2014 season Challenge event it competes at. MSA approved seals will then be applied to one or more cars, on a random basis, at the discretion of the M7RC's appointed MSA Eligibility Scrutineer, and once they have been applied, the seals must remain in place until after the end of the Challenge season, and may then only be removed with the permission of the Eligibility Scrutineer, in accordance with MSA General Regulation J.3.1.5.

When at the circuit during a Challenge meeting, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, and obtain proof of permission to do so (in writing), before undertaking any maintenance/preparation work on the engine.

Similarly, when away from the circuit, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, obtaining proof of permission to do so (in writing via Email or by letter) before undertaking any maintenance/preparation work on the engine. Also, any post-event inspection not carried out while still at the circuit will need to be arranged between the competitor and Scrutineer, and no seal/seals may be broken until the Eligibility Scrutineer (or his/her nominated representative) is present.

Failure to comply with part or all of the above SR.2.2.1 will render the competitor liable to SR.4 'Penalties', under SR.4.1 'Infringements', specifically any one or a combination of SR.4.1.1, SR.4.1.2, SR.4.1.3, SR.4.1.4.

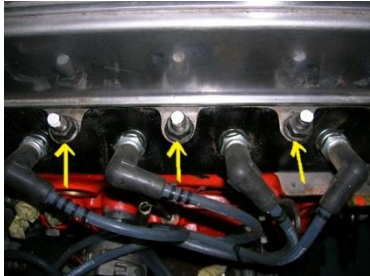
To assist with the above amendment, please find below the required bolts or studs to be pre-drilled for the provision of affixing MSA approved seals:

- Three (x3) adjacent cylinder head studs (see image 'Sealing 1').
- Two (x2) rocker cover fixings (image 'Sealing 2').
- Two (x2) adjacent flywheel bellhousing/cover bolts (image 'Sealing 3')... OR, note white line across bellhousing/cover (image 'Sealing 4'); this may be drilled straight through both sections as an alternative.
- Two (x2) adjacent timing cover bolts for chain drive, or equivalent gear drive (image 'Sealing 5')... OR, if belt drive without timing cover is fitted, provision must be made for the large camshaft end nut to be marked with scrutineering sealing paint (image 'Sealing 6').
- One (x1) manifold/carburettor stud, drilled at both ends to allow sealing wire to pass through both holes (image 'Sealing 7').
- Two (x2) adjacent diff housing bolts (image 'Sealing 8').
- Two (x2) adjacent speedo drive housing/gearbox end casing bolts (image 'Sealing 9').

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*For contact reference: MSA Eligibility Scrutineer*

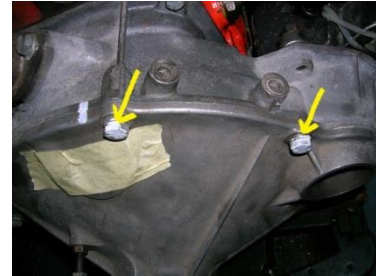
*Steve Prior M: 07763 824161 Email: priorsteve@hotmail.com*



**'Sealing 1'**



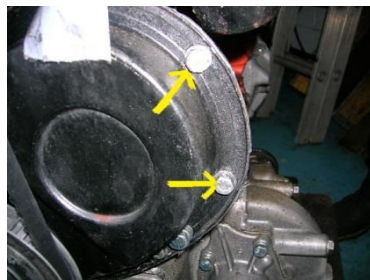
**'Sealing 2'**



**'Sealing 3'**



**'Sealing 4'**



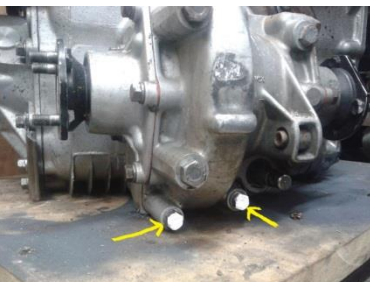
**'Sealing 5'**



**'Sealing 6'**



**'Sealing 7'**



**'Sealing 8'**



**'Sealing 9'**

**Issued by: Richard Williamson  
Championship Coordinator  
M7RC**

**Dated: 20th January 2014**