FINAL

MINI SEVEN RACING CLUB

BULLETIN #6_2015

RE: WHEELS

To all M7RC Members and Associates,

The Technical Sub-Committee of the Mini Seven Racing Club (M7RC) met recently to discuss several topics in relation to the M7RC Regulations, and wishes to clarify the situation with regard to race wheels:

At the recent race meeting at Rockingham, a Mini Se7en wheel was found to have a crack around the area of a wheel stud hole. In light of this incident and other concerns raised about the age and availability of the wheels specified in the current M7RC Regulations, it is understood that the STR1082 (100+/Rimstock) 5J x 10" alloy wheel is no longer in production and that this wheel was originally produced for Mini Se7en from the 1990/91 season onwards, so potentially there may be some of these wheels that are a quarter-of-a century old. It is also understood that the alternative MA1050D (Minilite/Tech Dell) is still in production but may not necessarily be the first choice for competitors… However, the Technical Sub-Committee is currently investigating the potential for a direct replacement for the STR1082 (100+)-type wheel, but in the meantime strongly advises the importance of checking for signs of structural fatigue or damage in all race wheels, including those specified for Mini Se7en (and S-Class), and also those specified for Mini Miglia (and S-Class). Wheel nuts should also be inspected and replaced if showing signs of fatigue or damage.

Further, the following crack-testing info is also suggested for all race wheels:
The area to look for is at the root of the spoke as it joins the hub. Check all around the radius for a crack, if you cannot see a crack then it doesn't mean that the wheel is crack-free. The best way to check is using a flaw-detector kit, this is easy to use and comes in aerosol form in 3 cans.
After cleaning your wheels, spray the suspected area with the dye penetrant and leave for 10 minutes (or as directed in the instructions). Then use the cleaner to remove all of the excess dye. Finally, spray with the developer and wait, the developer draws out the dye from any crack and shows as a fine line contrasting against the white developer.
As an example Ambersil make a kit, available from RS Components – a kit of the 3 aerosols should be easily enough to check a set of wheels.

Part/Stock Numbers:	**Cleaner**	**6190005600/495-4967 @ £5.89**
	Penetrant	**6190006510/495-5027 @ £7.61**
	Developer	**6190007510/495-4995 @ £7.75**

continued over…

FINAL

For information, the current M7RC Regulations specify, under section TR.5.12 Wheels/Steering:

TR.5.12.1.5	*Wheel Nut torque must not exceed 38-43lb/ft.*
TR.5.12.1.6	*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*
TR.5.12.2	*Construction & Materials:*
TR.5.12.2.1	*Mini Se7en S-Class and Mini Se7en only;* *Only wheels STR1082 (100+) and MA1050D (Minilite) with the correct wheel nuts are permitted.* *Note: check wheel nut penetrates the wheel a minimum of 10mm. If necessary machine the hexagonal flange.*
TR.5.12.2.2	*Mini Miglia S-Class and Mini Miglia only:* *Steel or Alloy materials are permitted. Alloy Wheels must be secured by sleeve-type nuts only.* *Note: Refer to the wheel manufacturer for maintenance procedures, particularly for modular / split rims.*
TR5.12.3	*Dimensions;*
TR.5.12.3.1	*Mini Se7en S-Class and Mini Se7en only;* *5J x 10"*
TR.5.12.3.2	*Mini Miglia S-Class and Mini Miglia only;* *10" Diameter with maximum 7" rims (see TR.5.6.1.17)*

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

Dated: **24 June 2015**