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MINI SEVEN RACING CLUB

BULLETIN #8_2015

RE: CRANKSHAFTS – CLARIFICATION OF 2016 REGULATIONS

To all M7RC Members and Associates,

The Committee of the Mini Seven Racing Club wishes to clarify the situation with regard to crankshafts.

At the tenth AGM/ATD (Annual General Meeting and Technical Discussion) of the Mini Seven Racing Club, held on Sunday 7th December 2014, a proposal to amend TR 5.7.1.7 {v} and TR 5.7.1.8 {v} was democratically voted upon by the Membership of the M7RC. The proposals were carried by 30 votes for and 21 votes against. The regulations that will come into effect in 2016 are as follows:

Mini Seven - TR.5.7.1.7 (v) *“Crankshaft must have the standard stroke of 76.20mm (3.00”) and standard width crank journals. All bearing journals must respect OEM dimensions with respect to position on crankshaft”*

Mini Miglia - TR.5.7.1.8 (v) *“Crankshaft must have the standard stroke of 81.30mm (3.20”) and standard width crank journals. All bearing journals must respect OEM dimensions with respect to position on crankshaft”*

Note: The **wording in red** indicates the changes/addition to the wording of the previous regulation.

There has been much talk of how the Mini Seven Racing Club will interpret the phrase “...must respect OEM dimensions...”. In the absence of specific sizes and tolerances for a number of specific items, the following guideline procedures will determine whether or not parts used by competitors respect the OEM dimensions:

In general, parts must fundamentally look like the original part; some very slight variations will be accepted, for example, where later manufacturing processes are used. A rule of thumb should be that, if a part doesn't look like the original, it shouldn't be used. In general, any sizes or machining must nominally be in line with the original design.

Any part must respect the original dimensions and should be able to replace a standard item with minimal modifications to any other standard component used in conjunction with it. Slight modifications for clearance, for example, are usually acceptable.

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The 2016 crankshaft regulation has been called into question, so for clarity, it is expected for your crankshaft to look like a Mini crankshaft. The big end and main journals should nominally be in the same place as any standard crankshaft that the M7RC chooses to measure against it. Standard rods should be able to run on the journals without modification. Webs need not look the same as a standard crank, as the regulation only applies to the journal positions. The M7RC's appointed MSA Technical Scrutineer has been equipped with a standard original 998cc crankshaft, and a standard original 1300cc crankshaft, to use as a comparison method of checking legality. The regulations make no mention of using a drawing to carry out this examination and, as a result, this will be the method used in 2016.

Any crankshaft found to be outside of this fundamental clarification will be deemed illegal for 2016.

Nick Cooke
Chairman
Mini Seven Racing Club (M7RC)

Issued by: Richard Williamson
Championship Coordinator
M7RC

Dated: 19 November 2015