



MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 1_2019

RE: 2019 REGULATION UPDATES

To all M7RC Members and Associates,

The following texts (**in red**) are the key SR & TR amendments in the printed 2019 Regulations:

*All previous references to MSA (Motor Sports Association) are now as **Motorsport UK**.*

SR.1.2 OFFICIALS:

SR.1.2.2 Licensed Eligibility Scrutineer is **Steve Prior**, who will enforce the Technical Regulations, and who will consult with Mike Garton (Motorsport UK Technical Commissioner) when required. A replacement Scrutineer/s may be co-opted to cover force majeure situations. **Deputy Eligibility Scrutineer is Julian Affleck.**
A M7RC technical advisor and/or Technical Sub-Committee may also offer advice/assistance to the Licensed Eligibility Scrutineer as and when required.
**note. Steve Prior has since been superseded by Steve Wood*

SR.1.5 CHAMPIONSHIP EVENTS:

The 2019 Dunlop **National** Mini Se7en, Mini-7 S-Class and Mini Miglia Challenge supported by Mini Spares will be contested over **15** Rounds for each formula as follows:

Round:	Date:	Circuit:	Organising Club
1 + 2	13-14 April	Croft	BARC
3 + 4	18-19 May	Thruxton BTCC	BARC / TOCA
5 + 6*	15-16 June*	Silverstone (Historic GP)*	MGCC
7 + 8 + 9	5-7 July	Zandvoort, NL	CZL-CPZ / M7RC
10 + 11	20-21 July	Brands Hatch	MSVR / M7RC
12 + 13	31 Aug-1 Sep	Cadwell Park	BARC
14 + 15	14 September	Castle Combe	CCRC

**note. Silverstone on 15-16 June has since been cancelled; replacement TBC*

The 2019 Winter Mini Challenge will be contested over 5 Rounds for each formula as follows:

Round:	Date:	Circuit:	Organising Club
1 + 2	30 March	Silverstone (Spring Cup)	MGCC
3 + 4 + 5	9-10 November	Brands Hatch (0-Plate)	BARC

All race meetings are for Drivers' Championships.

SR.1.6 SCORING:

SR.1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

1st	-	20 points	11th	-	10 points
2nd	-	19 points	12th	-	9 points
3rd	-	18 points	13th	-	8 points
4th	-	17 points	14th	-	7 points
5th	-	16 points	15th	-	6 points
6th	-	15 points	16th	-	5 points
7th	-	14 points	17th	-	4 points
8th	-	13 points	18th	-	3 points
9th	-	12 points	All other finishers	-	2 points
10th	-	11 points	All non-finishers	-	1 point

If a dead heat is declared, all Drivers concerned will score full points for that position. At a meeting where there are Heats and a Final for either formula, points will be awarded for the final down to 18th position only. Finishers and non-finishers points for all other Competitors will be given on Heat results. Should a Consolation or Qualifying race be run for a Challenge round, Competitors will score 2 points for a finish or 1 point for a non-finish. These points will not be in addition to any earned in the main race.

Eligible drivers competing under the S-Class regulations will score points as **above**. **Mini-7 S-Class will form up on the grid behind the main Mini Se7en Challenge. For double- and treble-race meetings, SR.2.3.3 will apply. Refer also to sections SR.2.3 and SR.2.5.**

A change of eligible car during the Challenges will not affect a Driver's points total.

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In order to score points, collect trophies and awards, all cars and Drivers competing in the Challenge will be required to display and wear the Challenge Sponsors' decals and badges in the nominated positions. (See TR.5.17).

SR.1.6.2 The totals from all qualifying Events run, less 4 in the National Challenge and less 1 in the Winter Challenge, will determine final championship points and positions (note the requirements of SR.4)

SR.1.7 AWARDS:

SR.1.7.2 Per Event:

Trophies to the first three in Mini Se7en and Mini Miglia formulae; trophies to first three in Mini-7 S-Class and, subject to 5 entries per meeting, trophies to the first three in Mini Libre.

SR.1.7.3

Championship:

The Dunlop National Mini Se7en Challenge supported by Mini Spares

1st overall: The Bob Fox Trophy (to be held for 11 months) plus replica

2nd to 10th overall: Trophies.

The Dunlop National Mini-7 S-Class Challenge supported by Mini Spares

1st to 3rd overall: Trophies.

The Dunlop National Mini Miglia Challenge supported by Mini Spares

1st overall: The Peter Collins Trophy (to be held for 11 months) plus replica

2nd to 10th overall: Trophies.

The Winter Mini Challenge: In Mini Se7en & Mini Miglia - 1st to 6th overall: Trophies.

In Mini-7 S-Class - 1st to 3rd overall: Trophies.

Novice award Trophies for both Mini Se7en, Mini-7 S-Class and Mini Miglia classes. The awards are open to drivers who:

a) prior to the 2019 season, have not started in more than 4 Mini Se7en, S-Class or Miglia races and;

b) at the start of the 2019 season are required to display a novice cross, as defined by Q11.3 (in current Motorsport UK Yearbook).

The Awards will be made to the drivers scoring the most points in the Mini Se7en, S-Class and the Mini Miglia categories. All rounds will count towards the Novice awards, and points can be gained in any Championship or Championship qualifying race in any of the Challenges, on the following basis:

a) 2 points to the lowest Novice finisher in a race as specified above;

b) 1 additional point to each Novice finishing higher than the lowest placed Novice finisher on a 1-point incremental basis;

c) If a qualification race takes place, the scoring system will be in place for both races. If a Novice automatically qualifies for the main race/final, without the need to compete in the qualification race, they will be deemed to have finished in a higher position than those competing in the qualification race;

d) 1 point to each non-finisher Novice.

SR.1.8 MINI LIBRE (Sporting Guidelines - 2019)

SR.1.8.2 Mini Libre will form up on the grid behind the main Mini Miglia Challenge.

For double- and treble-race meetings, SR.2.3.3 will apply.

SR.1.8.3

The best finishing positions from 15 rounds, less 4 in the National invitation, will determine the overall 2019 classification and the winner of the ST Trophy. The best finishing positions from 5 rounds, less 1 in the Winter invitation, will determine the overall 2019 classification.

Finishing positions in each race will be rated in line with the following scoring system 10, 8, 6, 5, 4, 3, then 2 to all other finishers, 1 point for non-finishing starters). See SR.1.6.1.

Points will not be scored in the main Challenges, and for points scoring, Challenge competitors will be ignored.

SR.3.2 TECHNICAL DISPUTES.

SR 3.2.1

The Organisers / Promoters and the Challenge Motorsport UK Technical Commissioner and Motorsport UK 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 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 Motorsport UK 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 affixing of Motorsport UK approved seals at any time during the season refer to TR.5.4.3 & SR.6.6, and competitors will be required to keep the Eligibility Scrutineer informed, in writing, of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with **Motorsport UK General Regulation J3.1.6**.

See also TR.5.1 and TR.5.4.2.

TR.5. TECHNICAL REGULATIONS

TR.5.3.4

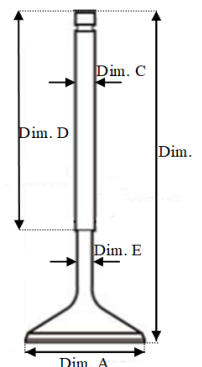
Fire Extinguishers: Minimum system 2.25-litre AFFF plumbed to cockpit/engine compartments. Bottles must be securely mounted - 'jubilee clips' or webbing straps are recommended. See current Motorsport UK Q19.14.7.

The exterior handle/button should preferably be located at the base of the windscreen in front of the Driver and must be adjacent to the isolator pull/s witch. Both must be clearly identified by the correct 'E' and 'flash' decals. It is prohibited to recess these into bodywork or wings.

It is recommended that cockpit nozzles are fitted to the top corners of the main roll hoop aimed diagonally at the foot of the front roll hoop. Under no circumstances must nozzles be directed at the Driver's face.

Refer also to current Motorsport UK K3 (3.1, 3.2, 3.3) and section K. Appendix 3.

- TR.5.3.6 Race seat: It is recommended that seats are to FIA 8855.99 specification or similar construction. It is mandatory that the seat incorporates the wrap-around-type shoulder/head restraints. The seat must be mounted as low as possible with correct type mounting plates, themselves fixed to a seat frame as recommended or approved. No part of the seat base may overlap the centreline of the car. When seated the driver's helmet must have maximum clearance to any part of the roll cage.
Refer to current Motorsport UK K1.6.4 (a).
Any seat subject to severe accident, particularly rearwards, should be returned to its manufacturer for examination or scrapped.
- TR.5.3.12 All cars must have fitted two external wing mirrors, mounted in the original manufacturer position on the doors; refer to current Motorsport UK Q19.15.1. In addition, cars must have fitted at least one internal rear view mirror.
- TR.5.3.13 All cars must be fitted with an operative windscreen wiper, as per current Motorsport UK Q.19.15.3.
- TR.5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
- TR.5.4.3 Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the affixing of Motorsport UK approved seals at any time during the season (refer to SR.3.2.1 & SR.6.6).
- TR.5.7 ENGINE:**
- TR.5.7.1.5 MINI-7 S-CLASS ONLY
- iii) Maximum bore oversize 71.12 (0.5mm) / 2.80". Block may be re-lined when worn.
Maximum bore wear tolerance 0.005"
- v) Standard production 1275cc EN16 crankshaft (non-replica), may be heat treated, reground and balanced. Main and big end bearings and journals must remain standard width.
- vii) Camshaft. Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015"/0.4mm to check valve lift
Method of camshaft drive is free
- x) Magnesium cast or forged pistons are prohibited otherwise pistons are free, but must feature:
3 piston ring grooves – fitted with rings.
OEM standard diameter press-fit gudgeon (wrist) pin (20.6mm / 13 / 16 / 0.8125")
Maximum piston skirt diameter: 2.8"
Minimum compression height: 1.498"
- xiii) Mechanical and electric water pump only permitted
- xiv) Single choke Carburettor with a maximum choke size 36mm, mounted directly to the inlet manifold with no spacers or restrictors. 'O' rings (IE 'Misab' carb-mounting 'O' ring plates) only permitted. Fixings are free. A multi-choke carburettor may be used with one choke isolated.
To Clarify: Fuel injection prohibited.
- xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII
Mandatory Manifold single steel Weber inlet manifold LI54 (with nominal 38.1mm /1.5" Port runner diameter).
To clarify: only the Manifold standard stock 'horseshoe-type' 1.5" O/D outside diameter (nominal 1.4" I/D inner diameter), and marked with 'M7S', is permitted.
- TR.5.7.1.7 MINI SE7EN ONLY.
- iii) Standard production A-Series 998cc cylinder block is mandatory.
Bore 64.58mm x Stroke 76.2mm (2.543" x 3.00"). Maximum bore wear tolerance 0.005"
- vi) Camshaft. Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015" 0.4mm to check lift.
Method of camshaft drive is free.
- TR.5.7.1.8 MINI MIGLIA ONLY:
- iii) Standard A-Series 1275cc cylinder block is mandatory.
Bore 70.62mm x Stroke 81.30mm (2.78" x 3.20"). Maximum bore wear tolerance 0.005"
- vi) Mandatory Camshaft. Only the unmodified MM930 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015"/0.4mm to check valve lift
Method of camshaft drive is free.
- TR.5.7.2 Prohibited Modifications:
- TR.5.7.2.1 i) Mini-7 S-Class only;
- | | |
|---|-----------------------|
| Inlet Valve maximum diameter (Dimension A). | 33mm + 1% tolerance. |
| Exhaust valve maximum diameter (Dim. A). | 29.4mm + 1% tolerance |
| Valves to be standard Rover Mini OEM length, as fitted to 1275cc engines. | |
- To clarify:
- | | |
|--------------------------------------|----------------------------------|
| Valve overall length (Dim. B) | 90.68mm / 3.57" +/- 1% tolerance |
| Valve stem minimum diameter (Dim. C) | 7.00mm / 0.2784" |
- 'Waisted Stem' valves are permitted but must comply with the following dimensions:
- | | |
|--|------------------|
| Minimum length of valve stem before waisted section (Dim. D) | 60.20mm / 2.370" |
| Minimum diameter of waisted section (Dim. E) | 6.30mm / 0.248" |
- Valve springs must be visually similar in profile to standard production items.
Spring poundage and spring rates are free. Double valve springs are permitted.
Non-ferrous valve caps are prohibited (i.e. alloy, titanium).
Valve spring shims can be used. 'Roller bearing' type (or similar style) valve spring shims are prohibited.



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TR.5.9.1.3

i) Mini-7 S-Class;

Original standard production unmodified Rover Cars 'A-Series' transverse 4 synchromesh helical gears are mandatory. The four (4) permitted complete gearset combinations with corresponding gear tooth counts are:

	Gearset	1st	2nd	3rd	1st Motion	Laygear
(a)	Four-Sync, A+ standard UK ratio	31	26	21	17	15-21-26-30
(b)	Four-Sync, A+ 'Economy' ratio	31	25	20	16	15-21-27-31
(c)	Four-Sync, S/GT ratio	31	26	21	18	15-20-25-29
(d)	Four-Sync, Pre A+	31	26	21	17	15-20-25-29

Original standard production unmodified Rover Cars 'A-Series' helical drop gears in a 1:1 ratio are mandatory. The two (2) permitted drop gear combinations with their corresponding gear tooth count are:

	Drop gear type	Crank Primary Gear	Idler Gear	Gearbox Input Gear
(a)	A+ (with 0.875" idler shaft)	29	37	29
(b)	Pre A+ (with 0.750" idler shaft)	24	31	24

Original standard production unmodified Rover Cars 'A-Series' helical final drive gears in a 3.647:1 ratio are mandatory.
Crownwheel: 62 tooth
Pinion: 17 tooth

		Tooth Count	Part Number	Casting number
(a)	Crownwheel (A+)	62	DAM4162	DAM4163
	Pinion (A+)	17	DAM4131	
(b)	Crownwheel (Pre A+)	62	22G940	
	Pinion (Pre A+)	17	22A399	

iii) Mini Miglia;

Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory;

2nd – 1 : 1.568 - 1.486, 3rd – 1 : 1.1865 - 1.244, 4th - 1 : 1.

1:1 ratio drop gears are mandatory.

A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory

TR.5.17

NUMBERS & CHAMPIONSHIP IDENTIFICATION:

TR.5.17.4.2

Two M7RC decals, one forward-facing & one rearward-facing.

TR.5.17.4.4

"Deleted"

TR.5.17.4.5

"Deleted"

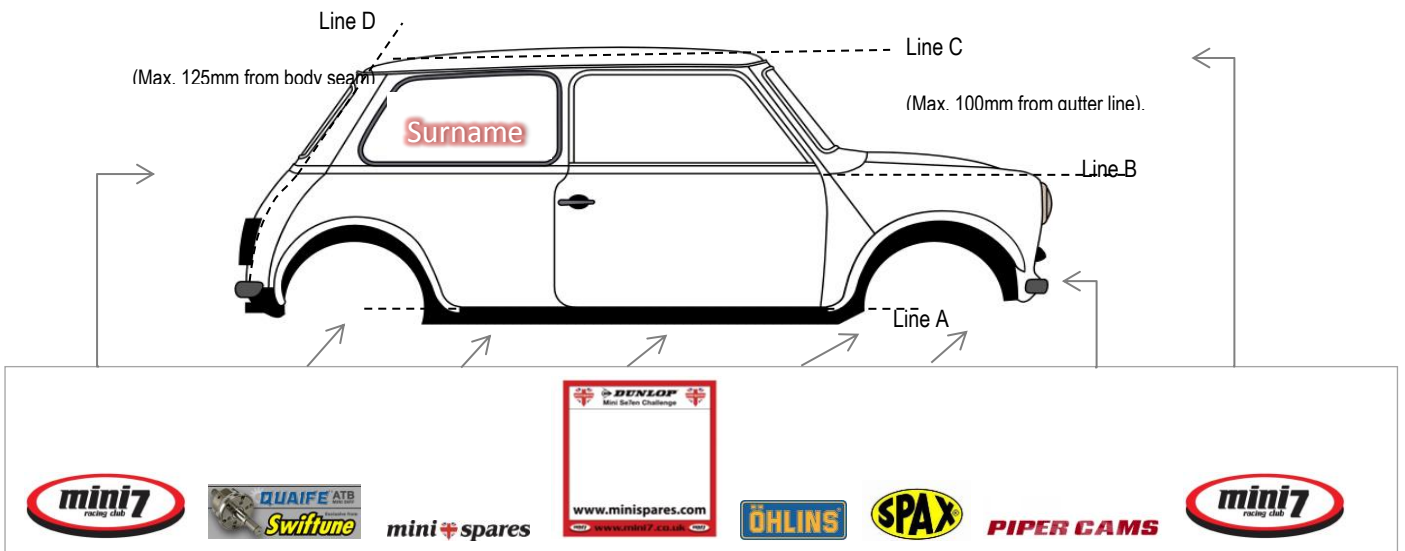
TR.5.17.4.8

One QUAIFE-SWIFTUNE decal, each side of the car, for Mini Miglia only

TR.5.17.4.9

The 'side of the car' is defined as follows;

All areas of the rear quarter, A-panel and door above the sill flange (Line A). Plus the area of the front wing below the projection of the bodyline described by Line B, the area of the roof described by Line C and the area of the rear panel described by Line D (see drawing below).



TR.5.17.5

Driver's names:

i) All classes;

Surname only must appear on each rear quarter light window, letters in white without background (Fluorescent Orange, Pantone reference: 804C2X for Novices and Under-17 category), in Helvetica Bold typeface, upper and lower case (i.e. Surname, not SURNAME). The maximum height for the uppercase letter is 100mm. The letters should be fitted a minimum 30mm from the lower edge of the window...

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iii) Where two Drivers alternate in the same car, the appropriate names may appear on a Perspex panel which must be securely fitted to the inside of the rear quarter light windows of the car. **The unused Driver names must be removed or neatly covered with black tape.**

TR.5.18 MINI LIBRE (Technical Guidelines - 2019)

TR.5.18.1 All cars and drivers must comply with MSA **Motorsport UK** Safety requirements (see TR.5.3).

TR.5.18.2 Cars must follow the silhouette of the classic saloon Mini; allowances will be made for modifications to the bonnet for clearance. However, spaceframe, van, pick-up and clubman variants will not be eligible.
Grille, surrounds and bumpers must be retained.
Steel roof mandatory.

Door material is free. Any form of modified or lightened door must have a reinforcing panel and either be solid foam-filled or filled with carbon/ aluminium honeycomb inserts.

TR.5.18.3 An A-Series engine block and gearbox is mandatory. **The maximum engine capacity shall be 1400cc.**
Forced induction is prohibited (i.e. no turbochargers or superchargers).

Any form of sequential control/gearshift is prohibited (see TR.5.9.2.3).

TR.5.18.6 The minimum running weight of the car, including driver is to be as follows:

- i) 5-port iron head, as Miglia (i.e. 660 kg).
 - ii) 7-ports, 8-ports and 16 valves, 20kg above Miglia minimum running weight (i.e. 680kg).
- Additional ballast may be added to selected cars, subject to performance**

SR.6.4 PROMOTIONAL ACTIVITIES:

SR.6.4.1 All Drivers required for Podium Presentations should attend without delay, at the place and time specified by the Championship Co-ordinator or Organisers/Promoters. Sponsors Caps as determined by the Championship Organisers/Promoters must be worn on the driver's head. Failure to do so may mean forfeiting any Championship Prize Monies / Awards or Points gained at that round. **Race drivers should be prepared to be wearing race overalls**

SR6.6: 'SEALING' REFERENCE / IMAGES (refer also to TR.5.4.3 and SR.3.2.1)

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 a pair of two (x2) drilled holes (x4 in total), to allow for sealing wire on opposing edges of equivalent belt drive cover (image 'Sealing 10')... 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').



'Sealing 1'



'Sealing 2'



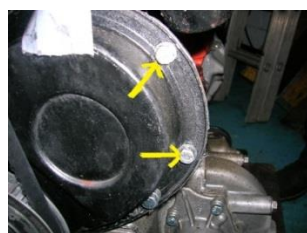
'Sealing 3'



'Sealing 10'



'Sealing 4'



'Sealing 5'



'Sealing 6'



'Sealing 7'



'Sealing 8'



'Sealing 9'

Issued by:
Richard Williamson

Championship
Coordinator -
M7RC

Dated:
24 March 2019