



MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 2_2020...

RE: Technical Updates from Technical Sub-Committee...

To all M7RC Members and Associates,

In response to various observations raised by the M7RC Scrutineering Team, a Technical Sub-Committee meeting was recently held at Brands Hatch, and the following recommendations & clarifications have been agreed:



1. Padding around Steering Columns (all classes)

TR.5.3.3 - Fire-resistant Roll Cage Padding must be installed on all parts of the cage which could come into contact with the Driver's body, arms, legs or head. F.I.A.-specification padding must be used within 150mm of the helmet. See current Motorsport UK K1.6.6.

Which includes padding around the steering column, but does not need to be FIA specification •



2. Valve Spring Seats (S-Class)

Mini-7 S-Class Regulation: -

*TR.5.19.3.4 i) - An original production Rover Cars A-Series five-port head casting, unmodified (any type of blast cleaning of the air passages is prohibited), but may have the block face surface finish only. Production cylinder head thickness 69.85 / 69.47mm. To Clarify: An original 1275cc production Rover Cars cylinder head, not copies. Valve seat inserts on the exhaust only. Three (3) angle valve seats allowed. Maximum valve diameter 33.3mm inlet, 29.4mm exhaust. Where necessary, cylinder heads may be drilled and tapped at the thermostat end to allow fitment of a temperature sensor. The heater take-off at no.4 end may be drilled and tapped for fitment of coolant pipes. Head may be drilled to allow 11 head studs. Non-original valve guides may be used of standard length (43.11 / 42.60mm) and fitted height (13.97 / 13.46mm) as production (unless specified). **No modifications to valve spring seats.** Any non-original parts used must respect OEM.*

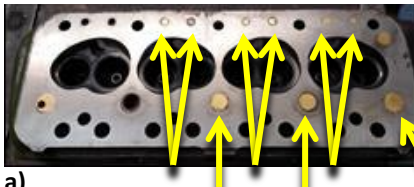
Machining of Valve Spring Seats is prohibited •



3. Lights (all classes)

Consultation is ongoing... •

FINAL



a)



b)

4. Dry Decking (S-Class)

Mini 7 S Class Regulation: -

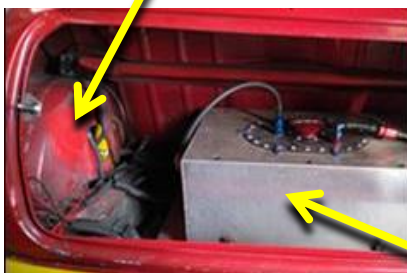
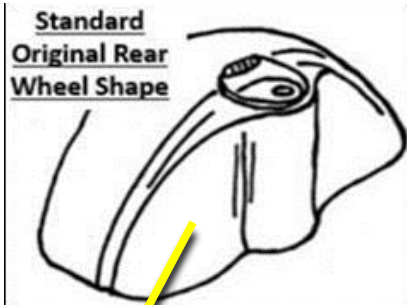
TR.5.19.3.3 - Dry decking is prohibited.

This modification to the cylinder head a) is a form of 'Dry Decking'.

a) Modified water passages 'Dry Decking'

The regulation TR.5.19.3.3 will be clarified and changed to read "Dry decking is prohibited **in any form**" •

b) Production Cylinder Head



5. Rear Wheel Arches (Se7en, S-Class & Miglia)

Mini General Regulations: -

TR.5.6.1.11 - External front wheel arches and production rear wheel arches may be modified for tyre clearance. Rear wheel arches may also be modified to allow for anti-roll bar drop links. All edges must be rolled and sealed. **The original rear shock absorber platform must always remain in its original position**, and the measurement between both rear shock absorber platform locating holes must be within +/-10mm tolerance of 970mm. See also TR.5.6.1.2 and TR.5.6.1.17.

Over the years this has not been policed and the vertical portion around the shock absorber has become square (boxed), possibly for clearance.

It has been agreed that those cars racing this season with the 'square' arches can keep them, as 'grandfather rights', but any future builds must have the standard-shaped arches. If these cars have to be repaired in this area, the arch must be changed back to standard. In order to police these changes, the Club will introduce a Vehicle Log Book with a picture of the boot area •



6. Hydraulic Handbrake – (Se7en & Miglia)

A number of the cars have appeared with hydraulic handbrakes. TR.5.18.7.2, TR.5.20.7.2 do not exclude hydraulic handbrakes and it appears that they are a possible secondary braking system. With no performance advantage they can remain.

TR.5.18.7.1 and TR.5.20.7.1 both state that **"...Brake/Clutch fluid remote reservoirs are prohibited from the cockpit."**

So, this style of handbrake (pictured) is prohibited •

7. Roll Cages (Se7en, S-Class & Miglia)

They must comply with Motorsport UK regulations and TR.5.3.2, **but can pass through the rear Bulkhead. Connection with wheel arch cannot go beyond the rear shock absorber mounting. The following clarification to these regulations: -**

TR.5.3.2 - Full Roll Cage: **Free conception but must conform to the minimum specification of the current Motorsport UK K1, Drawing 3 or 5** with mandatory lateral protection. Where two diagonals in the form of a cross are used, at least one of the diagonals must be of a single piece tube. Minimum material CDS 2. Tube 38 x 2.5mm or 40 x 2.0mm. Roll Cages certified after 1st Jan' 1996; 45.0 x 2.5mm or 50.0 x 2.0mm.

Free-construction tube diameters are accepted for certification by the Motorsport UK if supported by an approved engineer's stress analysis report.

Roll Cages may be welded to the bodyshell mountings conforming to **current Motorsport UK K1**. The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wraparound rear harness fixing at the correct angle (see **current Motorsport UK K2** and **Appendix 2, Drawing 39**).

A reinforcement between the Roll Cage, at floor level, and bolted through the front subframe rear mounts is recommended.

Forward diagonal braces across the cockpit (centre main hoop to the base of the nearside front hoop) i.e. 'Petty' Bars, are prohibited.

Any additional drilling of the Roll Cage or its reinforcements is prohibited. **The Cage may pass through the rear Bulkhead, but cannot go beyond the rear shock absorber mounting.**

TR.5.6.1.1 - A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1).

Front and rear bulkheads and sills must remain unaltered but may be reinforced.

Rear bulkhead may be modified to allow the cage, electrical cables, fuel and brake pipe to pass through.

The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate firewall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing •

8. Bodywork (Se7en, S-Class & Miglia)

To clarify the Rear Seat Pockets and the rear seat front can be removed.

The following clarification to this regulation: -

TR.5.6.1.1 - A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1).

Front and rear bulkheads and sills must remain unaltered but may be reinforced.

Rear bulkhead may be modified to allow the cage, electrical cables, fuel and brake pipe to pass through.

The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate firewall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing. **The rear seat pockets and the rear seat front can be removed •**



9. Camshafts (Se7en, S-Class & Miglia)

Competitors are reminded that Camshafts are controlled and purchased from the Mini 7 Racing Club.

TR.5.18.3.6, TR.5.19.3.12 and TR.5.20.3.6 state: - "Each camshaft will be serial-numbered and logged to individual competitors / entrants".

Make sure that you use a registered cam! •

Hand-etched unique I.D. possible positions.

