



**MINUTES OF THE 17TH  
ANNUAL GENERAL MEETING & TECHNICAL DISCUSSION  
OF  
THE MINI 7 RACING CLUB**

The Mini Se7en Racing Club is a Company limited by guarantee ~ Company Number 05519135  
{England and Wales}

**Date: Saturday 22nd January 2022**

**Place: Marriott Forest of Arden Hotel and Country Club, Maxstoke Lane, Meriden, CV7 HR**

**Time: 13.30 hrs**

### **1) INTRODUCTION**

*Chairman Nick Cooke thanked all those present and reminded them that to vote in this meeting you had to be a paid-up member of the M7RC, and that an attendance register had been prepared. All voting was to be by secret ballot. Members signed-in on arrival and were given a voting paper, which would be collected and all votes counted at the end of proceedings. Any proxy votes would also be added to the final voting tallies...*

### **2) APOLOGIES FOR ABSENCE**

*Official notices of absence were received from: K Astin, M Chappell, J Cuthbertson, R Deeth, S Gilby, P Hills, S Hopper, R Howard, V Jones, G Davis...*

### **3) MINUTES OF THE 16TH AGM/ATD (held via a virtual meeting on Sunday 22nd November 2020)**

*For approval of the Minutes from the previous 2020 season AGM/ATD...*

*Proposed: J Cockburn-Evans*

*Seconded: T Cooper*

**APPROVED ✓**

### **4) REPORTS OF THE 2021 EXECUTIVE COMMITTEE**

*Chairman Nick Cooke gave a brief recap of the season, re-iterating that the Minis were again "the best racing out there", and how nice it was to be "socialising" more in the paddocks again after the protracted COVID/lockdown period. He also highlighted what promised to be an excellent calendar for 2022, in particular a first M7RC visit to Anglesey (Ty Croes circuit) off North Wales as he had "never been" himself but was looking forward to "making a holiday of it"...*

*Editor/Coordinator Rich Williamson apologised for the annual Pitlane Review not being quite ready in time for the Dinner Dance, but hoped it would be available for the opening race meeting at Silverstone. Likewise, the 2022 Regulations would be finalised ready for printing/posting online ASAP after this meeting.*

*Commercial Manager Colin Peacock outlined the 2022 calendar, with a big push to have an S-Class only race at the Brands Hatch Mini Festival due to rapidly increasing registrations in the formula. He also pointed out that the Club's media coverage had again been top notch, with three drivers among the top-100 ranked National drivers in Autosport magazine, plus increased live-streaming on race weekends. In addition, he was hopeful that Luke Caudle might be in line to be a more permanent Clerk of the Course, having performed this role at several meetings in 2021.*

*Online/Website guru Stephen Colbran also gave a recap of the Club's raised profile, offering figures of 22,000 likes on Facebook, with between 10-15,000 logged daily over race weekends, plus 3900 subscribers on YouTube, including 147,000 views which equated to 19,500 hours, or 2.3 years of viewing time...*

### **5) MATTERS RELATING TO THE FINANCIAL STATEMENTS**

*Draft accounts for 2021 were attached to the pre-meeting agenda.*

Financial Controller Jeffrey Parish went through the accounts, outlining that the Club had £40k in reserves BUT that there had been a big change in the financing of track time during a season which before had seen the M7RC having maybe to buy grids at between 2 or 3 meetings only. However, from 2022 most if not all circuits/organisers had moved to a pre-purchase of track time basis, meaning the M7RC would now have to buy all its grids up front which would in effect create a 'critical cash flow' as those reserves would soon dwindle.... Once entry fees had been set for each meeting, race members would be kindly requested to pay up-front as many entry fees as they could (those who can) to help keep the Club 'ahead of the game' financially, so to speak. Entry closing dates would have to be more strictly enforced too, while race entries would only be officially logged when the entry payment had been received and cleared too.

The Club's sponsors have also helped to maintain the healthy reserves, with Dunlop, Mini Spares, Piper Cams, Spax, Curley and others 'in kind' all chipping in, while overall Membership subscriptions were also relatively healthy too, meaning the subscription fees could remain the same for at least another year...

The biggest investment had been for a second-hand motorhome, intended as an improved central location/Club stand in the paddock, and an asset which would definitely make life easier for Club Ambassadors Mike & Alan Jackson who have maintained this facet of the Club for many seasons, while other costs accrued include new Motorsport UK fees, including race meeting-by-meeting insurance payments per competitor...

There followed a vote to formally approve these accounts to be filed at Companies House...

**APPROVED ✓**

#### **6) RE-APPOINTMENT OF DIRECTORS**

It was required that one-third of the Board of Directors should retire by rotation each year. The Director due to retire by rotation was Jeffrey Parish, but in the absence of any other nominations, Jeffrey Parish was deemed to be re-appointed alongside Nick Cooke and Mike Jackson...

**APPROVED ✓**

#### **7) ELECTION OF EXECUTIVE COMMITTEE**

The following Executive Committee Members expressed their willingness to continue in office: Chairman Nick Cooke; Commercial Manager Colin Peacock; Championship Coordinator Richard Williamson; Competition Manager Mike Jackson; Financial Controller Jeffrey Parish; Membership Secretary Barry Payne (Sharon Roche will assist Barry with admin, as and when); Mini Se7en rep Darren Thomas; Mini Miglia rep: Mark Sims; Mini-7 S-Class rep Ben Butler; Mini Libre rep Phil Harvey; Technical Sub-Committee rep in 2021 Phil Harvey volunteered to continue, assisted by Mark Wanstall; Safeguarding Officer Amanda Proctor was willing to continue in this previously non-Committee role, which J Parish pointed out was now deemed an official/mandatory Committee position by Motorsport UK. Other nominations were invited...

**APPROVED ✓**

#### **8) PROPOSAL TO ADOPT AMENDED CLUB BY-LAWS**

A copy of the club By-Laws was attached to the agenda, with proposed changes highlighted.

The proposed amendments were:

a) To restrict voting on matters relating to technical or sporting regulations to full racing members only (plus honorary life members;

b) To formalise alternative voting methods (show of hands or electronic voting) as an option for future general meetings.

If approved by the members, the changes would be effective following this meeting – i.e. the amended voting rights will be in place for the 2022/23 AGM/ATD.

**APPROVED ✓**

#### **9) PRESENTATION & DISCUSSION RELATING TO RACING CALENDAR FOR 2022 ~ COLIN PEACOCK.**

CP outlined the proposed 2002 calendar, which the majority of attendees appeared happy with. The main 'National' Challenge would provisionally be held over 16 rounds, or 8 weekends of 2-day double-headers spread fairly evenly across the Spring/Summer/Autumn period, beginning at Silverstone Int. (The Wing) in March, then onto Snetterton 300 in April (a replacement for the original Croft date which had been changes to 1-day event, and which may have impacted on entries), then Cadwell Park in May, Castle Combe in June, Donington Park in July, the annual Mini Festival at Brands Hatch in August, then a debut for the M7RC at the Ty Croes circuit on Anglesey in September, before finishing back at Silverstone in October. As a return Zandvoort in Holland was on the 'back burner' due to the uncertainty arising from COVID and Brexit measures, it was hoped the 'far flung' visit to the coastal Anglesey circuit off of North Wales would prove an interesting alternative for a summer trip 'abroad' (or across the Menai Strait at least!). Of the provisional 16 rounds, 3 scores would be the intended drop, meaning the best 13 to count. For the Winter Challenge, a creative solution had been put forward to increase the points scoring opportunities for a wider range of contestants, both Silverstone meetings from the main Challenge also counting towards the Winters, with the now established 3-race 'winter warmer' 0-Plate meeting at Brands in November raising the championship to 7 rounds, with 2 drop scores figured-in, i.e. the best 5 to count. As per JP's financial review (point 5), competitors were again reminded of the importance of early entries to help maintain separate grids as organisers look to optimise track time returns; in short, the more track time that the M7RC and its race members can 'buy up front' early the more likely it would be to minimise the possibility of combined grids for all four classes. Of note was the intention for the M7RC to hold its first ever stand-alone S-Class race at the Brands Mini Festival in August, signifying the impressive rise in registered numbers in recent seasons.

----- SHORT INTERVAL BEFORE ATD MATTERS -----

**10) POSSIBLE RULE CHANGES FOR 2022/23 ALONG WITH THE COMMITTEE/MEMBERS' PROPOSALS.**

Proposed amendments to existing Regulations highlighted in **yellow**; new proposal text in **red**

**Item No.1 Encourage S-Class competitors to progress to Sevens / Miglias (re. S-Class)**

Proposer: Darren Cox                      Seconder: Colin Peacock

Reason: The S-Class was invented to attract those who were looking to get started in one-make saloon car racing. From humble beginnings, it has exploded massively. In 2022 we intend to create a huge prize fund, possibly the single biggest prize fund in UK club racing, designed to both encourage S-Class competitors to move to the Mini Se7en class, and at the same time attract new S-Class competitors.

The proposal is to be added to the sporting regulations; if passed would be effective in 2022 season and apply to 2023 entries:

SR.1.7.7 The top three S-Class championship finishers will be entitled to their next year's race meetings entry fee in the Mini Se7en Championship, at a reduced fee. This prize fund is not open to anyone who has previously raced in Mini Se7ens, Mini Miglias and Mini Libre classes.  
Champion – their entry fees for the national rounds will be reduced by 100%  
Second place – their entry fees for the national rounds will be reduced by 50%  
Third place – their entry fees for the national rounds will be reduced by 25%

**APPROVED** ✓

**Item No.2 Sealing S-Class engines for the season (re. S-Class)**

Proposer: Mike Jackson                      Seconder: Julian Affleck

Reason: There has been concern about misinterpretation of the technical regulations within the formula which has also been expressed by a number of the S-Class drivers. Also the difficulty with access to sealed engines and extending the examination period repeatedly. These engines are not highly stressed and are very reliable. So the amendment below to our sporting regulations is similar to other championship regulations. Julian is happy about carrying the necessary work.

*The proposal is to be added to the sporting regulations; if passed would be effective in 2022 season:*

#### SR.1 SPORTING REGULATIONS – GENERAL

##### SR.1.9 Mini-7 S-Class

SR.1.9.1 Mini S-Class Competitors will have, prior to, or at the first event they entered, have their engine sealed. The details of the seals will be recorded and kept by the Championship Scrutineer or the nominated licensed scrutineer. Any replacement engine used will also be sealed and added to list against that competitor. Sealing can take place any time and place during the event.

SR.1.9.2 It is the Competitor's responsibility to maintain the seals unbroken and to protect the seals from damage or loss, as the eligibility of the relevant engine depends upon the seals being in place.

SR.1.9.3 Should there be the need by the competitor to break the Motorsport UK seal or replace the engine, the competitor must inform and have written approval from the Championship Scrutineer or the nominated licensed scrutineer before the work can be carried out. At the next event the Championship Scrutineer or the nominated licensed scrutineer will check and fit new Motorsport UK seals and record details.

SR.1.9.4 It is not permitted to take part in any qualifying session or race entered under Motorsport UK permit and within M7RC championship regulations with an engine that is not sealed by the Championship Scrutineer or the nominated licensed scrutineer.

SR.1.9.5 Seals to be applied as per SR.6.6, sealing 1 (cylinder head), sealing 3 or 4 (bell housing), sealing 5 or 10 (timing cover), sealing 7 (manifold / carburettor) and sealing 8 (diff housing). Note that the rocker cover will not be sealed under this regulation.

SR.1.9.6 This sealing of S-Class engines is NOT under Motorsport UK regulations, but must remain in place for whole season including the Winter rounds. At any time, the Championship Scrutineer or the nominated licensed scrutineer can submit the relevant paperwork to the Clerk of the Course for a formal engine strip under Motorsport UK regulations of all the engines used by the competitor.

SR.1.9.7 Failure to produce an engine for inspection and/or have any broken seals, the competitor will have 2 maximum championship scores deleted (i.e. 40 points).

**APPROVED** ✓

#### **Item No.3 At popular meetings to give priority to competitors who have been racing all season, over those who enter just once (re. all classes)**

*Proposer: Phil Harvey                      Seconder: Mark Sims*

*Reason: This year's Brands Hatch meeting had too many entries; it was difficult to accommodate everyone with a race. There could meetings where competitors will miss out on a race. Competitors who enter many meetings should be reward with an entry over those who enter one.*

*Change regulation from:*

SR.2.1.6 Organising Clubs will be requested to apply the following guidelines when considering entries:

- a) For all entries received by the closing date, Competitors will be guaranteed an entry based on their position in their respective Challenges and the number of grid slots available.
- b) For the first race of the season, the final positions in the previous season's Challenges will be used to determine priority.
- c) The number of guaranteed entries available to each class will be based on 75% of the grid being guaranteed an entry, split in the ratio of the number of cars entered into each championship at the closing dates for entries.
- d) All other entries will be accepted in order of receipt.
- e) The closing date will be the date specified on the club's entry form or, if not specified, 14 days before the event.

Example 1 - Separate grids

Grid 40, registered Mini Se7ens 30, registered S-Class 15

75% = 30 guaranteed places, split: Se7ens, top 20; S-Class, top 10

Example 2 - Combined grids

Grid 56, registered Se7ens 30, registered S-Class 15, registered Miglias 20 registered Libres 5

75% = 42 guaranteed places, split: Se7ens, top 18; S-Class, top 9; Miglias, top 12; Libre, top 3

*Change regulation to: If passed would be effective in 2022 season:*

SR.2.1.6 Organising Clubs will be requested to apply the following guidelines when considering entries:

a) For all entries received by the closing date, Competitors will be guaranteed an entry based on their position in their respective Challenges and the number of grid slots available.

b) For the first race of the season, the final positions in the previous season's Challenges will be used to determine priority.

c) The number of guaranteed entries available to each class will be based on 75% of the grid being guaranteed an entry, split in the ratio of the number of cars entered into each championship at the closing dates for entries.

d) All other entries will be accepted in order of receipt **with full payments of entry and M7RC fees. Except those who have not entered a race before, in this season and they will be considered last.**

e) The closing date will be the date specified on the club's entry form or, if not specified, 14 days before the event.

Example 1 - Separate grids

Grid 40, registered Mini Se7ens 30, registered S-Class 15

75% = 30 guaranteed places, split: Se7ens, top 20; S-Class, top 10

Example 2 - Combined grids

Grid 56, registered Se7ens 30, registered S-Class 15, registered Miglias 20, registered Libres 5

75% = 42 guaranteed places, split: Se7ens, top 18; S-Class, top 9; Miglias, top 12; Libre, top 3

**APPROVED** ✓

#### **Item No.4 Delete the reverse grid regulation (all classes)**

*Proposer: Rupert Deeth                      Seconder: Mark Sims*

*Reason: This has spoilt the close racing this year. It has made a mockery of the Pole Position trophy. On several occasions front row drivers have been concerned about their starting positions. We have been lucky this year, no big accidents on the narrow tracks. Change back to 2020 regulation.*

*Change regulation from:*

SR.2.3.3 For all classes: For double-header meetings, the Starting Grid for Race 2 will be formed by the finishing order of Race 1, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows: The first eight (8) finishers from Race 1 shall have their grid positions for Race 2 reversed. If less than eight (8) cars are classified as finishers in Race 1, then the grid for Race 2 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 2 in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will start Race 2 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 2 grid positions will be determined by their finishing order in Race 1, but they may not be placed ahead of the first eight (8) cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of cars form the reverse grid section. This will apply to both individual and mixed grid combined races

For treble-header meetings, the Starting Grid for Race 3 will be formed by the finishing order of Race 2, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows:

The first eight (8) finishers from Race 2 shall have their grid positions for Race 3 reversed. If less than eight (8) cars are classified as finishers in Race 2, then the grid for Race 3 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 3 in accordance with their finishing order from Race 2.

Competitors not classified as finishers in Race 2 will start Race 3 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 3 grid positions will be determined by their finishing order in Race 2, but they may not be placed ahead of the first eight (8)



cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of cars form the reverse grid section. This will apply to both individual and mixed-grid combined races. The organisers may use an alternative selection system and, in this case, a Championship Bulletin will be issued

*If passed, SR.2.3.3 would look like this below and be effective in 2022 season...*

**SR.2.3.3** In the event of a Double-Race meeting, grid positions for the second race will be based upon the fastest lap times recorded, according to the Official Result of Race One.

In the event of a Treble-Race meeting, grid positions for the third race will be based upon the fastest lap times recorded, according to the Official Result of Race Two.

The organisers may use an alternative selection system and, in this case, a Championship Bulletin will be issued.

**NOT PASSED X**

#### **Item No.5 Delete the practice of tyre scrubbing/buffing (all classes)**

*Proposer: Phil Harvey                      Seconder: Mark Wanstall*

*Reason: This practice has increased the cost of competing. The current regulation is not absolutely water-tight.*

*Change regulation from:*

TR.5.13.1.3 The use of tyre heating/heat retention devices, tyre treatment and compounds treatment is prohibited

*Change to: If passed, it would be effective in 2023 season...*

**TR.5.13.1.3** Any form of tyre modification is prohibited, including heating/heat retention devices, tyre treatment, compounds treatment, shaving and buffing. The only permitted modification is the normal wear from running on the track.

**NOT PASSED X**

#### **Item No.6 Cylinder Heads (S-Class)**

*Proposer: Ben Butler                      Seconder: Phil Harvey*

*Reason: At present there appears to be a preferred cylinder head, which is very rare and costly. The proposal is to introduce a single cylinder head which is readily available and cheap from MiniSpares (approx. £325).*

*Change regulation from:*

TR.5.19.3.4 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 dimensions.*

*Change to: If passed, it would be effective in 2023 season...*

**TR.5.19.3.4** Only the original production Rover Cars A-Series five-port MPI head casting (LDF105800) to be used, 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 dimensions.

**NOT PASSED X**

#### **Item No.7 Clarification of Alternator (S-Class)**

Proposer: Mike Jackson                      Seconder: Phil Harvey

Reason: It could be interpreted by some that another manufactures alternator could be used, this closes this loophole.

Change regulation from:

TR.5.19.6.1 Standard production alternator and charging system must remain unaltered and operational.

To Clarify: Alternator must be similar in type and design to those fitted to the Rover Production Mini. Lightweight/race alternators are prohibited. Starter motors are free but must be fitted in the original mounting holes.

Change to: If passed, it would be effective in 2022 season...

TR.5.19.6.1 Standard production alternator and charging system must remain unaltered and operational.

To Clarify: Alternator must be similar in type and design to those fitted to the Rover Production Mini. Lightweight/race alternators are prohibited. That is any Austin/Morris/BMC/British Leyland/Austin Rover Group/Rover Group/MG Rover Group Mini and NOT any alternator from another manufacturer's production car. Starter motors are free but must be fitted in the original mounting holes.

**APPROVED ✓**

#### **Item No.8 Sealing-hole size not specified (all Classes)**

Proposer: Phil Harvey                      Seconder: Julian Affleck

Reason: To add the size required.

Change regulations from:

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

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').

Change to: If passed, it would be effective in 2022 season...

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

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').

The drilled holes should be 2 mm diameter minimum.

APPROVED ✓

### Item No.9 Remove points for fastest lap (all classes)

Proposer: Spencer Wanstall

Seconder: Mark Wanstall

Reason: I don't think this adds anything to a race weekend. It doesn't add to the excitement for anyone watching or for anyone driving. The negative is that second place with the fastest lap gets the same points as the winner. A point advantage for winning is small compared to other series, where the winner gets a greater advantage.

The proposal is from this:

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

Fastest Lap 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.

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).

*Change to: If passed, it would be effective in 2022 season...*

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

**Fastest Lap 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.

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).

**NOT PASSED X**

**Item No.10 Clarification of transmission part finishes (S-Class)**

*Proposer: Ben Butler                      Seconder: Phil Harvey*

*Reason: We are aware of gear teeth being polished to 'mirror finish' and Crown Wheels being machined. All gears should remain in their original standard production finish and unmodified in any way.*

*The proposal is from this:*

TR.5.19.5.1 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

Crownwheel type 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

*Change to: If passed, it would be effective in 2022 season...*

TR.5.19.5.1 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

Crownwheel type 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

All the above gears remain in their original standard production state and any modifications are prohibited, that includes polishing gear teeth and machining crown wheels.

APPROVED ✓

#### **Item No.11 Controlled Pistons & Standard Con Rods modified (S-Class)**

*Proposer: Ben Butler*

*Seconder: Phil Harvey*

*Reason: Rover manufactured Con Rods to a range of assembled weights and were coloured on their big ends. This range was from 642 grams (Yellow/Brown) to 710 grams (White/Black), the weight includes the bolts and nuts. Finding these 642 gram rods will be difficult and costly. This proposal is to level the playing field. To easily police this change, the weight specified will include the piston assembly. By adding a controlled piston would also keep costs down. The Omega Piston assemblies are 342 +/- 5 grams.*

*The proposal is from this:*

TR.5.19.3.10 Standard con rods: Three (3) may have their weights changed to suit one (un-altered rod) with unmachined small end/big end and no signs of machining to the rod itself.

*To Clarify: Standard production 1275cc con rods must be used with original centres of 5.75". No bushes fitted to the small end. The small end cannot be honed out or resized to allow a standard diameter gudgeon pin to become a 'floating'-fit pin. One (1) con rod must remain standard, i.e. no balancing to the big end or small end. The big ends may be 'capped and honed' to resize to original internal diameter if they are oval.*

TR.5.19.3.15 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"

*Change to: If passed, it would be effective in 2023 season...*

TR.5.19.3.10 Standard 1275 Production Con Rods can only to be used. The Con Rods may be balanced. The combined weight of Rod and Piston assembly must not be less than 984 grams. The

piston pin must remain unaltered. The Rod and Piston assembly consists of a Rod and Cap, 2 Bolts, 2 Nuts and Piston assembly [specified in TR.5.19.3.15 and including the rings]).

To Clarify: Standard production 1275cc con rods must be used with original centres of 5.75". No bushes fitted to the small end. The small end cannot be honed out or resized to allow a standard diameter gudgeon pin to become a 'floating'-fit pin. One (1) con rod must remain standard, i.e. no balancing to the big end or small end. The big ends may be 'capped and honed' to resize to original internal diameter if they are oval.

TR.5.19.3.15 Omega Diecast (non-floating pin) Pistons with 6.5 cc dish to be used. The only modification to be correcting compression volume. Any magnesium cast or forged pistons of this design are prohibited.

These 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"

**NOT PASSED X**

#### **Item No.12 Controlled Shock Absorber (S-Class)**

Proposer: Ben Butler

Seconder: Phil Harvey

Reason: To keep the formula costs down. It is said that some people are spending £2000 on shocks. The proposed shocks could be as little as £100 each, depending upon testing.

The proposal is from this:

TR.5.19.4.5 Any Steel bodied Shock Absorbers is permitted, but must be of similar design and construction to those fitted to the production specification Mini but may have a facility for adjustment of bump and rebound damping by a single adjuster.

Change to: If passed, it would be effective in 2023 season...

(With provision that Mini 7 Committee have the option to change this specification after reviewing testing and to be published before July 2022...)

TR.5.19.4.5 For the front axles, it is mandatory to use a Spax Shock Absorber (part number to be confirmed by a bulletin during the season 2022). A steel-bodied Mini Racing Damper which is adjustable.

For the rear axles, any Steel bodied Shock Absorbers is permitted, but must be of similar design and construction to those fitted to the production specification Mini but may have a facility for adjustment of bump and rebound damping by a single adjuster.

**APPROVED ✓**

#### **Item No.13 Amending the awards presented (S-Class & Libre)**

Proposer: Mike Jackson

Seconder: Phil Harvey

Reason: Numbers of awards to reflect the increase in competitors.

The proposal is from this:

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 0-Plate Winter Mini Challenge: In Mini Se7en & Mini Miglia - 1st to 6th overall: Trophies/Awards.

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

Novice award Trophies for Mini Se7en, Mini-7 S-Class and Mini Miglia classes.

The awards are open to drivers who:

- a) prior to the 2021 season, have not started in more than 2 Mini Se7en, S-Class or Miglia race meetings and;
- b) at the start of the 2021 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 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.

There will also be an award - The Graham Hill Memorial Trophy - for an Under-17-year-olds' category in Mini-7 S-Class; the above Novice scoring system will be adopted to determine the overall winner. Drivers must be under 17 years of age before or on the date of the first Challenge meeting of the season.

Other Annual Trophies (to be held for 11 months):

The Steve Bell Memorial Trophy for the Mini Se7en or Mini Miglia driver leading the National Challenge with the greater number points after six rounds

The Norman Finn Trophy most Pole Positions in National Mini Se7en

The Mike Fry Trophy most Pole Positions in National Mini Miglia

The Chris Inch Memorial Trophy most Fastest Laps in the Challenges

The SP Trophy ('Semper Paravit') most Reliable Car in the Challenges

The Dunlop Cup most Improved Driver in each formula \*

The Chris Tyrrell (Memorial) Trophy highest points scorer (before drop scores) in the Challenges

The Phil West Trophy best turned out Mini Se7en \*

The Peter Tisdale Trophy best turned out Mini Miglia \*

The Fred Jackson Memorial Trophy Club Member of the year \*

The Maurice Leggate Trophy best Individual Drive of the year. \*

The Bryan Slark Valve Unluckiest Driver of the year \*

The Sevenoaks Cup – Mini Se7en highest points scorer in all races at Brands Hatch

The Sevenoaks Cup – Mini Miglia highest points scorer in all races at Brands Hatch

The James Armstrong Memorial Trophy for the driver finishing 11th overall in National Mini Se7en

The Bill Sollis Trophy National Mini Se7en or Miglia runner-up scoring most 2nd places

The Tom Jarrett Trophy best Racing Newcomer (non- Novice) \*

The Frank Gillibrand Memorial Trophy the driver best demonstrating the Original Spirit of the M7RC\*

The Graham Edwards Memorial Trophy the Mini 7 driver with most points who didn't quite make the podium

The Nick Cooke Trophy for the Support Team of the car scoring the highest points (after drop scores) in the National Challenges

Spax Improver Award most places made up in the races from starting grid positions

The ST Trophy ('Special Tuning') best overall placings in Mini Libre

The M7RC Special Award for outstanding achievement/service to M7RC\*

The Graham Hill Memorial Trophy highest points-scoring Under-17-year-old in Mini-7 SClass

\* Denotes awards to be decided by end-of-season voting by M7RC Membership and/or Committee. Further awards may be announced in Official Bulletins.

*Change to: If passed, it would be effective in 2022 season...*

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 10th 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 Dunlop National Mini Libre Invitation supported by Mini Spares  
1st to 3rd overall: Trophies.

The 0-Plate Winter Mini Challenge: In Mini Se7en & Mini Miglia - 1st to 6th overall: Trophies/Awards.  
In Mini-7 S-Class - 1st to 6th overall, Mini Libre – 1st to 3rd overall: Trophies.  
Novice award Trophies for Mini Se7en, Mini-7 S-Class and Mini Miglia classes.

The awards are open to drivers who:

a) prior to the 2022 season, have not started in more than 2 Mini Se7en, S-Class or Miglia race meetings and;

b) at the start of the 2022 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 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.

There will also be an award - The Graham Hill Memorial Trophy - for an Under-17-year-olds' category in Mini-7 S-Class; the above Novice scoring system will be adopted to determine the overall winner. Drivers must be under 17 years of age before or on the date of the first Challenge meeting of the season.

Other Annual Trophies (to be held for 11 months):

The Steve Bell Memorial Trophy for the Mini Se7en or Mini Miglia driver leading the National Challenge with the greater number of points after six rounds

The Norman Finn Trophy most Pole Positions in National Mini Se7en

The Mike Fry Trophy most Pole Positions in National Mini Miglia

The Chris Inch Memorial Trophy most Fastest Laps in the Challenges

The SP Trophy ('Semper Paravit') most Reliable Car in the Challenges

The Dunlop Cup most Improved Driver in each formula \*

The Chris Tyrrell (Memorial) Trophy highest points scorer (before drop scores) in the Challenges

The Phil West Trophy best turned out Mini Se7en \*

The Peter Tisdale Trophy best turned out Mini Miglia \*

The Fred Jackson Memorial Trophy Club Member of the year \*

The Maurice Leggate Trophy best Individual Drive of the year. \*

The Bryan Slark Valve Unluckiest Driver of the year \*

The Sevenoaks Cup – Mini Se7en highest points scorer in all races at Brands Hatch

The Sevenoaks Cup – Mini Miglia highest points scorer in all races at Brands Hatch

The Sevenoaks Cup – Mini S-Class highest points scorer in all races at Brands Hatch

The James Armstrong Memorial Trophy for the driver finishing 11th overall in National Mini Se7en

The Bill Sollis Trophy National Mini Se7en or Miglia runner-up scoring most 2nd places

The Tom Jarrett Trophy best Racing Newcomer (non- Novice) \*

The Frank Gillibrand Memorial Trophy the driver best demonstrating the Original Spirit of the M7RC\*  
The Graham Edwards Memorial Trophy the Mini 7 driver with most points who didn't quite make the podium

The Nick Cooke Trophy for the Support Team of the car scoring the highest points (after drop scores) in the National Challenges

Spax Improver Award most places made up in the races from starting grid positions

The ST Trophy ('Special Tuning') best overall placings in Mini Libre

The M7RC Special Award for outstanding achievement/service to M7RC\*

The Graham Hill Memorial Trophy highest points-scoring Under-17-year-old in Mini-7 SClass

\* Denotes awards to be decided by end-of-season voting by M7RC Membership and/or Committee.

Further awards may be announced in Official Bulletins.

APPROVED ✓

#### **Item No.14 Amending the scoring system (Libre)**

Proposer: Richard Williamson                      Seconder: Phil Harvey

Reason: Too big a jump in points between 1st / 2nd / 3rd positions, this in theory would make it closer and more appealing to those who are thinking of entering.

The proposal is from this:

SR.1.8.3 The best finishing positions from 14 rounds, less 3 in the National Invitation, will determine the overall 2021 classification and the winner of the ST Trophy. The best finishing positions from 5 rounds, less 1 in the 0-Plate Winter Invitation, will determine the overall 2021 Winter 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.1.5.1.

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

Change to: If passed, it would be effective in 2022 season...

SR.1.8.3 The best finishing positions from 16 rounds, less 3 in the National Invitation, will determine the overall 2022 classification and the winner of the ST Trophy. The best finishing positions from 7 rounds, less 2 in the 0-Plate Winter Invitation, will determine the overall 2022 Winter classification.

Finishing positions in each race will be rated in line with the following scoring system: 10, 9, 8, 7, 6, 5, 4, 3 then 2 to all other finishers, 1 point for non-finishing starters). See SR.1.5.1.

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

APPROVED ✓

#### **Item No.15 Remove wording referring to a Log Book (all classes)**

Proposer: Phil Harvey                      Seconder: Mike Jackson

Reason: Very few people have asked for a Log Book and also Motorsport UK are planning to introduce log books into racing. Not to duplicate the work, I propose not to have Mini 7 Log Books.

The proposal is from this:

TR.5.4.2 Notwithstanding these Technical Regulations it is the Competitor's responsibility to ensure that their car complies with current Motorsport UK Technical Regulations (Section J) and (Section Q) as appropriate and the Supplementary Regulations throughout the event.

It is recommended that the vehicle carries a Mini Seven Racing Club Vehicle Log Book at all times.

Vehicle Log Book obtained from Mini Seven Racing Club.

Change to: If passed, it would be effective in 2022 season...

TR.5.4.2 Notwithstanding these Technical Regulations it is the Competitor's responsibility to ensure that their car complies with current Motorsport UK Technical Regulations (Section J) and (Section Q) as appropriate and the Supplementary Regulations throughout the event.

It is recommended that the vehicle carries a Mini Seven Racing Club Vehicle Log Book at all times.



Vehicle Log Book obtained from Mini Seven Racing Club.

APPROVED ✓

**Item No.16 Clarification of sealing Libre engines (Libre)**

*Proposer: Phil Harvey                      Seconder: Peter Hills*

*Reason: To accommodate the non 5-port headed engines and to clarify just the cylinder head needs sealing.*

*The proposal is from this:*

TR.5.21.4.5 Competitors' cars will be required to have fitted a specified number of pre-drilled studs for affixing of Motorsport UK approved seals at any time during the season (refer to SR.3.2.1 & SR.6.6 'Sealing 1 – cylinder head' and 'Sealing 2 – Rocker cover').

*Change to: If passed, it would be effective in 2022 season...*

TR.5.21.4.5 Competitors' cars will be required to have fitted a specified number of pre-drilled studs for affixing of Motorsport UK approved seals at any time during the season. **Only sealing the cylinder head and flywheel / bellhousing** (refer to SR.3.2.1 & SR.6.6 'Sealing 1 – cylinder head', 'Sealing 2 – Rocker cover' and 'Sealing 3 -Flywheel / Bellhousing'). **Non 5-port headed engines can have alternative methods of sealing the cylinder head using the Motorsport UK seals**

APPROVED ✓

**10) ANY OTHER BUSINESS**

*A 'working group' is to be set up during 2022 to evaluate ideas for the future of the Mini Se7en category, provisionally headed up by Se7en rep Darren Thomas.*

**ENDS**