



## Minutes of the 19th Annual General Meeting of The Mini Seven Racing Club

*The Mini Seven Racing Club – a company limited by guarantee  
Company number 05519135 (England & Wales)  
Registered office – 46 Brookside, Alconbury, Huntingdonshire, PE28 4EP  
Affiliated to Motorsports UK*

**Saturday 27 January 2024 – starting @ 1.30 pm**

*Marriott Forest of Arden Hotel and Country Club, Maxstoke Lane, Meriden, CV7 7HR*

### 1 Introduction

*Chairman Nick Cooke welcomed everyone to the meeting, thanking them for their effort to attend what is an important event in the M7RC calendar, and reminding all that two forms - for 'signing-in' to the meeting and for 'voting on proposals' - were available, the first to be completed and handed into Jeffrey Parish before the latter form could be used and validated for final vote counting...*

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### 2 Apologies for absence

*R Deeth, K Astin, B Sollis, M Dickinson, A Dickinson, M Jordan, J Cuthbertson, R Howard, B Payne, J Thompson, M Winkworth...*

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### 3 Minutes of the 18th Annual General Meeting (held on 21 January 2023)

*Minutes were posted on the M7RC Website. The previous season's AGM/ATD Minutes needed to be approved before the current meeting could be closed, so this was a simple request to registered members present to put a tick in the box on the 'voting form' if they agreed with the contents of the said Minutes...*

***Result of vote to adopt 2023 AGM/ATD Minutes – CARRIED Y-66 / N-0 / A-0***

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### 4 Reports of the 2023 Executive Committee

Chairman - Nick Cooke

*An emotional year in some senses for the Chairman as he had decided to stand down as he felt that personally it was the right time to move on, noting that he had been in the Club for over 30 years, and at least 20 as Chairman. He would still be coming to the races however and helping out when required. He felt 2023 has been another great year for the Club - we had again supported the TOCA/BTCC package at Thruxton in June. Or rather they had supported us! The Club he felt is on a very great 'high', with more people joining, full grids and unrivalled racing entertainment.*

Championship Coordinator - Richard Williamson

*Re-iterated the Chairman's thoughts, for racers and members to carry on what they have been doing and to keep up the current high profile of the Club in the motorsport media. Reminded all that the M7RC Archive and its huge motorsport history was still an ongoing project, and that several copies of printed seasonal reviews were available to buy at the meeting, and also to check out the RetroMini7pics facebook page which is effectively a 'live gallery' of past M7RC racers...*

Competition Manager – Mike Jackson

*n/a*

# DRAFT VERSION 1

Membership Secretary - Barry Payne

*n/a*

Commercial Manager - Colin Peacock

*Noted the Club had an incredible number of members and that it had been another great year; race meetings had all run well thanks to the input of Amanda Proctor as race weekend coordinator, a familiar go-between between drivers, Committee and race officials, and a round of applause was duly offered for her efforts. CP would later give a preview of the 2024 Calendar under point 10...*

Financial Controller - Jeffrey Parish

*JP would later give a report under point 5...*

Mini Se7en Representative - Darren Thomas

*n/a*

Mini Miglia Representative - Mark Sims

*n/a*

Mini-7 S-Class Representative – Arnold Duncan

*n/a*

Mini Libre Representative - Phil Harvey

*n/a*

Technical Sub-Committee Representative – Mark Wanstall & Phil Harvey

*Both Technical Reps reported no obvious matters of concern, adding that it had been a “quiet year”...*

Safeguarding Officer – Amanda Proctor

*Reported that she had been in regular contact with MsUK, with training updates and certification; for 2024 there would be a sign-on sheet at meetings for any Club volunteers with recognised first-aid training qualifications, which she can have ready at driver briefings. Also a defibrillator had been recommended for the Club to have available in the paddock (cost £1k approx.), which Mike & Alan Jackson can have located at the Club awning...*

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## 5 Matters relating to the financial statements.

*Copies of the accounts for 2023 were available at the meeting. Members were invited to ask any questions on these, followed by a vote to adopt them, which would then be filed at Companies House (in the simplified online format prescribed for ‘micro-entity’ accounts). The Financial Manager (aka Treasurer) Jeffrey Parish noted that there had lots of ups and downs in 2023; one member made an anonymous donation towards an ‘enormous’ bill for the TV coverage at the Thruxton TOCA meeting. Club membership was up on 2022 however, as was non-racing subscriptions helped by free tickets into meetings and for BBQs, etc. M7RC regalia and component stock shifted well during the year to keep money flowing, and whilst some costs had risen, the ‘bottom line’ was that the Club had returned a ‘healthy profit’, the aim being to keep enough money in the reserves to cover any unexpected costs. JP noted that although motorsport costs have gone up per se, race entry fees had probably not gone up noticeably for the Club, although the first 2024 meeting on the Donington GP circuit could be the first to be over £500..!?. A question was raised about video on the internet, and is there optional video coverage? The short answer was “no”, JP noting that as a rule costs are pretty modest and worth the investment. For example, BRSCC is around £1500, half that for the 750MC meet at Anglesey, and MSV don’t charge any extra for the Mini Festival at Brands. Zandvoort in 2023 was done as a separate deal with the German F4 series racing there. Website/media manager Stephen Colbran added that hundreds of viewers watch the livestreams. NC thanked JP for his ongoing contribution to managing the Club’s finances.*

**Result of vote to adopt 2023 accounts –**      **CARRIED**      **Y-66 / N-0 / A-0**

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## DRAFT VERSION 1

### 6 Re-appointment of Directors.

*It is required that one-third of the Board of Directors should retire by rotation each year. The Director due to retire by rotation was Nick Cooke. In the absence of any other nominations, Nick Cooke was deemed to be re-appointed.*

**Result to re-elect Nick Cooke as a Director -**

**APPROVED**

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### 7 Election of Executive Committee.

*The following Executive Committee Members expressed their willingness to continue in office:*

*Commercial Manager: Colin Peacock*

*Championship Coordinator: Richard Williamson*

*Financial Controller: Jeffrey Parish*

*Membership Secretary: Barry Payne*

*Safeguarding Officer: Amanda Proctor*

*Mini Se7en representative: Darren Thomas*

*Mini-7 S-Class representative: Arnold Duncan*

*Mini Miglia representative: Mark Sims*

*Technical Sub-Committee representatives: Phil Harvey and Mark Wanstall.*

*No alternative proposals were received for any of the above positions so the members were asked whether they wished to vote for these positions en bloc.*

**Result of vote to re-elect above Executive Committee Members en bloc –**

**CARRIED Y-66 / N-0 / A-0**

*The following Executive Committee Members would be standing down:*

*Chairman: Nick Cooke & Mini Libre representative: Phil Harvey*

*One proposal had been received for position of Chairman:*

*Philip Gillibrand (proposed by Nick Cooke, seconded by Jeffrey Parish (it was noted that the position of Club Chairman was separate from the position of Director, in which Nick Cooke had expressed his willingness to continue).*

*One proposal had been received for the position of Libre Driver Rep:*

*Ian Fraser (proposed by James Cuthbertson, seconded by Kane Astin)*

**Result of vote to elect Philip Gillibrand as new Chairman –**

**CARRIED Y-66 / N-0 / A-0**

**Result of vote to elect Ian Fraser as new Libre Driver Rep –**

**CARRIED Y-65 / N-1 / A-0**

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### 8 Proposals for amendments to club By-Laws

*A copy of the club By-Laws was attached to the AGM agenda, with proposed changes highlighted. The proposed amendments were:*

#### PROPOSAL A

Proposed by: Jeffrey Parish, on behalf of the Committee

Seconded by: *Alan Jackson ?*

By-law 5.2 to be amended to read:

5.2 **Any amendments to technical or sporting regulations, other than those imposed by National or International governing bodies, or safety regulations considered to be force majeure, shall be approved by the Club in general meeting. Such resolutions must be approved by a simple majority of the votes cast for or against the resolution by Full Racing Members.**

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## Rationale:

To correct an anomaly arising from decisions taken at the AGM on 21 January 2023, when the proposal to revert to a simple majority for proposals under by-law 5.3 (c) was expressed as “a simple majority of the Full Racing Members present and entitled to vote” which was inconsistent with By-Law 5.3 (c) and potentially allowed the result of votes to be influenced by abstentions.

**Result of vote to amend By-Law 5.2 - CARRIED Y-65 / N-1 / A-0**

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**PROPOSAL B** (note that this definition covered the same objective as proposal A above)

Proposed by: Matthew Ayres

Seconded by: Lee Poolman

New club by-law (5.8) to read as follows:

**5.8 A simple Majority is calculated by taking the total number of votes for and comparing the total number of votes against. The larger amount determines the outcome of the vote. Any abstentions should NOT be counted as either for or against.**

## Rationale:

- i) Gives people the ability to have no influence on a proposed regulation if they want to;
- ii) Clarifies what are to be done with abstentions as they have been treated as an ‘against vote’ which is misleading.

**Result of vote to introduce new By-Law 5.8 - CARRIED Y-48 / N-15 / A-3**

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## 9 **Proposal for Honorary Life Membership**

*In accordance with Section 2.2.3 of the By-Laws, a majority of the Directors (namely Mike Jackson and Jeffrey Parish) proposed to award Honorary Life Membership of the Club to Nick Cooke. Although this was within the Directors’ power, the members were asked to express their approval.*

**Result to award Nick Cooke Honorary Life Membership – APPROVED**

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## 10 **A presentation and discussion relating to the racing calendar for 2024 - introduced by Colin Peacock.**

### **DRAFT 2024 CALENDAR**

Round 1/2	Donington Park GP	March 29/30	BARC	Good Friday/Sat
Round 3/4	Cadwell Park	April 27/28	BARC	
Round 5/6	Snetterton 300	May 18/19	BRSCC	
Round 7/8	Thruxton	June 7-9	BARC	TOCA meeting
Round 9/10	Anglesey Coastal	July 6/7	750MC	
Round 11/12/13	Brands Hatch	August 3/4	MSVR	Mini Festival
Round 14/15	Castle Combe	September 21/22	CCRC	Historic Festival
Round 16/17	Silverstone Int’l	October 12/13	BRSCC	
Winter Challenge	Brands Hatch	November 2/3	BARC	Truck meeting

*CP explained that arranging a race calendar is becoming increasingly more difficult, with rising circuit costs and fewer meetings on offer. There is a return to Cadwell after a year’s hiatus,, Snetterton 300 is in as last year, likewise the Silverstone finale in the Wing garages with Saturday night party... Alan Gow of TOCA had again invited the Club to support the BTCC at Thruxton in June (the ‘anchor’ mee in marketing terms), whilst the last event to be confirmed was the 750 Motor Club’s weekend at Anglesey in July. The Castle Combe Historic Festival in September is a rapidly growing event, whilst MSV are planning a return to a 2-day Mini Festival at Brands Hatch, for the racing at least. Sadly the standalone S-Class races are not on the schedule; these have so far lost the Club money... A question was raised if the Donington GP opener could revert to the National layout to save on track hire costs? CP noted that cost should not be an issue unless there is a shortage of*

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*marshals... A question was raised if it was worth canvassing drivers on circuit choices. CP offered that a survey could be put out before the season commences to gauge opinion, perhaps for 2025 plans. The Winter meet at Brands is a 3-race standalone event from the main Challenge, on with trucks and a fireworks evening, although the plan is to make it some sort of 'shootout' spectacular for the 0-Plate. Luke Caudle added that it could be based on an idea take from Legends series, with 2 heats and a 'winner-takes-all' final. A question was raised about the chance of the Club paddock being on tarmac at the Snetterton and Combe rounds particularly. CP replied that he would certainly try to avoid grass areas when he speaks with the organisers. Tongue-in-cheek, Nick Cooke asked if the Club would be getting 'guaranteed entertainment' fee discounts?! CP replied "No, same as the other series..."! NC thanked Colin for his efforts to create the 2024 calendar, which was well received by those present.*

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### **11 Any other business**

*No further topics raised.*

*The Annual General Meeting 'closed' and, after a short interval, was followed by the Annual Technical Discussion in which amendments were proposed for technical and sporting regulations. A separate agenda was prepared for this meeting, in which only full racing members were permitted to vote on the official form available before the meeting.*



## Minutes of the 2024 Annual Technical Discussion of The Mini Seven Racing Club

*The Mini Seven Racing Club – a company limited by guarantee  
Company number 05519135 (England & Wales)  
Registered office – 46 Brookside, Alconbury, Huntingdonshire, PE28 4EP  
Affiliated to Motorsports UK*

**Saturday 27 January 2024 – starting @ following the AGM**  
*Marriott Forest of Arden Hotel and Country Club, Maxstoke Lane, Meriden, CV7 7HR*

### 1 Introduction

*As per 19th AGM minutes...*

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### 2 Apologies for absence

*As per 19th AGM minutes...*

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### 3 Minutes of the 2023 Annual Technical Discussion (21 January 2023)

*These Minutes were posted on the M7RC Website.*

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### 4 Report of the Technical Sub-Committee

*As per 19th AGM minutes...*

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### 5 Proposed amendments to Sporting Regulations

*The following proposals for changes to Sporting Regulations (SRs) were presented as received from the proposers, who had been encouraged to draft proposals in a format that could be included directly into the regulations. Any proposals that passed would be added to the regulations as written, subject to any minor changes that were needed to ensure consistency with the existing format of the regulations. Any proposals passed by the Club would be subject to final approval of the regulations by Motorsport UK. In accordance with Section 2.2 of the By-Laws, only full racing members and life members were permitted to vote on proposals to amend Sporting Regulations.*

#### PROPOSAL 1

Proposed by: Matthew Ayres

Seconded by: Lee Poolman

New sporting regulation number **SR 1.7.3.1** to read as follows:

**SR 1.7.3.1 Seeded numbers to be awarded for the Mini-7 S-Class as follows:**

**700 The '0-Plate' Winter Mini Challenge Winner**

**701 1st The Dunlop Mini-7 S-Class Challenge**

**702 2nd The Dunlop Mini-7 S-Class Challenge**

**703 3rd The Dunlop Mini-7 S-Class Challenge**

**704 4th The Dunlop Mini-7 S-Class Challenge**



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- 705 5th The Dunlop Mini-7 S-Class Challenge
- 706 6th The Dunlop Mini-7 S-Class Challenge
- 707 7th The Dunlop Mini-7 S-Class Challenge
- 708 8th The Dunlop Mini-7 S-Class Challenge
- 709 9th The Dunlop Mini-7 S-Class Challenge
- 710 10th The Dunlop Mini-7 S-Class Challenge

*A seeded number is to be only used by the driver it has been awarded to.  
Seeded numbers are optional.*

### Rationale:

- Every other class has this why not the Mini-7 S-Class?
- Formalises the awards as there is no rule around seeding for Sevens and Miglia
- Adds clarity on who has won each seeded number.

Committee note: proposal 12 from the Committee would facilitate the above proposal by formally documenting the 'top-ten' numbering system for Se7en and Miglia classes.

*A short discussion followed with no major objections.*

### **RESULT OF VOTE TO INTRODUCE NEW SR FOR S-CLASS NUMBERING –**

**CARRIED**      **Y-47 / N-5 / A-0**

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### **PROPOSAL 2**

Proposed by: Rupert Deeth

Seconded by: *Shaun King*

SR.1.6.2 – delete the words ~~less 3 in the main Challenge and less 2 in the Winter Challenges~~. The rule would then say: ... *The total from all Challenge races run will determine final championship points and positions.*

### Rationale:

This proposal is to remove the provision for 'dropped scores' and ensure that all points scored count towards the championship positions.

*Initially there was no seconder. but the majority agreed to put it to vote, having heard (mostly) points against the idea, the main one being that the ruling is intended to make it fairer for those with lesser budgets to still challenge for the title if, for example, they can't afford to do all the rounds, or travel overseas to race at venues like Zandvoort, and that it is after all a club championship, not a full-time professional series...*

### **RESULT OF VOTE TO AMEND SR.1.6.2; REMOVE DROPPED SCORE RULE -**

**DEFEATED**      **N-46 / Y-5 / A-1**

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### **PROPOSAL 3**

Suggested by Luke Caudle

Proposed by: The Committee.

Seconded by: *Alan Jackson ?*

### **CURRENT REGULATION:**

*SR.2.5.6 Grids will be of 2 x 2 formation, unless the Track Licence for a particular circuit specifies a 1 x 1 formation. For combined races (Se7en/S-Class and Miglia/Libre all*

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together), a grid may be formed in two parts, allowing the first part of the grid to be started in advance of the second. See current Motorsport UK Q12.12.

TO BE CHANGED TO:

SR.2.5.6 **Grids will be staggered in 1x1 or 2x2 format as specified in the Final Instructions. For combined races (Se7en/S-Class and Miglia/Libre all together), a grid may be formed in two parts, allowing the first part of the grid to be started in advance of the second. See current Motorsport UK Q12.12.3**

Reason:

I believe this will give us more clout when deciding to change the grid to a 1x1 formation instead of running 2x2, it will allow us to use the final instructions to alter the grid if required... Could be track-specific.

*Luke Caudle explained that this amendment would give the Club and him, or another Clerk of the Course, the power or flexibility to tailor the start grid how we want it, depending on the circuit. It can also be regarded as a safety enhancement, although there were some concerns raised where cars at the back of the grid could be positioned out of line-of-sight to the starting lights. LC replied that a starters' flag would be used in that case...*

**RESULT OF VOTE TO AMEND SR.2.5.6; GRID FORMATION –**

**CARRIED**

**Y-34 / N-17 / A-1**

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### PROPOSAL 4

Suggested by Luke Caudle

Proposed by: The Committee.

Seconded by: *Alan Jackson ?*

ADDITION TO REGULATION:

SR.2.13.1 **Camera systems that permit or facilitate remote/wireless downloading of footage or data of any kind are strictly prohibited. Failure to comply may result in the sanctions provided for in 2.13.2 below**

Reason:

To stop people remoting into the cameras and deleting footage when required.

*LC outlined the issues he had been having with several cases of footage not being available when requested, which he attributed in most cases due to a camera feature for remote deleting. A discussion followed which raised conflicting information on the current market availability and cost of cameras without this facility included and so a consensus was to concentrate more on the following Proposal 5 to address the same intended outcome...*

**RESULT OF VOTE TO AMEND SR.2.13.1; CAMERA SYSTEM DOWNLOAD –**

**PROPOSAL WITHDRAWN**

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### PROPOSAL 5

Suggested by Luke Caudle

Proposed by: The Committee.

Seconded by: *Alan Jackson ?*

CURRENT SR.2.13.1 to be changed to **SR.2.13.2**  
(rest of the camera regulations moved down 1.)



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**NEW SR.2.13.2** TO BE CHANGED TO:

*The onus is on the competitor to ensure that the judicial camera is switched on and recording for all official Qualifying sessions and Races. For any camera that is not switched on during these occasions, the Competitor may be subject to the penalties provided for in Motorsport UK Regulation C2.1.1 and on a case-by-case basis; they may include but are not limited to:*

- *A reprimand or fine of up to £1,045*
- *Time Penalty*
- *Grid Place Penalty*
- *Disqualification from the Race.*
- *Disqualification from the Meeting.*

REMOVED:

~~...may incur a fine of £250 for each and every offence. Judicial cameras must not be switched on until three minutes prior to leaving the Assembly Area and must be switched off immediately after the car is released from Parc Fermé.~~

Reason:

I don't believe taking money from competitors is the correct penalty at the level of Motorsport we are in and it will encourage drivers to make sure their footage is readily available.

*LC offered that this proposal would allow him more 'discretionary power' to penalise competitors if he felt a transgression was obvious – he also noted that accidental deletion of footage could be proved too - and penalising drivers' scores rather than their wallets was arguably a greater deterrent...*

## **RESULT OF VOTE TO AMEND 'SR.2.13.2' (SR.2.13.1); CAMERA SYSTEM**

**PENALTY –**

**CARRIED Y-46 / N-5 / A-1**

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### **PROPOSAL 6**

Suggested by Luke Caudle

Proposed by: The Committee.

Seconded by: *Alan Jackson ?*

ADDITION TO SR 2.5.1

SR.2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. **The countdown will always take place on the starting grid and never in the assembly area**

Reason:

There has been an increase in clubs using the assembly area as a place to commence the countdown (to save time); this doesn't work for us as the cars overheat whilst gridding-up after the green flag and before the start of the race.

*LC outlined that this proposal would actually benefit competitors by giving them more of the race track time that they had paid for. A question was raised whether organisers could add-on extra fees? LC added that he would always "fight their corner" over track time. The issue of Clerk-to-Driver radios was raised at this point, and how the system could be improved as on occasions there had been problems with communication, moreso with vibration at higher race speeds than on the grid and during parade laps. Development work is in progress, but LC reminded all drivers to join the Drivers Whats-App group...*

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## RESULT OF VOTE TO AMEND SR.2.5.1; GRID COUNTDOWN –

CARRIED Y-50 / N-1 / A-1

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### PROPOSAL 7

Proposed by: Phil Harvey

Seconded by: Alan Jackson

Delete Reverse Grids

Current regulation: -

*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. .... This will apply to both individual and mixed grid combined races...*

Proposed 2024 regulation:

*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.*

Rationale:

This has spoilt the close racing for the second race at each race meeting. 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 so far that there have been no big accidents on the narrow tracks. Change to 2023 regulation. If passed the proposal would be introduced for the 2024 season onwards.

*The discussion here revealed that reverse grids were a 'marmite' issue, some people like the idea as in other series, others that our racing is exciting enough without 'gimmicks', but a major point against them was that the Club's historic Pole Position trophy had arguably been demeaned. Re-introducing the previous system of race fastest laps to determine grids was regarded by many as a more meritorious option*

## RESULT OF VOTE TO AMEND SR.2.3.3; DELETE REVERSE GRIDS –

CARRIED Y-27 / N-25 / A-0

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### PROPOSAL 8

Proposed by: Phil Harvey

Seconded by: Alan Jackson

Delete Fastest Lap point

Current regulations:

SR.1.6.1 – delete the wording ~~Fastest Lap – 1 point~~ from the regulation

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Proposed 2024 regulations:

**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
	<del>Fastest Lap - 1 point</del>

Remainder of SR.1.6.1 to be unchanged

Rationale:

Second place with fastest lap has the same points as the winner. It's a gimmick in other formulae for the lack of competitive close racing. If passed the proposal would be introduced for the 2024 season onwards.

*Again there was divided opinion among the members present. There were conflicting views too over whether the fastest lap point should be included in any drop score in final standings...*

**RESULT OF VOTE TO AMEND SR 1.6.; DELETE FASTEST LAP POINT –**

**CARRIED Y-29 / N-23 / A-0**

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## PROPOSAL 9

Proposed by: Jeff Smith

Seconded by: Jo Polley

ADDITION TO SR.1.6.1

**...1 point is awarded for the achievement of pole position in qualifying for the first race. No points are awarded for the achievement of pole position for subsequent races at that event, i.e. race 2 or race 3.**

Rationale:

Not given...

*A few sharp intakes of breath when it came to this proposal, with one argument against being that it could herald the arrival of 'special' qualifying engines which would push up costs and potentially 'kill the Club'...*

**RESULT OF VOTE TO AMEND SR.1.6.1; INTRODUCE 1 POINT FOR POLE POSITION -**

**DEFEATED**

**N-38 / Y-14 / A-0**

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## 6 Proposed amendments to Technical Regulations

*The following proposals for changes to Technical Regulations (TRs) were presented as received from the proposers, who had been encouraged to draft proposals in a format that could be included directly into the regulations. Any proposals that passed would be*

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*added to the regulations as written, subject to any minor changes that were needed to ensure consistency with the existing format of the regulations. Any proposals passed by the Club would be subject to final approval of the regulations by Motorsport UK. In accordance with Section 2.2 of the By-Laws, only full racing members and life members were permitted to vote on proposals to amend Technical Regulations.*

### PROPOSAL 10

Proposed by: Darren Thomas

Seconded by: *Spencer Wanstall*

TR.5.18.5.1 to be amended from (current wording):

*Gear ratios (maximum 4) and final drive ratios are free*

Amend to:

**TR.5.18.5.1**

**a) 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.**

**b) 24 tooth or 23 tooth primary gear and 24 tooth input/1st motion gear (nominal 1:1 or 1.04:1 drop gear) is mandatory.**

**c) A 14-tooth pinion and 63-tooth crown wheel (nominal 4.5:1 final drive) is mandatory.**

Rationale:

In the current regulations the Mini Se7en has various final drive/drop gear ratios. Fixing the final drive ratio and limit drop gears to two options would reduce preparation time and costs between races and bring the cars closer together. The Mini 7 will still need option of drop gears for some circuits to maintain the gap between the Se7en and Se7en S-Class. Most of the Se7ens already have a 4.5 crown wheel/pinion and 1.04 and 1:1 drop gear set.

Fixing the gear ratios to the same regulation as the Miglia would stop people making one-off 2nd and 3rd gear ratios for different circuits. The ratios proposed are currently available and what we are using now.

*Darren Thomas pointed out that the same principal had worked well when introduced a few years ago in Miglias, and this proposal aims to stabilise Se7en costs over the coming seasons...*

### **RESULT OF VOTE TO AMEND TR.5.18.5.1; GEARING FOR MINI 7 –**

**CARRIED**

**Y-35 / N-12 / A-5**

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### PROPOSAL 11

Proposed by: Shaun King

Seconded by: *Andy Hack*

I am requesting a regulation change to the door number panels which are very large and unattractive and unnecessary as the original purpose for timing etc is no longer required, and consequently the front number panel requirement under UK Motorsport regulations could also be removed.

The current regulation is TR.5.17.3 under NUMBERS & CHAMPIONSHIP IDENTIFICATION and reads:

*Two title sponsor's number panels and windscreen headers as supplied and unaltered. The door panels must be placed squarely on the doors and no further back than the front edge*

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of the door handles. The appropriate windscreen header for the class must be fitted to the top of the front 'screen.

Competitors registered for the main Challenges will be allocated numbers below #100 except where agreed with the Challenge organisers. Competitors in the S-Class category will be allocated numbers from #700-799. Competitors invited to race in accordance with SR.1.6.5 will be allocated three-figure race numbers. These numbers will be allocated from #100 upwards.

### **Suggested new regulation TR.5.17.3**

*Race numbers must be located on the rear side windows and windscreen as required by Section Q 11.5 of the Motorsport UK Yearbook. In addition, a windscreen header as supplied, the appropriate windscreen header for the class must be fitted to the top of the front 'screen. Competitors registered for the main Challenges will be allocated numbers below #100 except where agreed with the Challenge organisers. Competitors in the S-Class category will be allocated numbers from #700-799. Competitors invited to race in accordance with SR.1.6.5 will be allocated three-figure race numbers. These numbers will be allocated from #100 upwards...*

For information, Q 11.5 from Motorsport UK Yearbook is:

*11.5. The organisers may, in addition to the number format provided in J4.1, also permit competition numbers to be moved to the rear side windows (above the drivers' name) on the vehicle in which case. Q 290 Specific Regulations for Circuit Racing (Q)*

*11.5.1. The numbers for each rear side window, shall be: (i) a minimum of 200mm high (ii) with a stroke width of at least 20mm (iii) coloured reflective yellow.*

*11.5.2. In addition, the windscreen of these cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows: (i) the numerals must be at least 150mm high (ii) be in the same colour and font as those displayed on the rear side windows (iii) be placed no closer than 50mm from the lower edge of the windscreen 'sun-strip' and 50mm from the side edge of the windscreen.*

#### Rationale:

The benefit is that it will give more space for championship and personal sponsors, and allow for more creative designs on the cars, as well as save money for the club in printing and supplying the panels.

*An emotive debate with support for the proposal from some who felt that the Minis need to be 'up with the times' as in other saloon series and reflecting what younger race fans have become accustomed to seeing on race cars, as well as bigger space for sponsorship. The alternative view was that relatively few M7RC racers have big sponsorship deals and that people had always been creative with the use of space on the race Minis, the late Myk Cable quoted as a prime example. It was further noted that the M7RC and its race cars had evolved a uniquely recognisable image over the years as a classic racing series but with a modern twist, and that 'big' race numbers on the doors (or side and front of the cars) was intrinsic to that image for spectators, commentators, photos and media use, just as Historics are recognisable for their number roundels or white numbers on plain dark bodywork. Mickey Butler of Dunlop commented that the classic door number square was a big part of his annual budget negotiations with the parent tyre company, whilst another (tongue-in-cheek) comment was that numbers in windows are more suited to watching cars at Santa Pod dragstrip or on a garage forecourt! However, going forward it was agreed that the Club would look into possible tweaks to the number door squares and any championship sponsor decals to free-up a little more space for personal sponsorship...*

# DRAFT VERSION 1

## RESULT OF VOTE TO INTRODUCE NEW TR; REMOVE DOOR NUMBERS & RELOCATE TO REAR SIDE WINDOWS - DEFEATED N-43 / Y-8 / A-1

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### 7 Proposed general updates to regulations

#### PROPOSAL 12

Proposed by: Jeffrey Parish, on behalf of the Committee

Seconded by: *Alan Jackson ?*

This is intended to be a 'catch all' proposal for tidying up of certain wording within the regulations, specifically:

- (a) Updating wording to reflect current procedures
- (b) Eliminating some inconsistencies or duplications of wording
- (c) Consolidating rules that have been added 'piecemeal' over time
- (d) Adding clarity to the criteria used for some annual awards
- (e) Balancing the treatment of the four classes, subject to some exceptions required to maintain the status of Libre as an 'Invitation Class'

SR.1.1.1 (b) Delete section.

~~The 'O Plate Winter Mini Challenge'...~~ is to be replaced by a one-off non-championship Winter event.

SR.1.1.2 Delete ~~Notification will be sent via e-mail to each competitor at the email address detailed on the registration form.~~

Replace with: *Notification will be sent via e-mail to each competitor at the email address registered with M7RC.*

Reason: Update to recognise the fact that there is no longer a physical registration form.

SR.1.3.1 (a) Replace current wording ~~entrants must be fully paid up valid membership card holding members of the M7RC~~ with *must be fully paid up members of the M7RC.*

SR.1.3.2 (a) Replace current wording ~~drivers and entrant/drivers must be current Members of the M7RC~~ with *must be fully paid up full racing members of the M7RC.*

Reason: To remove outdated reference to 'membership card-holding members' and clarify that full racing membership is required for drivers.

SR.1.4.1 Replace ~~returning the registration form with the registration Fee~~ with *completing the online registration, including payment of the required fee.*

SR.1.4.2 Amend fee from ~~£225~~ to *£250*  
Replace ~~made payable to The Mini Seven Racing Club (M7RC)~~ with *paid to the specified M7RC account.*

Reason: Update to reflect the expectation of online registration and payment.

SR.1.4.2 Delete ~~Note – 50% reduction on all membership fees for applicants aged 21 and under.~~



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Reason: Update to reflect the fact that 'under-21' membership discounts did not justify the additional administration effort as they had a very small uptake and did not significantly increase participation.

SR.1.6.1 *PROPOSAL CONDITIONAL ON FASTEST LAP POINT BEING RETAINED (see proposal 8 above):* Add **"Points awarded for fastest lap will form part of the total score for that event and will be included in any "dropped score"**.

Reason: Clarification that fastest lap points, if awarded, are part of the score for that event and not 'bonus points' added to the total after dropped scores.

SR.1.6.1 Add before current wording: **points will be awarded based on official placings within each class Mini Se7en, Mini-7 S-Class, Mini Miglia and Mini Libre.**

Remove wording **Eligible drivers completing under the S-Class regulations will score points as above.**

Reason: To remove the anomaly that the current regulation only refers specifically to the S-Class.

SR.1.6.2 *PROPOSAL CONDITIONAL ON 'DROPPED SCORES' BEING RETAINED (see proposal 2 above):* Delete **and less 2 on the Winter Challenge.**

Reason: To remove reference to a multi-round 'Winter Challenge'.

SR.1.6.2 Replace current wording with **Trophies to the first three in Mini Se7en, Mini Se7en S-Class, Mini Miglia and Mini Libre classes**

Reason: Tidy up current wording and remove the requirement for 5 entries for trophies to be awarded to Libre class (has not recently been applied or required in practice)

SR.1.7.3 *Championship awards:*  
In Mini Libre section; correct spelling of **'The Special Tuning Trophy'**

Delete section **'The O-Plate Winter Mini Challenge'**.

Novice awards – amend to **Novice Award trophies for Mini Se7en, Mini 7 S-Class, Mini Miglia and Mini Libre classes.**

Novice awards (a) amend to **prior to the 2024 season, have not competed in more than two race meetings in Mini Se7en, S-Class, Mini Miglia or Mini Libre classes, and excluding previous winners of the Novice Award.**

Novice awards, amend to **The awards will be made to the drivers scoring the most points in Mini Se7en, Mini 7 S-Class, Mini Miglia and Mini Libre categories. All rounds will count towards the Novice Awards and points can be gained in any championship, including Winter Championships (if run) and specified non-championship events, and including Qualifying Races, Heats and Finals.**

Reason: Current wording omits Libre; amend to reflect new approach to Winter meeting; amend to avoid potential for the same driver to win the Novice Award more than once.

## DRAFT VERSION 1

Other Annual Trophies (to be held for 11 months); replace existing list with:

- (a) Awards based on official race results and points issued by the Championship Co-Ordinator:
- i. 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
  - ii. The Norman Finn Trophy for most Pole Positions in 'National' Mini Se7en
  - iii. The Mike Fry Trophy for most Pole Positions in 'National' Mini Miglia.
  - iv. A Trophy for most Pole Positions in 'National' Mini 7 S-Class
  - v. A Trophy for most Pole Positions in 'National' Mini Libre.
  - vi. The Chris Inch Memorial Trophy for the most Fastest Laps in the 'National' Challenges (one award including Mini Se7en, S-Class, Mini Miglia and Mini Libre)
  - vii. The Chris Tyrrell Memorial Trophy for the highest points scorer (before drop scores) in the 'National' Challenges (one award including Mini Se7en, S-Class, Mini Miglia and Libre)
  - viii. The Sevenoaks Cup – Mini Se7en for the highest points scorer in all races at Brands Hatch
  - ix. The Sevenoaks Cup – Mini Miglia for the highest points scorer in all races at Brands Hatch
  - x. The Sevenoaks Cup – M7 S-Class for the highest points scorer in all races at Brands Hatch
  - xi. The Sevenoaks Cup – Mini Libre for the highest points scorer in all races at Brands Hatch
  - xii. The James Armstrong Memorial Trophy for the driver finishing 11th overall in 'the National' Mini Se7en Challenge
  - xiii. The Bill Sollis Trophy for the 'National' Mini Se7en or Miglia Challenge runner-up scoring the most second places
  - xiv. The Graham Edwards Memorial Trophy for the Mini 7 driver with most points who didn't quite make the podium
  - xv. The Nick Cooke Trophy for the Support Team of the car scoring the highest points (after drop scores) in the 'National' Challenges (one award including Mini Se7en, S-Class, Mini Miglia and Mini Libre)
  - xvi. Spax Improver Award for the most places made up in the 'National' Challenge races between starting grid and official finishing positions (one award including Mini Se7en, S-Class, Mini Miglia and Mini Libre)
  - xvii. The SP Trophy ('Semper Paravit') for the most reliable car of the year (usually judged as the highest number of race finishes in all events)
  - xviii. The Graham Hill Memorial Trophy for the highest points-scoring Under-17-year-old in Mini-7 S-Class

## DRAFT VERSION 1

- (b) Awards based on voting by the M7RC membership and/or committee:
- i. The Dunlop Cup for the most improved driver in each formula (separate awards for Mini Se7en, Mini 7 S-Class, Mini Miglia and Mini Libre)
  - ii. The Phil West Trophy for the best turned out Mini Se7en
  - iii. A Trophy for the best turned out Mini 7 S-Class
  - iv. The Peter Tisdale Trophy for the best turned out Mini Miglia
  - v. A Trophy for the best turned out Mini Libre
  - vi. The Maurice Leggate Trophy for the best individual drive of the year
  - vii. The Tom Jarrett Trophy for the best newcomer to the M7RC (not necessarily a racing novice)
  - viii. The Bryan Slark Valve for the unluckiest driver of the year
  - ix. The M7RC Special Award for outstanding achievement/service to M7RC
  - x. The Fred Jackson Memorial Trophy for the club member of the year
  - xi. The Frank Gillibrand Memorial Trophy for the driver best demonstrating the original spirit of the M7RC.

Reason: To make the wording of each trophy definition more consistent; to clarify the eligibility for certain awards that may currently be ambiguous; to formally document the basis on which certain awards have been decided; to clarify which awards are decided on results and which should be included in year-end membership voting; to add awards that are currently omitted for S-Class and Libre.

SR.1.7.3

Add wording to existing regulation:

*Reserved race numbers (see also TR.5.17.3) For Mini Se7en and Miglia: Number 0 will be reserved for use by the winner of the 'O Plate Winter Challenge' event. Numbers 1 to 10 will be reserved for use by the competitors finishing in first-to-tenth positions in the previous year's 'National' Challenge for that class. The use of these numbers will be at the competitor's option when registering for the current season's Challenges.*

Reason: To formally document the 'top ten' numbering system – may be updated by reference to proposal 1 above for S-Class top-ten numbering.

SR.1.7.4

Replace ~~as soon thereafter~~ with *as soon as possible thereafter*.

SR.1.7.5

Change remaining reference to the ~~Inland Revenue~~ to *HMRC*

~~SR.1.7.7~~

To be deleted.

Reason: Regulation was included in 2023 prematurely based on a sponsorship promise that did not materialise.

~~SR.1.8.3~~

Delete – unnecessary repetition of main scoring system.

~~SR.1.8.4~~

Delete – unnecessary repetition of SR.2.13.

SR.1.9.7

Replace ~~for whole season~~ with *for the whole season*.

Replace ~~including the Winter rounds~~ with *including any Winter rounds*.

## DRAFT VERSION 1

SR.2.1.7 Replace ~~in order of receipt~~ with *in order of receipt with payment*.

SR.2.3.3 PROPOSAL CONDITIONAL ON REVERSE GRIDS BEING RETAINED

(see proposal 7): Add: *for treble-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.*

Reason: The existing regulation for triple-header meetings only covers race 3 and does not mention race 2.

SR.2.4.1 Replace with *races will normally be held over a scheduled elapsed time of 20 minutes from a standing start in accordance with SR.2.5 and SR.2.6.*

Reason: Current regulation refers to 10-lap races.

~~SR.6.3.2 Remove existing regulation *No advertising or statements on the race car or drivers' race clothing is permitted to conflict with the Championship sponsors without written approval of the Challenge organisers. Therefore no racing cars to carry decals and/or logos of competitors to Dunlop, Mini Spares, Piper Cams, Spax, Ohlins (i.e. AVO etc) unless agreed in writing.*~~

Reason: Regulation is considered unnecessary in the context of the Club's current and intended future commercial relationships.

SR.6.3.3. to 6.3.7 to be re-numbered if 6.3.2 is removed.

*All of the above proposed updates were further outlined in detail by JP and no obvious objections were raised*

### **RESULT OF VOTE FOR GENERAL UPDATE/TIDY UP OF REGULATIONS...**

**CARRIED Y-49 / N-1 / A-2**

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*With all proposals discussed and voting forms handed in to JP for final counting, the Annual Technical Discussion was declared 'closed' @ 15.45.*

*Provisional voting results were verbally made known to the Members attending the annual Awards Evening/Dinner Dance later the same day, with Final voting results re-checked and recorded officially for use in these Minutes to be issued at a later date...*

**ENDS**