



MINUTES of the 12th Annual General Meeting and Technical Discussion of the Mini Se7en Racing Club

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

Date ~ Sunday 13th November 2016

Place ~ The Chiltern Hotel, Waller Avenue, Luton, Bedfordshire LU4 9RU

Time ~ 10.00 hr start

1) Introduction.

The Chairman, Nick Cooke, opened proceedings:

“Welcome to the Mini Se7en Racing Club’s combined 12th Annual General Meeting and Technical Meeting. This is the 12th AGM since we have been a Company limited by Guarantee. I would like to remind you that when it comes to voting on the proposals that have been submitted, only Members are allowed to vote. If there any non-Members present, Sharon Roche will willingly take your Membership money.

I appreciate that today is Remembrance Sunday and the holding of the AGM is not overlooking this important day. It was a simple case of not realising at the time of booking the hotel that Nov. 13th was Remembrance Sunday. So, apologies to anyone who feels that the Committee has not respected this day; we will hold a two minutes’ silence at 11 o’clock, in the memory of those who gave their lives for this country.

Before we start I would like to run along those sitting at the ‘top table’ and in the audience. Most of you will know the names and their roles, but just in case there is someone new to the Club, I will quickly introduce the Executive Committee:

I am Nick Cooke ~ Chairman of the Club

Colin Peacock ~ Commercial Manager

Mike Jackson ~ Competitions Secretary

Mini Miglia Drivers Representative ~ Mark Sims

Mini Se7en Drivers Representative ~ Darren Thomas

Membership Secretary ~ Sharon Roche

Under Item 4 of the Agenda, some of the Executive Committee will be giving their reports for 2016 and possible plans for 2017. Before we discuss the Technical matters and proposals along with Any Other Business, there will be a short 15-minute break if this is felt necessary.

If any time you would like to make a comment about what is being discussed or would like to introduce a new item, can we ask you for the purpose of the Minutes to introduce yourself and talk so everyone can hear and please, one person at once!

During this gathering there will be many things that are discussed and I would like to think that this meeting is for the benefit of the Membership and the Club as a whole. If there is anything that you feel needs improving or you have an idea that will improve the Club, we would appreciate your input. After all it is your Club and a great one it is, in my opinion.

Finally I would like to congratulate our 2016 Champions:

Mini Se7en ~ Ashley Davies

Mini 7 S-Class ~ Josh Collins

Mini Se7en Novice ~ Leon Window

Mini Miglia ~ Shayne Deegan

Miglia S-Class ~ Jim Burrows

And my congratulations also go to the other Trophy winners {when decided upon ~ see Club Website for survey} during 2016.

Can I ask you to show your appreciation to all our Champions and Trophy winners in the normal manner?

Also from a Chairman's point of view, I would like to congratulate you all for putting on a great show with very respectable grid numbers for the Public. Colin may well expand on this during the meeting. I still feel very proud to be your Chairman every time I see the cars on the track, well done to you all.

I would also like to thank all of the Committee, a special thanks to Richard Williamson for his continual support of the Club ~ archives, annual reviews and the numerous bulletins issued this year, along with having to deal with the, at times, very unhelpful MSA. Also my thanks go to the various helpers that keep this Club running. Some of the names are:

Stuart and Val Hunt, for looking after various paddock matters during the year.

Barry Payne for helping Sharon Roche in recruiting new Members

Allan and Liz Dawkins, who keep us under Control and informed at the Race Meetings. Allan will be standing down this year, so we are looking for someone to fill this role...

Mike Garton, for looking after the Mini 7 camshafts and providing technical advice when required; this role has now been taken over by Mike Jackson.

Roy Sisley for his excellent race reports

The Jacksons for always being on hand when needed

Mathew Barrington for his excellent photographs

Steve Burns for his excellent work at each race meeting in his role as Clerk of the Course.

Steve Prior for his role as Technical Scrutineer. Maybe we have some news on this ~ another scrutineer helping Steve, also a Mini 7 Club advisor.

Stephen Colbran for looking after the Website

All of those who have helped with the BBQs during the year and any others who I may well have forgotten, and a big thank you to Graeme Davis for his generosity during the year. The BARC have been very helpful in the last few years trying to answer our questions when it comes to race formats, costs etc. I know it is not an easy task to get exactly what we want, but they usually listen to our requirements.

And finally... to any Club members who have turned up at the various shows to sell merchandise, display their cars and promote the Club.

And of course our sponsors:- Dunlop, Piper Cams, SPAX, Mini Magazine, Love Mini for some excellent and regular newsletters and Mini Spares. Without sponsorship, this Club would not survive; this is the hard facts of life.

I hope I haven't forgotten anyone..."

2) Apologies for absence.

Shaun Tarlton, Julian & Amanda Proctor, Gareth & Sinead Hunt, Bob Humphreys, Tim Stanbridge, Lewis Selby, Kane Astin, Kieren McDonald, Paul Simmonds, Leon Wightman, Andy Dickinson, Dick Hunter, Richard Williamson, Jeffrey Parish

3) Minutes of the 11th AGM and ATD - 29/11/2015

To accept the above into the Club's records:

Proposer: Stuart Hunt Seconder: Alan Jackson

The above minutes were duly accepted by the membership.

4) Reports of the Executive Committee.

The following may present a report, if it is felt necessary.

Chairman ~ Nick Cooke

"I will start the ball rolling:

Yet again our grid sizes were in general very respectable bearing in mind the financial constraints we all seem to have these days. There were some high and lows, which is to be expected. One disappointment to me was the apparent lack of enthusiasm with the Mini Historics ('Mini-7 Classic'). Views on our 2016 calendar have been requested and these views have been taken on board within the inevitable constraints by which we are controlled. The 2017 provisional calendar will be discussed by Colin. Your views will be welcome.

I personally think the season turn out very well, especially at the two Mini Festivals. During the year I think you will agree that the Club presentations at the end of the Meeting have yet again proved to be successful, not only in bringing everyone together before the long trip home but also to present decent Trophies to those who have had success. Mike Jackson will no doubt be looking at a new style of Trophy for the 2017 season as we intend to continue with the Club presentations. Another 'attraction' has been the Club BBQs... a great success for bringing everyone together and also for raising money for worthwhile charities. Thanks to all concerned. This will continue in 2017.

As far as the annual PITLANE magazine is concerned, Richard Williamson has provided excellent 2013, 2014 and 2015 overviews. I gather that 2016's version is already in the making. I'm sure like previous years it will be an excellent 'keepsake' of both the year's racing and Club activities. I still claim that it has to be one of the best motor club magazines around; I hope you all agree. Your comments would be appreciated, so Richard knows if he has got it right. I must thank Clearsons Print Management for their very generous printing charges. Please can I ask you to show your appreciation to Mark Sims, Clearsons and Richard Williamson {in his absence} for the forthcoming magazines. Also Richard has done some excellent work on the Club archives. For those who have not seen them, please take a look. The work that has gone into them is amazing.

On the future of the Club, well today I would like to think that we can openly air our views about the way forward. I personally will be looking forward to our 51st year. We hope for considerable coverage in the motoring press through the year. I would like to think that we will be worthy of a major article on our Club, this can only be good. If rumours are correct, it seems that 2017 will see an influx of new cars and members. I hope this is true.

It would be bad of me to not thank our Title Sponsor Dunlop for their support along with other sponsors. Dunlop has indicated that they will be continuing in 2017 with their support.

I will shortly present the Financial Statement of the Club on behalf of Jeffrey Parish. I would like to thank Jeffrey for his work during the year as Financial manager. Jeffery has been the Club's Treasure {the old name} for many years, certainly 30+ years. I would like to thank Jeffrey for all of his time, unpaid I hastily add, in keeping books accurate. Can I ask you all to show your appreciation to Jeffrey, in the normal manner.

Finally I wish to mention the Awards evening. We are visiting the same venue in January, namely the Stratford Manor Hotel in Stratford upon Avon. Mark Sims was volunteered into looking after the event and would welcome any assistance. Mark has tickets for the event here today, so please support our 50th year celebrations. The price is still very reasonable at £45 bearing in mind that the band that was so popular last year has been booked again for the event! Although we are several weeks away from the event, tickets are selling fast, so may I suggest you buy them quickly. Also the hotel is offering complimentary rates... just mention the Mini 7 Racing Club. Details are on our website.

I am happy to answer any questions that you may have or attempt to answer them. If there aren't any questions, I invite other Committee Members to make a report or any comments on this year."

Championship Co-Coordinator ~ Richard Williamson

Membership Secretary ~ Sharon Roche

Commercial Manager ~ Colin Peacock

Financial Controller ~ Jeffrey Parish

Mini Se7en Representative ~ Darren Thomas

Mini Miglia Representative ~ Mark Sims

Colin Peacock gave the main presentation, chiefly concerning the Mini Miglia class and the way forward, and also the proposed new Mini Libre category.

Several areas of the Mini Miglia regs were discussed (gear ratios, dampers, cones, LSDs, anti-roll bars, tyres), with the emphasis on obtaining a mandate from the membership to

bring forward the timeline for implementing changes into the regs. This mandate was duly agreed and the net result was for a Miglia working group to meet asap to establish several amendments to the regs in time for 2017 season.

Various persons chipped in with views on the above, ranging from: "The Miglias have to change..."; and "Everyone should have a chance to win..." to "There could be quite a lot of cost involved..."

The question of policing was also raised along with other scrutineering procedures, and it was reiterated that if the Committee requests for certain checks to be carried out then they should be done so. Further, it was suggested that up to two engines/cars per meeting should be checked, and randomly if need be. NC had approached Steve Prior on this subject, and plans were in place for a possible assistant scrutineer, in addition to a M7RC liaison person to help guide the scrutineer/s on what might be checked from race to race...

It was also suggested raising the membership fee to cover extra costs of checking.

A discussion on the proposed Mini Libre category also took place, one question being "Would they have their own championship?", to which the reply was "yes" (their own series).

There was some concern the Libre cars may interfere with the main Miglia race, but the intention is to be a second tier race to help bolster the Mini Miglia grids. In short, the Club has to try new ideas to help preserve the Miglia numbers.

5) Financial Statements.

The financial statements for the year ended 31 December 2015 were presented to the membership in draft form at last year's AGM. These financial statements have now been finalised, audited and filed at Companies House. However, it is still necessary for the financial statements to be adopted by the members in general meeting, The following resolutions will be put to the AGM:

{a} That the members adopt the financial statements for the year ended 31 December 2015.

Proposer: Stuart Hunt

Seconder: Jacquie Martin

The above accounts were duly accepted by the membership.

{b} To re-appoint as auditors R.M. Chancellor & Co Ltd {trading as the HSA Partnership} and to authorise the directors to set the auditors' remuneration.

Proposer: Mark Sims

Seconder: Rupert Deeth

The above resolution was duly accepted by the membership.

Further, the financial statements for the year 2016 to date were presented to the meeting in draft form, subject to audit and to any adjustments arising in the last month of the financial year.*

**Refer to separate copy of JP's draft accounts for year 2016 to date.*

There was obvious concern about the outstanding debt (in excess of £2000) of one of the 2016 series sponsors, namely A-Series Spares, whose stickers are to be removed from all cars, and the podium backdrop, before the start of the 2017 season.

The question was raised as to whether A-Series Spares was still intending to race with the M7RC. It had been clearly stated in the Club's letter to them – No sponsorship money, no racing!

On a more positive note, the M7RC had attracted a new trophy sponsor, Select Security Systems, via Mini Se7en racer Leon Oli Window.

5) 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 is Jeffrey Parish. No other nominations having been received, Jeffrey Parish will be deemed to have been re-elected as a Director.

Jeffrey Parish was duly re-elected as a Director.

7) Election of Executive Committee.

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

- Chairman: Nick Cooke
 - Commercial Manager: Colin Peacock
 - Championship Coordinator: Richard Williamson
 - Financial Controller: Jeffrey Parish
 - Membership Secretary: Sharon Payne
 - Mini Se7en representative: Darren Thomas
 - Mini Miglia representative: Mark Sims
- Other nominations will be invited on the day.

There was a no show to replace anyone on the Executive Committee, while a new role as S-Class Driver Rep was put forward, with Shaun Tarlton offering to stand.

Proposer: Nick Cooke

Seconder: Simon Martin

Shaun Tarlton was duly elected to the Executive Committee as S-Class Driver Rep.

8) Discussion relating to the 2017 Championship Calendar.

Colin Peacock gave an overview of the calendar shortly after his presentation on Miglia and Mini Libre. Of note, Oulton Park is to be a 2-day meeting, while it was also clarified that a Race National A licence was still the minimum for racing at Zandvoort in Holland. In addition, the entry fee for Zandvoort was likely to be 150 Euros... (at the time of writing)

+++++

9) Annual Technical Discussion, including any regulation proposals.

Proposal 1:

Proposed by M7RC Committee

Seconded by *Graeme Davis*

TR.5.17.5 Driver's names:

- i) Mini Se7en and Mini Miglia;
Surname only must appear on each rear quarter light window, letters in white without background (red on white delineated background for Novices), in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the upper case letter is 100mm. The letters should be fitted 30mm from the lower edge of the window.
- ii) Mini Se7en S-Class and Mini Miglia S-Class;
The same requirements as for TR.5.17.5 i) apply, except the letters are Fluorescent Orange, *Pantone reference: 804C2X*

AMEND TO:

TR.5.17.5 Driver's names:

- i) Mini Se7en and Mini Miglia;
Surname only must appear on each rear quarter light window, letters in white without background (**Fluorescent Orange, Pantone reference: 804C2X** for Novices), in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the uppercase letter is 100mm. The letters should be fitted 30mm from the lower edge of the window.

ii) Delete

Purpose is that S-Class now has its own distinguishing 'green' door panels and windscreen headers, while it is felt that fluorescent orange for Novices has greater visual impact over red on white delineated lettering. Before, an S-Class Novice driver would have technically been required to use both options...

<i>For:</i>	40
<i>Against:</i>	0
<i>Proposal carried</i>	✓

Proposal 2:

Proposed by Graeme Davis

Seconded by *Stuart Hunt*

SR.4.2.3

Further specific championship penalties:

a) *Single Qualifying Practice Session, Single Race:*

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to the point during the event and shall be ineligible to score any points for the remainder of that event.

b) *Multiple Qualifying*

Practice Sessions / Multiple Race: In the case of 'double-header' races or multi-races, where any of the following offences are committed during any qualifying practice session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

c) *Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.*

Where a 'double-header' event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

Driving in a manner incompatible with general safety current MSA Regulation C 1.1.5, where the Clerk of the Course imposes a penalty greater than a reprimand;

Any offence that results in the Clerk of the Course excluding the competitor from the race results (e.g. flag; driver behaviour).

In the event that these penalties are imposed, the M7RC Committee, or a majority thereof, may decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.

AMEND TO:

SR.4.2.3

Further specific championship penalties:

d) Single Qualifying Practice Session, Single Race:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to the point during the event and shall be ineligible to score any points for the remainder of that event.

e) Multiple Qualifying

Practice Sessions / Multiple Race: In the case of 'double-header' races or multi-races, where any of the following offences are committed during any qualifying practice session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

f) Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event.

Where a 'double-header' event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

Driving in a manner incompatible with general safety current MSA Regulation C 1.1.5, where the Clerk of the Course imposes a penalty greater than a reprimand;

Any offence that results in the Clerk of the Course excluding the competitor from the race results (e.g. flag; driver behaviour).

In the event that these penalties are imposed, the **Championship Clerk of the Course** may decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.

Purpose is that decisions like this should be made by independent people not those who "could be seen" to have a vested interest.

NOTE: should a competitor wish to protest the decision/s of above, they may refer to SR.3.1 JUDICIAL PROCEDURES; SR.3.1.1 SPORTING DISPUTES; SR.3.1.2 Disputes on Sporting Regulations...

<i>For:</i>	48
<i>Against:</i>	1
<i>Proposal carried</i>	✓

NOTE: The following proposals {Proposal 3 to Proposal 16 inc.} have been proposed by Dave Yardy and seconded by Shaun Tarlton.

Proposal 3:

Amend the wording of TR 5.7.1 Section

For each of the four classes {Mini Se7en S Class, Mini Miglia S Class, Mini Se7en and Mini Miglia} the following wording is added in the appropriate location:-

Cylinder Block can be re-lined

Reason:

To clarify that lined / re-lined blocks can be used if necessary across all classes. This is to help with returning a block back to standard size once it is worn rather than trying to source an engine block that is of reasonable cost, condition and that isn't already over-sized.

<i>For:</i>	47
<i>Against:</i>	0
<i>Proposal carried</i>	✓

Proposal 4:

Amend the wording of TR 5.7.1.5 i (Mini 7 S-Class)

From:

"An original production Rover Cars A-Series five-port head casting, unmodified, but may have the block face surface finish only. Dry decking is prohibited. "

To:

"An original production Rover Cars A-Series five-port head casting, unmodified, but may have the block face surface finish only. Dry decking optional and modification to the cylinder head and block to facilitate this is permitted"

Reason:

Allow optional Dry Decking to help with coolant flow (and equalising temperatures across engine) leading to increased reliability and life of engine, improving head gasket life and removing risk of a gasket blow leading to excessive pressurisation of the coolant system (possibly spilling onto circuit), or water/oil mix possibly leading to engine bearing damage due to contaminated oil.

For: 3
Against: 45
Not carried X

Proposal 5:

Amend the wording of TR 5.7.1.6 i (Mini Miglia S-Class)

From:

"An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machine faces. Dry decking is prohibited"

To:

"An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machine faces.

Dry decking optional and modification to the cylinder head and block to facilitate this is permitted"

Reason: (as per proposal 4 above)

For: 4
Against: 39
Not carried X

Proposal 6:

Delete TR 5.7.1.5 xiii (Mini 7 S-class)

Delete : Mechanical water pump only.

Reason:

To allow the optional use of electric water pumps that help reduce heat soak in engines – especially after being on circuit or when in holding areas. Leading to improved engine life and reliability.

For: 6
Against: 35
Not carried X

Proposal 7:

Delete TR 5.7.1.6 xiii (Mini Miglia S-class)

Delete : Mechanical water pump only.

Reason: (as per proposal 6 above)

For: 6
Against: 33
Not carried X

Proposal 8:

Amend the wording of TR 5.7.1.7 xix {Mini 7}

From:

"Ignition systems are free. However, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds. "

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason:

Cars with electronic ignition fitted have crank sensor and trigger wheel. Currently the wording of the regulations suggests that fitting of this 'additional sensor' is forbidden. This proposal is basically a rewording of the current regulation to remove any doubt that a crank sensor would be allowed should you wish to use an electronic ignition system.

For: 45
Against: 2
Proposal carried ✓

Proposal 9:

Amend wording of TR 5.7.1.8 xii (Mini Miglia)

From:

"Ignition systems are free. However, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds."

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason: (as per proposal 8 above)

For: 45
Against: 2
Proposal carried ✓

Proposal 10:

Addition to wording of TR 5.7.1.6 (Mini Miglia S-class)

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reason: The Mini Miglia S-Class (TR 5.7.1.6) currently has no reference to ignition systems and so it is proposed to add this regulation.

Proposal withdrawn before voting X

Proposal 11:

Amend the wording of TR 5.7.1.5 xvi (Mini 7 S-Class)

From:

"The ignition distributor must be mounted in its original position. Ignition advance/retard must only be controlled by 'bob weights', spring, and/or vacuum means within the distributor. The low tension switching of the ignition system shall only be with a contact breaker or contact-less system (i.e. 'Hall effect' or light sensitive system) housed within the distributor body"

To:

"Ignition systems are free. However, other than a crank sensor, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds"

Reasons:

- This proposal is on the basis of increasing reliability rather than increasing performance
- Cost of new mechanical distributor, Lumenition and associated parts are now more expensive than of an electronic ignition system (such as megajolt or canems).
- Electronic systems are proving to be more reliable: quality of distributor parts, rotor arms, caps and coils are becoming quite poor: leading to DNF / DNS situations and expensive wasted race weekends.
- Removal of mechanical distributor allows more room at front of engine for radiator and reduced risk of radiator puncture / broken distributor due to contact.

- As the availability of core 1275 engines diminish, and so the costs increase, the change of this regulation also allows the use of MPI cylinder blocks as these have no provision for a mechanical distributor.

For:	4
Against:	41
Not carried	X

Proposal 12:

Amend the wording of TR 5.7.2.1 i {Mini 7 S-class}

From:

"i) Mini Se7en S-Class only;
Inlet Valve maximum diameter 33mm
Exhaust valve maximum diameter 29.4mm"

To:

"i) Mini Se7en S-Class only;
Inlet Valve maximum diameter 33mm +1% tolerance
Exhaust valve maximum diameter 29.4mm"

Reason:

- This proposal is on the basis of clarifying the regulation based on Rover specification and availability of 'off the shelf' parts
- A slight change of the wording of the regulation so that standard off the shelf valves can be used without further modification. Currently the valve sizes stated are not the original Rover sizes.
- Rover state the following sizes for the non-MG/Cooper S 12G940 cylinder head:
Size stated for the inlet valves are 33.20mm to 33.32mm
Size stated for the exhaust valves are 29.24mm to 29.37mm
(*source for this information is the *Rover Mini Service Repair Manual AKM 6353*, Haynes Mini and Haynes Metro manuals)
- Inlet valves sold as a nominal standard '33mm' from suppliers can range in size up to 33.3mm, thus to comply to this current regulation involves additional costs to achieve a 'standard valve' that is to 33mm exactly.

For:	44
Against:	0
Proposal carried	✓

Proposal 13:

Amend wording of TR 5.9.1.3 i {Mini 7 S-class}

From:

"i) Mini Se7en S-Class;
Standard production 4 synchromesh helical gears are mandatory
Standard production 1:1 helical drop gears are mandatory
A 17-tooth pinion and a 62-tooth crown wheel (nominal 3.6:1 final drive) is mandatory"

To:

"i) Mini Se7en S-Class;
- 4 forward gears and 1 reverse gear utilising:
- Standard production 4 synchromesh helical gear set

OR

- Mini Spares 'Clubman Straight Cut 4 Synchromesh Gear set' – Gear set Part Number C-STN39
Ratios: 1st 2.583, 2nd 1.711, 3rd 1.250, 4th 1.0
1st motion tooth count: 20 (Mini Spares Part number C-STR293A)
1st gear (standard production item) tooth count: 31 (Part number 22G 1096)
2nd gear tooth count: 26 (Mini Spares Part number C-STR291)
3rd gear tooth count: 23 (Mini Spares Part number C-STR292)

Laygear tooth count 15-19-23-25 (Mini Spares Part C-STR294)

- 1:1 Ratio drop gears utilising:
Standard production helical drop gears in a 1:1 ratio configuration

OR

- Mini Spares Straight Cut drop gears in a 1:1 ratio comprising of:
Mini Spares Part Number C-STR123 – Straight Cut 23 Tooth Primary Gear
Mini Spares Part Number C-STR30A – Straight Cut 30 Tooth Idler drop gear
Mini Spares Part Number C-STR230 – Straight Cut 23 Tooth Input Gear
- 17-tooth pinion and a 62-tooth crown wheel (nominal 3.6:1 final drive).

Reason:

- This proposal is to allow the optional use of the Mini Spares 'clubman' straight cut synchro gear set as a cost effective alternative to the use of the standard helical gears for the Mini 7 S-class.
- The supply of reasonably priced standard helical parts that aren't worn out is drying up and so driving up the costs. - even core gearbox units are into 3 figures now and all generally yield poor parts.
- The costs, for example, can be illustrated via the Mini Spares website: the following parts are listed as an illustration of the growing differences in price:
New Helical primary gear £153.60 vs New S/Cut primary gear £109.80
New Helical Idler gear £145.80, vs New S/Cut primary gear £50.58
New Helical A+ 2nd gear £82.28 vs New S/Cut 2nd gear £61.33
New Helical A+ 3rd gear £82.28 vs New S/Cut 3rd gear £59.40
- Incidentally, this gear set has been used in 'Super Mighty Minis' for a number of years and proven reliable, the Club's adoption of this may also lead to other competitors transitioning across into the S-Class as they already have invested in the gearbox parts.

For:	4
Against:	39
Not carried	X

Proposal 14:

Amend the wording of TR 5.10.2.2 {Electrics}

From:

"i) Mini Se7en S-Class and Mini Miglia S-Class only;

Standard production alternator and charging system must remain unaltered and operational

ii) Mini Se7en and Mini Miglia only;

An operating charging system is mandatory. This must be by means of an alternator/dynamo driven off the engine"

To:

"An operating charging system is mandatory. This must be by means of an alternator/dynamo driven off the engine"

Reason:

- Allows the optional use of different styles/types of alternators and fixing location to s-class cars.
- Use of smaller alternator allows more room at front of engine for radiator and reduced risk of radiator puncture / broken alternator due to contact.

For:	15
Against:	19
Not carried	X

Proposal 15:

Amend the wording of TR 5.11.1.6 (Brakes)

From:

"Mini Se7en S-Class and Mini Se7en only; Brakes are limited to:

- i) Production Twin/Single leading shoe drum brakes
- ii) Cooper Discs and Calipers
- iii) Cooper 'S' Discs and Calipers - discs with up-to-12 wiper grooves may be allowed; maximum 6-grooves-per-disc face
- iv) Standard 7" Rear Drum systems only

Vented discs and/or drilled/cross-drilled discs are prohibited "

To:

"Mini Se7en S-Class and Mini Se7en only; Brakes are limited to:

- i) Cooper 'S' Discs and Calipers - discs with up-to-12 wiper grooves may be allowed; maximum 6-grooves-per-disc face
- ii) Standard 7" Rear Drum systems only

Vented discs and/or drilled/cross-drilled discs are prohibited. Carbon discs are prohibited"

Reason:

Generally a 'tidy up' of the regulation and based on safety: should we really be allowing or even thinking about using front drum brakes now?

For:	49
Against:	2
Proposal carried	✓

Proposal 16:

Assuming proposal 15 above is approved, then amend the wording of TR 5.12.1.6

From:

"Mini Se7en S-Class and Mini Se7en; A single 1" Spacer is permitted on all wheels except where Cooper 'S' Discs or Drums are fitted"

To:

"Mini Se7en S-Class and Mini Se7en; A single 1" wheel spacer is permitted on each rear wheel except where one piece spacered drums are fitted"

Reason:

This assumes that the outlawing of front drum brake and non-Cooper s type brakes is approved. Tidies up / rewords this regulation to reflect the outlawing of the front drums and non-Cooper s disc brakes and clarifies that a non-spacer drum along with a separate 1" spacer can be used on the rear wheels. If you already have the spacered drums, then no additional wheel spacer is allowed.

For:	35
Against:	2
Proposal carried	✓

Proposal 17:

Amendment to SR 2.3.3 {Formation of 2nd grid}

Proposer ~ Charlie Budd

Seconder ~ *Ralph Budd*

"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) Challenge-registered 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) Challenge-registered cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of Challenge-registered cars form the reverse grid section.”

For:	5
Against:	34
Not carried	X

There was a further discussion relating to the omission for 2016 season of the separate voted-in proposal for SR.2.3.3 from end-of-2015 season, in which a driver's fastest lap in race 1 would determine the second race grid at a double-header meeting.

However, the M7RC's appointed Clerk of the Course (Steve Burns) outlined that this system had already been tried in BTCC and had proved extremely difficult to oversee/implement. Subsequently a vote was taken proposing to keep the current system as is (this effectively became Proposal 17a, although not on the original agenda):

For:	33
Against:	2
Proposal carried	✓

Proposal 18:

Additional wording to TR 5.3 Safety under the section TR. 5.6.1.4

Proposed by M7RC Committee

Seconded by *Tina Cooper*

From:

TR.5.6.1.4. Windscreens, if glass, must be laminated. Polycarbonate or similar alternative is permitted for windscreens, door, side or rear windows; Minimum thickness - 4mm. Holes in windows are prohibited except for a single aperture in the Driver's window - maximum diameter 20cm for ventilation.

Amend To:

TR.5.6.1.4. Windscreens, if glass, must be laminated. Polycarbonate or similar alternative is permitted for windscreens, door, side or rear windows; Minimum thickness - 4mm. Holes in windows are prohibited except for a single aperture in the Driver's window - maximum diameter 20cm for ventilation **It is permitted for rear quarter windows to be open {similar to a road car} during qualification and a race.**

Reason:

It has been suggested by our Championship Eligibility Scrutineer {Steve Prior}, that the regulations should allow that rear 'quarter' windows can be open by the normal amount as found in the road car. This will allow better airflow through the car.

For:	36
Against:	3
Proposal carried	✓

10) Any Other Business

The subject of Piper Cams was raised, and the issue of supply. A tentative approach had been made to another cam supplier, and basically the question was put to the membership if they agreed that the Club should be taking this course of action. Consensus was that the Club is right to investigate other avenues of supply and to take the issue further if need be.

The subject of Dunlop tyres was also raised, and Colin Peacock advised that despite early season concerns over supply, Dunlop was now back on track with the requirements of the M7RC.

Meeting Closed at: 1.20pm