



## **Extraordinary General Meeting and Technical Discussion 'EGM'/ATD of the Mini Se7en Racing Club**

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

**Date - Saturday 6 January 2018**

**Place – The Stratford Manor Hotel, Warwick Road, Stratford-upon-Avon, CV37 0PY**

**Time - 11.00 hr start**

### **1) INTRODUCTION.**

Chairman Nick Cooke (NC) thanked all those in attendance, explaining the reasons why an 'EGM'/ATD had to be re-arranged following what had been an 'unsuccessful' attempt to complete the original AGM/ATD, held on 26 November 2017 at the Club's regular meeting location, The Chiltern Hotel in Luton. However, such has been the drop in standards at the Luton site, it was felt an alternative location/s was required for the re-convened meeting, and indeed for all future Club meetings

While the initial AGM part of the original November meeting had been carried out in terms of routine admin affairs – such as re-election of the Executive Committee, approval of accounts/auditors, preview of the provisional 2018 calendar, appointment of a Safeguarding Officer, etc – it was the next scheduled part, the ATD (annual technical discussion) which had proved a major sticking point. Basically, numerous issues arose over what constituted a proposal or a clarification, further exacerbated by what appeared to be a mis-match over the numbering of the proposals and clarifications, between the 'hard copy' agenda circulated to membership and the 'online survey' agenda for membership proxy voting. Faced with mounting confusion and little progress being made on reaching any voting decisions from the floor, NC took the decision to abandon the meeting with the intention to re-arrange an 'EGM'/ATD at a later date, and to present a reworked (and clearer) set of proposals and clarifications to the membership for voting...

Subsequently, an Extraordinary Committee Meeting (ECM) was called on 4 December to thrash out the various issues so that a new 'EGM'/ATD agenda could be issued asap.

NC reiterated that it was imperative that any attendees must be members to be able to vote, and reminded all that there is no run-on period of membership from end-of-2017 into 2018.

On a separate note, it was confirmed that the dates for the Brands Mini Festival meeting will be the 25-26 August 2018.

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

Ian Osborne, Amanda + Julian Proctor, Colin Peacock, Patrick Deviny, Andrew Deviny, Simon Martin, Shaun Tarlton,

### **3) PROPOSALS**

Following the 4 December 2017 ECM, the revised proposals only (clarifications to be issued under separate update bulletins) were re-issued in time for all proxy votes to be received by 5 Jan 2018, and it was agreed (for clarity) to make available copies of the 'online survey' proxy voting forms to be used as 'hard copy' voting forms for on-the-day of 6 Jan 2018. In all, proposals numbered #1 to #16 were put forward, while voter's name and membership status were mandatory answers required under #17 and #18 respectively. All proxy votes had been tallied beforehand, and so it was then a case of just adding the (relatively) few on-the-day paper votes to these, and then announcing the final results after a count-up.

## MINI-7 S-CLASS RELATED PROPOSALS TO HEAD THE RUNNING ORDER:

### PROPOSAL 1: Mini-7 S-Class power unit – amendment to TR 5.7.1.5 & associated S-Class regs

Proposed by: Ian Osborne

Seconded by: Ross Billison

Reason: *It is very common in other one-make series to have sole engine supplier. This is the only way to ensure the 'level playing field' that people so desperately want.*

OAP Race Engines, in conjunction with IDL Racing Services, to be sole suppliers of Mini-7 S-Class power units. All built to a standard specification, (approx 75hp), and dyno'd to within an agreed power %.

Competitors would supply a suitable donor unit and 45 DCOE Weber carburettor.

The cost, (for a unit for 2019 season), would be £2950 + VAT, leaving the competitors to supply their own ancillaries/manifolds.

A spare unit would be available, with technical support, at race meetings, provided a ticket and vehicle pass is supplied.

Engine/Gearbox rebuilds to be carried out by OAP/IDL at the expense of competitors.

Strip downs/eligibility checks to be carried out at OAP/IDL premises.

S-Class cars would be required to display OAP or IDL front grill graphics supplied.

For n/a

Against n/a **X Proposal withdrawn...**

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### PROPOSAL 2: Mini-7 S-Class Crankshaft

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

Reason: *To stop unnecessary modification of these parts.*

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

v) Standard EN16 crankshaft, may be heat treated, reground and balanced.

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

v) Standard [production 1275cc](#) EN16 crankshaft ([non-replica](#)), may be heat treated, reground and balanced. [Main and big end bearings and journals must remain standard width.](#)

For 48 **✓ Proposal carried - to be introduced for 2019**

Against 1

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### PROPOSAL 3: Minil-7 S-Class Pistons

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

Reason: *To allow all Mini intended pistons (nurals, Omegas etc) and reduce expensive development of a standard class.*

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

x) Magnesium cast or forged pistons are prohibited otherwise pistons are free.

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

x) Magnesium cast or forged pistons are prohibited otherwise pistons are free, [but must feature:](#)

[3 piston ring grooves – fitted with rings.](#)

[OEM standard diameter press-fit gudgeon \(wrist\) pin \(20.6mm / 13 / 16 / 0.8125" \)](#)

[Maximum piston skirt diameter: 2.8"](#)

[Minimum compression height: 1.498"](#)

For 47 **✓ Proposal carried - to be introduced for 2019**

Against 2

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**PROPOSAL 4: Minil-7 S-Class Exhaust Valves**

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

*Reason: As intended with the standard S-Class, and to remove confusion, as there are two lengths of valve from Rover - 3.44" and 3.57" fitted to the A-Series; the 1275 had the 3.57" valve length*

Amend from:

TR 5.7.2.1 i) Mini Se7en S-Class only;

Inlet Valve maximum diameter 33mm + 1% tolerance.

Exhaust valve maximum diameter 29.4mm

Amend to:

TR 5.7.2.1 i) Mini Se7en S-Class only;

Inlet Valve maximum diameter 33mm + 1% tolerance.

Exhaust valve maximum diameter 29.4mm

Valves to be standard Rover Mini OEM length, as fitted to 1275cc engines.

For 48 **✓ Proposal carried - to be introduced for 2019**

Against 2

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**PROPOSAL 5: Minil-7 S-Class Water Pumps**

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

*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.*

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xiii) Mechanical water pump only

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xiii) Mechanical and electric water pump only permitted

For 35 **✓ Proposal carried - to be introduced for 2019**

Against 17

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**PROPOSAL 6: Minil-7 S-Class Carburettors**

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

*Reason: To prevent unnecessary modification of these parts.*

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xiv) Single-choke carburettor, max choke size 36mm. A multi-choke carburettor may be used with one choke isolated.

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xiv) Single choke Carburettor with a maximum choke size 36mm, mounted directly to the inlet manifold with no spacers or restrictors. 'O' rings (IE 'Misab' carb-mounting 'O' ring plates) only permitted. Fixings are free. A multi-choke carburettor may be used with one choke isolated.

For 47 **✓ Proposal carried - to be introduced for 2019**

Against 2

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**PROPOSAL 7: Minil-7 S-Class Exhaust Manifold**

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

Reason: To prevent unnecessary modification of these parts.

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

Mandatory Manifold single steel Weber inlet manifold LI54.

For 42 **✓ Proposal carried - to be introduced for 2019**

Against 5

**PROPOSAL 8: Minil-7 S-Class Gearbox**

Proposed by: Darren Thomas (Committee)

Seconded by: Dave Yardy

Reason: To offer a comprehensive S-Class gearing reference.

Amend from:

TR 5.9.1.3 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) mandatory.

Amend to:

TR 5.9.1.3 i) Mini Se7en S-Class

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

	<b>Gearset</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>1<sup>st</sup> Motion</b>	<b>Laygear</b>
(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:

	<b>Drop gear type</b>	<b>Crank Primary Gear</b>	<b>Idler Gear</b>	<b>Gearbox Input Gear</b>
(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

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

For 42 **✓ Proposal carried - to be introduced for 2019**

Against 2

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## MINI MIGLIA. MIGLIA S-CLASS & MINI LIBRE PROPOSALS

### PROPOSAL 9: Minimum Weights Mini Miglia

Proposed by: Colin Peacock

Seconded by: Rob Howard

*Reason/context: The new Dunlop tyre construction and heavier Ohlins dampers have added 6kg and 4kg respectively to the car – moving the minimum weight up by 10kg just recognises this increase in component parts and should not lead to any extra ballast, etc. It also means that the heavier cars / drivers are not further penalised unfairly for their status.*

Amend from:

TR.5.14.1.2 Mini Miglia S-Class; Minimum 660kg

TR.5.14.1.4 Mini Miglia; Minimum 660kg.

Amend to:

TR.5.14.1.2 Mini Miglia S-Class; Minimum ~~660~~ 670kg.

TR.5.14.1.4 Mini Miglia; Minimum ~~660~~ 670kg.

For 20

Against 23 **X Proposal not carried**

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### PROPOSAL 10: Minimum Weights Mini Libre

Proposed by: Colin Peacock

Seconded by: Rob Howard

*Reason/context: If the proposed changes to the Mini Miglia minimum weight are accepted, then for the difference between Miglia and Libre to be consistent, the minimum weight of the Libre class should also increase by 10kg.*

Amend from:

TR.5.18.6 The minimum running weight of the car, including driver, is 680kg. Additional ballast may be added to selected cars, subject to performance.

Amend to:

TR.5.18.6 The minimum running weight of the car, including driver, is ~~680~~ 690kg. Additional ballast may be added to selected cars, subject to performance:

For 20

Against 23 **X Proposal not carried**

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### PROPOSAL 11: Mini Miglia S-Class – amendments to SR + TR

Proposed by: Committee

Seconded by: Rob Howard

*Reason/context: With only two cars having competed, individually, in over 12 seasons, it is felt that the Mini Miglia S-Class shows no sign of being a viable category, and the Club would be better served putting its time and effort into fully promoting the Mini-7 S-Class and the Mini Libre class.*

Therefore, the proposal is to withdraw the Mini Miglia S-Class, and all references in the SRs and TRs, to take effect from 2019 season.

For 46

Against 0 **✓ Proposal carried - to be implemented for 2019**

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## MANAGING OVER-SUBSCRIBED RACE WEEKENDS AND GRIDS

The success of the Mini-7 S-Class and Mini Libre, plus the ongoing health of the Se7ens and Miglias has created the risk that not all entries can be accepted by the organisers, and that not all those who qualify can be guaranteed two races over the weekend. These changes are designed to better manage for these eventualities and ensure everyone gets a fair chance to race.

These changes would be introduced in 2018 if approved:

### PROPOSAL 12: How to manage entries fairly when more cars enter than will be permitted to qualify – SR.2.1.6

Proposed by: Graeme Davis

Seconded by: Colin Peacock

*Reason/context: Organisers can send more cars out to qualify than they can officially start, for example 40 cars can be sent out to qualify at Cadwell Park for 34 grid places. This improved and fairer regulation is needed when the club receives more entries than the permitted number of those allowed to qualify, i.e. more than 40 in the case of Cadwell Park, The proposed regulation change aims to be fair and at the same time encourage earlier entries.*

Amend 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 following Competitors will have their entry guaranteed:
  - i) Races with separate Mini Se7en and Mini Miglia grids, or combined grids with a minimum of 50 grid slots:  
The top 20 in each of the Mini Se7en and Mini Miglia Challenges, and the top five in each of the S-Class categories;
  - ii) Races with a combined grid and less than 50 grid slots:  
An equal number of cars from Mini Se7en and Mini Miglia up to the maximum number of entries allowed to practice.

Amend to:

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.
- d) All other entries will be accepted in order of receipt
- e) The closing date will be the date specified on the clubs 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*

For 31 **✓ Proposal carried - to be introduced for 2018**  
Against 8

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**PROPOSAL 13: Who gets to race when there are more qualifiers than starting places available – SR.2.3.6**

Proposed by: Graeme Davis

Seconded by: Colin Peacock

Reason: *This proposal recognizes the reality of multiple classes, and proposes a fair split across classes when there are more qualifiers than starting positions on the grid*

Amend from:

SR.2.3.6 If both Challenge formulae are to be run concurrently an equal number of cars from each should be permitted to start.

Amend to:

SR.2.3.6 If both Challenge formulae grids are to be run concurrently an equal number of cars from each a representative number of cars from each category should be permitted to start based on times recorded in official Qualifying Practice. Depending on the circuit, the Race Organisers and Championship Coordinator may confer to establish a selection procedure for slowest race reserves from each category.

*For example:*

*Cadwell Park – Mini Se7en/S-Class race: 40 permitted for qualifying, 34 grid limit; the fastest 26 Mini Se7ens and the fastest 8 S-Class will be selected for the grid; the 6 reserves will be selected using the same formula to ensure a fair and representative approach*

*Zandvoort – Combined: 57 can qualify, 47 can race, 10 reserves selected based on a representative number of cars from each of the (four) classes*

For 31 **✓ Proposal carried - to be introduced for 2018**  
Against 8

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**PROPOSAL TO INTRODUCE TECHNICAL SUB-COMMITTEE LEADER**

The work to manage and update the regulations has increased as the Club continues to evolve. This new position to be introduced in 2018 (if approved) will help improve the capability of the Club to stay ahead of required rule changes, clarifications and the MSA process.

**PROPOSAL 14: Appoint a Technical Sub-Committee Leader/Committee Member**

Proposed by: Committee

Seconded by: Rob Howard

Reason/context: *The Committee feels it requires someone who can be the full-time Technical Sub-Committee 'Rep'. In this role they would chair and manage the technical Sub-Committee (TS-C) meetings and bring the proposals back to the Committee for action. They would also be a full Committee member. The role would involve:*  
*Leading the Technical Sub-Committee meetings*  
*Playing a leading role in the ATD discussions*  
*Supporting the Annual Regulations process with Championship Coordinator (RW)*  
*Attending Committee meetings*

For 36 **✓ Proposal carried – role to be introduced during 2018**  
Against 1

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***Subsequent action is for Committee to invite person/s to volunteer for the position, with all candidates then put forward for election by the membership via a voting process***

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## PROPOSALS FOR ALL CLASSES

The following two proposals are for all classes and aim to clarify and improve the regulations.

### PROPOSAL 15: Cam Timing

Proposed by: Committee

Seconded by: Dave Yardy

Reason: *To clearly state that cam timing is free, as some believe the regulations currently state that the cam timing is fixed*

To include all classes:

TR 5.7.1.5 vii)

TR 5.6.1.6 vii)

TR 5.7.1.7 vi)

TR 5.7.1.8 vi)

vii) <Camshaft type detail relevant to class in the above TRs>

Amend to:

vii) <Camshaft type detail relevant to class as below>

TR.5.7.1.5 MINI SE7EN S-CLASS ONLY

vii) Camshaft. Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.

Cam timing is free

Set valve clearance to 0.015"/0.4mm to check valve lift

Method of cam drive is free

*[cam diagram deleted]*

*[cam details and figures deleted]*

TR.5.7.1.6 MINI MIGLIA S-CLASS ONLY

vii) Camshaft. Only the unmodified MM 930 camshaft (obtainable strictly via M7RC) or the unmodified Rover camshaft, part number CAM6648 is permitted.

Cam timing is free

Set valve clearance to 0.015"/0.4mm to check valve lift

Method of cam drive is free

*[cam diagram deleted]*

*[cam details and figures deleted]*

TR.5.7.1.7 MINI SE7EN ONLY

vi) Camshaft. Either the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.

Cam timing is free

Set valve clearance to 0.015"/0.4mm to check valve lift

Method of cam drive is free

*[cam diagram deleted]*

*[cam details and figures deleted]*

TR.5.7.1.6 MINI MIGLIA ONLY

vii) Camshaft. Only the unmodified MM 930 camshaft (obtainable strictly via M7RC) or the unmodified Rover camshaft, part number CAM6648 is permitted.

Cam timing is free

Set valve clearance to 0.015"/0.4mm to check valve lift

Method of cam drive is free

*[cam diagram deleted]*

*[cam details and figures deleted]*

For 49

✓ Proposal carried – to be introduced for 2019

Against 0

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### PROPOSAL 16: For All Classes – Allow for a maximum bore wear tolerance

Proposed by: Committee

Seconded by: Dave Yardy

Reason: *To allow for inevitable wear on the cylinder bore*



To include all classes: TR 5.7.1.5 iii), TR 5.7.1.6 iii), TR 5.7.1.7 iv) & TR 5.7.1.8 iv)

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

iii) Maximum bore oversize 71.12 (0.5mm) / 2.80". Block may be re-lined when worn.

Amend to:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

iii) Maximum bore oversize 71.12 (0.5mm) / 2.80". Block may be re-lined when worn. **Maximum bore wear tolerance 0.005"**.

For	40	<b>√ Proposal carried – to be introduced for 2019</b>
Against	0	

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#### 4) ANY OTHER BUSINESS

- The question was asked from the floor as to whether there was a contradiction in the S-Class regs re. carburettors and manifolds. It was pointed out that one reg says that carburettors are free, but that one of the new proposals for 2019 says only a (Weber) control inlet manifold is allowed. Does this automatically mean only a Weber carb' can be used, because of matching connections. One 'solution' to this alleged problem is that there is no rule to say that a 'custom-made' connecting plate cannot be used to bridge the two components, should the carb' not be a Weber...
- The next topic of conversation centred on the various forms of communication or avenues of discussion for members. The question was raised as to why the M7RC website Forum cannot be re-instigated instead of Facebook? The general consensus was that a regulated Forum was arguably a better discussion tool than Facebook, and so the Committee would consult with the current 'website manager' Stephen Colbran to see how best to revamp the Forum and general website management.
- One general proposal was for the recruitment of a 'full-time' Technical Sub-Committee representative/chairperson, and at least two names had initially been put forward for this role – Kieren McDonald and Ian Osborne... Further, once a TS-C rep had been elected, other members could then apply to become a regular, or even occasional, TS-C participant.
- It was further noted that membership registration fees have been re-appraised, meaning that the regular £195 will be the only fee until after the halfway point of the Challenge season (Zandvoort), and that the option of a discounted registration fee will only then be considered, such as a half-price fee of £97.50. Basically, there will be no more 'credit' given on registration fees due to several people not paying up when promised, leading to other problematic issues such as entry criteria/circuit insurance/etc...

**Meeting closed – 13.15pm**