



## **MINUTES of the 14th 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:** *Saturday 24th November 2018*  
**Place:** *The Stratford Manor Hotel, Warwick Rd, Stratford-upon-Avon, Warks,  
CV37 0PY*  
**Time:** *10.00 AM start*

### **1) Introduction**

Chairman Nick Cooke welcomed everyone to the meeting, and began by reminding all present that voting on submitted proposals was only open to Club members, and whose votes on the day would be tallied with those from the online Proxy Voting. Following an introduction of the Committee and recap of their roles, NC then offered congratulations to the confirmed 2018 champions, including Max Hunter (Se7en), Stephen Colbran (Se7en Novice), Scott Kendall (7 S-Class), Thorburn Astin (Graham Hill Under-17 S-Class), Aaron Smith (Miglia), Richard Jessop (Miglia Novice) and Phil Harvey (Libre), plus 0-Plate honours to Rupert Deeth (Miglia), Leon Wightman (Se7en) and Michael Dryden (S-Class). He then went on to thank all those persons who put time and effort into making the Club what it is today, and one he is proud to be Chairman of. Many names were mentioned for a whole host of tasks and volunteer duties, but importantly the BARC (British Automobile Racing Club) had been very helpful in recent years, plus the sponsors (Dunlop, Mini Spares, Spax, Piper Cams, *Mini Magazine*, CCTV Leasing, Ohlins) without whom the Club would not survive...

### **2) Apologies for absence**

Shaun Tarlton, Gareth Hunt, Stephen Colbran, Joe Thompson, Ian Fraser...

### **3) Minutes of the 13th AGM/ATD (initially held on 26/11/2017) & Minutes of the re-convened 'EGM' AGM/ATD (held on 6/1/2018)**

Although both of these above documents were issued to the Committee by the Championship Coordinator in January 2018, and again later during the season, they apparently did not get posted to the website or widely circulated until the autumn. Nonetheless, with no matters or further comments arising, both documents were approved and adopted by the membership present (*proposer: Stuart Hunt; seconder: Graeme Davis*). The Committee is reminded to collectively ensure that future Minutes of the AGM/ATD must always be circulated to membership and/or posted to website ASAP.

### **4) Reports of the 2018 Executive Committee**

NC continued with a fuller run-down of the season, noting some highs and lows. Of the latter, an incident at the Silverstone finale involving a M7RC driver had led to disciplinary action from the MSA and further recourse from the Directors/Committee of the Club. A key issue here was the potential negative image it may have created with possible future sponsor/s but also with current ones. Not an easy topic to discuss. In terms of the calendar, Zandvoort in Holland rated highly, with an evening at a beach restaurant and the Dutch making the Club very welcome. Overall, two-day meetings appear to be the members' preference in polls, as one-day events are just too busy. The post-race presentations again proved to be successful (when not delayed due to *parc fermé* issues), and helped bring everyone together before some long trips home – thanks to Oli Window for supplying the trophies. BBQs helped too on the social side and will also hopefully continue into 2019. The annual *Pitlane Review 2017* magazine was another "excellent overview" and, along with the regular *Pit & Paddock* newsletters, offered unrivalled coverage of a club racing series. In addition, the M7RC Archive project now has 30 years' worth of printed issues, ranging from 1966 through to 1995, so well worth a look. Looking to the future, an influx of new members and cars is strongly rumoured for 2019, especially in Mini-7 S-Class, but the Committee is still very conscious that the S-Class regulations do need further clarity. Also entries in the (semi-invitational) Mini Libre formula have increased with the effect that the combined Miglia/Libre grid is now very respectable. NC went on to remind all that the

Awards Dinner is all set for 26 January 2019. Mark Sims is once again organising the event, and has tickets available, each at a very reasonable £48. With regular compere Mark Werrell otherwise engaged, a 'special guest' had been lined up, namely... Leon Oli Window! Also, the venue hotel, the Stratford Manor, is offering complementary rates. Shortly before the next agenda item on Finance, NC introduced Jeffrey Parish, the Club's longtime (unpaid) Financial Controller (aka Treasurer), and was only two decades out on Jeffrey's involvement with the M7RC; 40+ years as opposed to the 24 years he thought it was - good job NC's not in charge of the books! Finally, NC revealed that he had recently turned 70, and so 2019 would very probably be his last as Chairman (he said that the previous year and was persuaded to stay on!) As part of his big 7-0 celebrations, NC had been at Hockenheim (German GP) to witness Sebastien Vettel "kick the fence", but also had made time to walk part of the old circuit to find the memorial of his motor racing hero, Jim Clark, who had inspired him to become involved in the sport he still loves today.

## 5) Financial Statements.

The financial statements for the year ended 31 December 2017 were presented to the membership in draft form at last year's AGM. These financial statements were now finalised, audited and filed at Companies House. However, it was still necessary for the financial statements to be adopted by the members in general meeting. The following resolutions were put to the AGM:

- a) That the members adopt the financial statements for the year ended 31 December 2017.
- 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.

The financial statements for the year 2018 to date were also presented to the meeting in draft form, subject to audit and any adjustments arising in the last month of the financial year.

Jeffrey Parish recapped the draft 2018 accounts, noting that subscriptions had been fairly consistent to follow on from the good growth achieved in 2017 (thanks mainly to the revamped membership process from Barry Payne and Sharon Roche), and so felt no need yet for any increase in membership subscriptions. There had been a slight increase in sponsorship income from 17k to 19k. The Ohlins damper deal was projected to run out at the end of 2019 season, so there may be a shortfall to consider/replace, or contract to renew! There was also a small surplus on sales of merchandise, while M7RC regulation component-stock (such as Miglia LSDs) are sold to members at cost with no mark-up. The overseas Zandvoort meeting returned a very good surplus. On a potential downside, the ongoing 'Brexit' saga may adversely affect the exchange rates when it comes to the 2019 Zandvoort event! Or the opposite - who knows?! Club administration costs also remained consistent, and incorporated the now very regular and good quality magazine and newsletters. The Archive project (an ongoing history of the Club in print form) registered as a loss for the year with 10 more historic seasons being added to the stock of printed copies, but JP considered these costs as short term, arguably part-funded from past membership subscriptions, and would eventually create 'trickle back' monies in forthcoming years. On paper, the previously healthy reserves had been depleted mainly due to outstanding sponsorship monies and new reserve stocks of mandatory parts, such as cams and diffs. In summary, where the 2017 accounts had shown a £1.5k plus, the draft 2018 balance was showing a £2.5k minus, so on paper the Club still needs to be pro-active in seeking and making funds go further. To close, both resolutions listed above were duly accepted after a show of hands (*proposer: Graeme Davis; seconder: Dick Hunter*).

## 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 Jeffrey Parish.

With no other nominations or objections, Jeffrey Parish was duly re-appointed as a Director.

## 7) Election of Executive Committee.

The following Executive Committee Members expressed a willingness to continue in 2019:

Chairman: Nick Cooke

Commercial Manager: Colin Peacock

Championship Coordinator: Richard Williamson

Financial Controller: Jeffrey Parish

Membership Secretary: Barry Payne (Sharon Payne is stepping down but will assist Barry with admin, as and when).

Mini Se7en representative: Darren Thomas

Mini Miglia representative: Mark Sims

Technical Sub-Committee representative: Gareth Hunt

Mini-7 S-Class representative, Shaun Tarlton, is unable to continue in 2019 so nominations for the post were sought.

In addition, a Mini Libre representative had been proposed from 2019 onwards, with one pre-nomination, Phil Harvey. A vote was proposed for this.

Similarly, the Club's Safeguarding Officer, Amanda Proctor, was willing to continue in this non-Committee role.

Other nominations were invited on the day (see proposals)...

Libre racer Peter Hills also put himself forward as a Mini Libre rep candidate, so a vote was taken and, of the two, Phil Harvey was duly elected. For the Mini-7 S-Class rep role, Ben Butler was the only nominee (*proposer: Dick Hunter; seconder: Leon Wightman*), and was duly elected. Finally, the (revised) Executive Committee for 2019 was also duly re-elected (*proposer: Peter Hills; seconder: Phil Harvey*). Amanda Proctor was also given approval to continue in her safeguarding role.

## 8) Discussion relating to the 2019 Championship Calendar.

Colin Peacock had released a provisional calendar shortly before the AGM/ATD, with a good spread of dates and up to 9 weekends. A new venture was with the MGCC, who had offered a slot at their popular MG Live meeting on the Silverstone Historic GP circuit in mid-June, along with a secondary meeting, the Spring Cup, on the Silverstone National circuit at the end of March. Double-headers at Croft in April, Zandvoort (treble-header) and Brands Hatch Mini Festival both in July, Cadwell Park at end of August/start September, and a return to Castle Combe in September were all pretty much confirmed too, while the big conundrum was a choice of Thruxton meets, either BARC's 'Historic' event in June, which the Club attended in 2018, or what might initially seem a long-shot invite to the BTCC event in May. The latter would be very much dependant on the costings, such as paying for ITV filming and setting a reasonable entry fee. CP was awaiting on the outcome of an imminent meeting between Alan Gow of BTCC, Mickey Butler of Dunlop and Ian Watson of the BARC as to how realistic a proposition it would be for the M7RC to attend, with a possible enticement being the Mini 60 anniversary in 2019. New member in Se7ens, and BTCC driver, Jeff Smith suggested that if there are any delays to the BTCC programme then it is likely the first race/s to be dropped would be the Minis. Also probably only one race each and not a double-header, with a set-up hidden away down the old runway away from the main paddock. So, potentially as many negatives as positives, although the lure of up to 30,000 spectators, on both days, was pretty compelling! So, in essence it will either be a 14- or 15-round National Challenge, depending on which Thruxton meet, with probably either 3 or 4 rounds to be dropped respectively, For the non-Challenge Silverstone March and Brands November meetings, the notion was put to those present for a revived Winter Series made up of the 2 races in March and the 3 races at the November 0-Plate, as running for points rather than nothing at all would surely help boost entries and give a chance of silverware to some who may otherwise be further back in the main Challenge. A revamped Winter Series, with some adjustment on overall trophies, given majority approval.

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\* A few days after the AGM/ATD, CP had a confirmed invitation to the BTCC Thruxton meeting, with two races each on Saturday and Sunday, the latter pair screened 'live' for ITV. The costs were still to be finalised, but a fair wedge would need to be sourced to fund the TV coverage...

## 9) Amendment to Club By-Laws

Proposed amendments to Club By-Laws, introducing updated clauses and tidying up potential loopholes...

At a recent Committee Meeting, the By-Laws were discussed to ascertain whether certain areas could be improved to help the smoother running of the Club, and Jeffrey Parish was tasked to update the document in time for the AGM/ATD. The first proposed amendment (By-Law 1.3) was to the General listing of the four separate classes, so that each could be recognized as stand-alone championship categories. The second (By-Law 2.1) was to tidy up Membership approval, and to give the Directors greater authority on who will, or will not, be accepted as a member. The Directors also needed greater leeway to set varying Reduced Membership Fees (By-Law 2.4), such as occasional discounts and one-off deals. Another new clause (By-Law 2.5) was proposed under the heading of Withdrawal of Membership. This will allow the Directors and Executive Committee the authority to suspend or totally withdraw membership with immediate effect, either for extreme driving standards, paddock behavior or online/social media actions which are deemed detrimental to the M7RC or its members, whereas before a membership could only be refused from the beginning of a new season application. A tweak was also required to the Executive Committee roles (By-Law 4.1), with a couple of existing titles renamed, and two new roles officially recognized; Technical Sub-Committee Rep, and Mini Libre Rep.

A key amendment to the Racing Regulations (By-Law 5.3 c) created an in-depth discussion, not least because it introduced a clause to allow for the temporary suspension of the 1-year stability ruling for any technical change that the Executive Committee may wish to propose for immediate adoption in the best interests of the M7RC and its members. This temporary suspension is in addition to established clauses for immediate safety changes and *force majeure* changes such as unavailability of mandatory part/s. However, this temporary suspension would only be to allow for a one-off vote from the membership. It was further suggested from Graeme Davis that the term 'majority' should be a definitive figure, i.e. a minimum 2/3rds majority, or 66.6% of the vote, indeed for the future this 'majority' figure should be applied to all proposals to be voted upon. Finally, to reflect the changing pace/range of communications in today's world, the Meetings by-laws required an additional clause (By-Law 7.3 d) to encompass electronic/email delivery of meeting notices, as the cost/timescale for postal delivery only has become almost obsolete for an amateur club. Jeffrey Parish went through each update, explaining in detail the reasons behind them, before the above By-Laws proposal was duly approved following a vote by those present (*proposer: Alan Jackson; seconder: Graeme Davis*).

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**10) Annual Technical Discussion (ATD) including any regulation proposals:**

● **FUTURE LAYOUT OF REGULATIONS FOR 2020**

**Proposed**      **M7RC Committee / Gareth Hunt**  
**Seconded**     **Nick Cooke**

Proposal is to discuss with the membership an example of a regulation that, under invitation from the M7RC Committee, has been given an assessment and review (along with a majority of other regs in the current version) by John Wardle, qualified MSA Scrutineer and Technical Commissioner. Membership can vote if they want to see the TRs re-written wholly in that format for 2020. It is certainly too large a project to complete before the Final Regs are submitted to the MSA for 2019 season:

Example amend from:  
TR.5.3.5

Cut-Out Switch: should be located for easy access by Driver, must isolate all electrical circuits and STOP the engine. The exterior pull cable must be located at the base of the windscreen, to the left or the right, adjacent to the Extinguisher Pull and be clearly identified by the correct 'Blue Triangle' decal. These pulls must not be recessed into the wings.

Example amend to:  
TR. 5.3.5

Main External Circuit Breaker: (K 8 applies)

- a. A Main External Circuit Breaker in compliance with the 2019 MSA Yearbook Section (K) 8. is mandatory.
- b. The switch location must be identified by a Red Spark on a white edged blue triangle, with a base of at least 12cm, and the 'On' and 'Off' positions clearly marked.
- c. The circuit breaker, when 'operated', must isolate all electrical circuits, data loggers, transponders, etc.
- d. When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- e. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side, adjacent to the fire extinguisher pull.
- f. It is not permitted to recess the circuit breaker pull into the wing.

*Reason: To give the membership an easier time making amendments (just a single line may be adjusted) in future, bringing the regs into line with latest MSA thinking, seeing as John Wardle is a fully qualified/paid up member of the MSA scrutineering team.*

A discussion took place, with concerns raised that by re-wording the Regs, some meanings and technical parts could be changed/deleted, whereas the intention is to make clearer and clarify (with

specific part numbers if needed) what is currently allowed and not to make changes *per se* – which can only happen via the membership voting process. It was suggested and agreed that the Technical Sub-Committee, led by Gareth Hunt, should convene as regularly as possible to go through the suggestions of John Wardle. A specified set of deadlines were also suggested for review of the Regs re-jig, the first date at least by summer (eg. 1 July, when notification to run a championship has to be made to the MSA/Motorsport UK along with any proposed major changes to Regs).

**FOR:** 78 (36 + 42 proxy) ✓ Carried – to be introduced for 2020 season  
**AGAINST:** 5 (0 + 5 proxy)

- **MINI-7 S-CLASS CHAMPIONSHIP STATUS**

**Proposed:** M7RC Committee  
**Seconded:** Julian Proctor

Amend from:

SR.1.6.1 (*third paragraph*)

In addition to scoring points in the main Challenges, eligible drivers competing under the S-Class regulations will score points for the respective S-Class Challenges as follows ...

**Amend to:**

SR.1.6.1 (*third paragraph*)

Eligible drivers competing under the Mini-7 S-Class regulations will score points as above (*refers to first paragraph and points scoring from 1st to 18th, etc...*). Mini-7 S-Class will form up on the grid behind the Mini Se7en Challenge. For double-race meetings, SR.2.3.3 will apply. Refer also to sections SR.2.3 and SR.2.5.

*Reason: To promote the Mini-7 S-Class as its own stand-alone championship, independent of Mini Se7en, with revised scoring system (20, 19, 18, etc). Also to be gridded behind the Se7ens (as per Mini Libre on Miglia grid) to re-establish the intended purpose of S-Class as a starter/feeder class to the longer established, core formula, Se7en category*

The proposal idea had already been previewed in a Club newsletter and on various social media platforms, with the overriding consensus from a majority of members that this would be a good move for both S-Class and Se7en categories. The S-Class field would all start and race closer together from the green light, while the value (both investment and prestige) of the Se7ens will be better protected. Also, looking to the future, it would make it easier to arrange totally separate races/grids should the S-Class numbers rise to a level where more than one grid may be negotiated to allow for over-subscribed entries...

**FOR:** 91 (42 + 49 proxy) ✓ Carried – to be introduced for 2019 season  
**AGAINST:** 0 (0 + 0 proxy, 5 abstained)

- **MINI-7 S-CLASS RESTRICTOR**

**Proposed:** Graeme Davis  
**Seconded:** Dick Hunter

Amend from:

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.

**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 **but an unmodified M7RC-supplied 32mm restrictor**. '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.

*Reason: The purpose of this is to limit power to the S-Class in a similar way the power is limited by the main Se7en regulations with its restrictor and bring the power output in line with the originally intended differential of the two classes. Rolling road tests have been carried out with a range of restrictors and this size produces an approximate 5 BHP reduction compared to no restrictor. Restrictors to be marked and M7RC stamped in a similar way to other Club-supplied parts.*

Another lively debate, with one view underlining the proposal as supporting the principal of what the S-Class is about (limited tuning). Further, there were concerns that even with the revised grid start from 2019, some S-Class cars with lots of engine development may still be able to work their way up to the leading Se7en battle, or better, which was never the original intention of the S-Class when introduced back in 2006 season. There were some concerns raised about having a restrictor, including potential for 'bore wash', also the potential for slower S-Class cars to be lapped more readily by faster Se7ens, although it was pointed out this would surely happen anyway. It was noted that the revised grid start and points structure for 2019 should go a long way to allaying fears in both classes, and that in 2019 the performance levels of S-Class in comparison to Se7ens will be closely monitored...

**FOR: 61 (28 + 33 proxy) ✓ Carried – to be introduced for 2020 season**  
**AGAINST: 20 (4 +16 proxy)**

- **MINI-7 S-CLASS MANIFOLD**

**Proposed M7RC Committee / Gareth Hunt**  
**Seconded Mark Sims**

Amend from:

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

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

Mandatory Maniflow single steel Weber inlet manifold LI54.

**Amend to:**

TR 5.7.1.5 MINI SE7EN S-CLASS ONLY

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

Mandatory Maniflow single steel Weber inlet manifold LI54 **with nominal 38.1mm /1.5" Port runner diameter.**

*Reason: Apparently Maniflow supply either a 1.4" inlet runner or a 1.5" under the same part number!*

This proposal was initially going to be voted in favour, but after a further discussion, it was unanimously agreed to withdraw as a proposal, and to be re-submitted as a clarification for the 2019 Regs. The regulation is not actually being changed, but the additional wording merely clarifies that the listed part number should be a mandatory 1.5" measurement (should an MSA Scrutineer need to refer/measure), as it is known for the listed part number to also be manufactured/supplied with varying diameters...

**FOR: n/a x proposal withdrawn – re-submitted as 2019 clarification**  
**AGAINST: n/a**

- **MINI-7 S-CLASS RADIATOR & WATER PUMP**

**Proposer: Graeme Davis**  
**Seconder: Dick Hunter**

Amend from:

TR.5.7.1.3

Oil and Coolant Radiators are free (see TR.5.6.2.7.). Oil Accumulator systems are prohibited.

Amend to:

TR.5.7.1.3

Oil and Coolant Radiators are free (see TR.5.6.2.7.). Oil Accumulator systems are prohibited.

**Mini-7 S-Class only: A production car radiator must be used. Custom-made radiators are not permitted.**

Amend from

TR.5.7.1.5 MINI-7 S-CLASS ONLY

xiii) Mechanical and electric water pump permitted

Amend to:

TR.5.7.1.5 MINI-7 S-CLASS ONLY

xiii) **A Mechanical water pump only**

*Reason/s: The purpose of these two proposals is to keep the cost of S-Class down – a full kit for the S- Class for the current regulations costs approximately £800, however standard parts can costs less than £100.*

The above were intended to be separate proposals but were erroneously combined into one, so the actual voting split on both items could not necessarily be deduced. Some concerns were raised that the water pump issue has only just been changed for 2019, so this would be 'costing' competitors to have to change back again after a year. Likewise the example was made that a 'cheap production' radiator could be sourced off of another marque (i.e. not Mini) without having to spend lots on a custom-built example...

**FOR: 55 (26 + 29 proxy)**

**✓ Carried – to be introduced for 2020 season**

**AGAINST: 21 (1 + 20 proxy)**

#### ● **MINI MIGLIA SUSPENSION**

**Proposer: Aaron Smith**

**Seconder: Adrian Smith**

Amend from:

TR.5.8.1.8

Mini Miglia: For the rear axles, Steel or Alloy monobloc tube design Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini. A facility for adjustment of bump and rebound damping is allowed, by either a single adjuster, or by two separate adjusters (normally known as Double adjustable). Single- or twin-tube tube design is permitted. Remote fluid reservoirs are prohibited.

For the front axle, it is mandatory to use the Ohlins single adjustable, steel bodied damper, part number MMF5Q000., supplied by Aurok Engineering Ltd according to the M7RC control specification whereby piston configuration, internal valving, oil viscosity and gas pressure are fixed. The shaft and body length is free to allow for individual fitment length. The control dampers are supplied sealed and serialised. The seal must remain intact (excepting cases of *force majeure*). All repairs and servicing must be conducted by Aurok Engineering Ltd.

Amend to:

TR.5.8.1.8

Mini Miglia: For the rear axles, Steel or Alloy monobloc tube design Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini. A facility for adjustment of bump and rebound damping is allowed, by either a single adjuster, or by two separate adjusters (normally known as Double adjustable). Single- or twin-tube tube design is permitted. Remote fluid reservoirs are prohibited.

**For the front axle, Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini but may have a facility for adjustment of bump and rebound damping by a single adjuster. Single- or twin-tube tube design is permitted.**

*Reason: I am putting this forward as I feel the single adjustable dampers have worked well in levelling the field, but I feel they are just too expensive for a club series. Purely for a Mini 7 driver*

looking to move across to the Miglias, they will have to spend £1000 rather than just keeping their Mini 7 dampers.

The discussion prompted concerns from some quarters, not least other Miglia drivers who have incurred the investment costs over the last couple of seasons, and citing how competitive/close the Miglia field has become.

\* A few days subsequent to the vote, the proposer offered to withdraw the proposal as it had created a large amount of unrest/disquiet on social media, and raised the issue of proportional representation when voting, as apparently a majority of leading Miglia drivers had voted against the proposal - mostly by proxy, which also opened a up a separate debate over whether future voting should require mandatory attendance at the AGM/ATD...

**FOR:** 38 (9 + 29 proxy)  
**AGAINST:** 16 (4 +12 proxy)

✓ **Carried – to be introduced for 2020 season\***  
**\* under review...**

- **MIRRORS & WIPERS**

**Proposer:** Leon Wightman  
**Seconder:** Stuart Hunt

Add:

TR.5.3.12

All cars must have fitted two external wing mirrors, mounted in the original manufacturer position on the doors; refer to current MSA Q.19.15.1. In addition, cars must have fitted at least one internal rear view mirror.

Add:

TR.5.3.13

All cars must be fitted with an operative windscreen wiper, as per current MSA Q.19.15.3.

*Reason/s:* Under grounds of enhancing safety (and driving standards), introduce for 2019...

Although both these items can be found in the *MSA/Motorsport UK Blue Book* with minimum requirements, neither is referred to specifically in the M7RC Regs. Car/s were observed/reported to not have one or both items during meetings in 2018, and with several cases of 'driving standards' aired on forums plus online video posted that potentially creates a 'kangaroo court', the overriding consensus was that the Club needs to be seen to underline the driving standards/on-track safety issue, and so there should be no grey areas in the Regs when it comes to drivers' all-round vision/awareness...

**FOR:** 85 (34 + 51 proxy)  
**AGAINST:** 2 (0 + 2 proxy)

✓ **Carried – to be introduced for 2019 season**

- **MINI SE7EN – ALL TECHNICAL REGULATIONS**

**Proposed** Patrick Deviny  
**Seconderd** tba ...

General proposal:

The technical regulations that pertain solely to the Mini Se7en class to remain unchanged for the 2020 season.

*Reason:* If it ain't broke don't change it...

Proposal was withdrawn after Agenda was issued, but before the online Proxy Voting Questionnaire was posted...

**FOR:** n/a  
**AGAINST:** n/a

**x proposal withdrawn**

- **FUEL**

**Proposed** Patrick Deviny  
**Seconded** Graeme Davis

Amend from:

TR.5.15.3

Fuel:

TR.5.15.3.1

Only commercial pump fuel to BSEN228 (Unleaded) or BS7800 (Super Unleaded) fuel to be used, without any separate additives. See **current MSA Section B** for 'pump fuel' definition.

LRG (LRP) fuel is not in compliance with the above standards and may not be blended or used.

Equally the specified additives for LRG (LRP) to reduce valve seat regression are not permitted.

**Amend to:**

TR.5.15.3

Fuel:

TR.5.15.3.1

Only commercial pump fuel to BSEN228 (Unleaded) or BS7800 (Super Unleaded) fuel **max RON 100**, to be used without any separate additives. See **current MSA Section B** for 'pump fuel' definition.

LRG (LRP) fuel is not in compliance with above standards and may not be blended or used.

Equally the specified additives for LRG (LRP) to reduce valve seat regression are not permitted.

*Reason: To prohibit 102 RON fuel complying with FIA Art 252 article 9, and to save having to pay it's inflated costs, not only the cost of fuel but the development work associated with it.*

Following a brief discussion, the figures tallied suggested that the majority of members would like to see fuel testing carried out more regularly. However, the reality is that some commercially available pump fuels to a 100 RON max may still have residues of higher RON in the tanks depending on where the fuel is obtained. In addition, the cost of meaningful fuel testing is allegedly VERY expensive, even under MSA/Motorsport UK guidelines, so potentially the M7RC could be faced with bills it cannot sustain...

**FOR:** 46 (2 + 44 proxy)  
**AGAINST:** 26 (16 + 10 proxy)

✓ **Carried – to be introduced for 2020 season**

- **MINIMUM WEIGHT - MINI MIGLIA**

**Proposer:** Colin Peacock  
**Secunder:** Rob Howard

Amend from:

TR.5.14.1.4

Mini Miglia; Minimum 660kg.

**Amend to:**

TR.5.14.1.4

Mini Miglia; Minimum **670kg**.

*Reason: The rationale is that the average weight now is already 671, and that this change would help even up the field and avoid serious expenditure by the heavier drivers to get down to the weight limit.*

Following several weight checks compiled in 2018, the more 'fuller figure' Miglia drivers feel they have a disadvantage so would like to see some parity to their 'daintier' rivals. Naturally the latter suggested the former group could always try going on a diet (that's the polite version!)

**FOR:** 36 (5 + 31 proxy)  
**AGAINST:** 23 (11 + 12 proxy)

✓ **Carried – to be introduced for 2020 season**

● **MINIMUM WEIGHT – MINI LIBRE**

**Proposer:** Colin Peacock  
**Seconder:** Rob Howard

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 **690kg**. Additional ballast may be added to selected cars, subject to performance

*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*

Interestingly, the average weights of the Libre drivers tallied to below the minimum in the Regs! Weight gap to Miglias is still the intention, with the option also of adding further ballast to one or more cars to maintain a 'level playing field'...

**FOR:** 39 (11 + 28 proxy)  
**AGAINST:** 17 (3 + 14 proxy)

✓ **Carried – to be introduced for 2020 season**

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**\* The following are to be discussed before submission of Final Regs 2019 for approval by Mini Libre drivers/rep and Committee – Mini Libre currently not part of main Challenge, as run under Invitational/Guest/Development SR, so not requiring voting on at this time**

● **MINI LIBRE TECHNICAL GUIDELINES / MINIMUM WEIGHT**

**Proposer:** Peter Hills  
**Seconder:** Ian Fraser

Amend from:

**TR.5.18 MINI LIBRE (Technical Guidelines - 2018)**

TR.5.18.1 All cars and drivers must comply with MSA Safety requirements (see TR.5.3).  
TR.5.18.2 Cars must follow the silhouette of the classic saloon Mini; allowances will be made for modifications to the bonnet for clearance. However, spaceframe, vans, pick-ups and clubman variants will not be eligible.

TR.5.18.3 An A-Series engine block and gearbox is mandatory. Any form of sequential control/gearshift is prohibited (see TR.5.9.2.3).

TR.5.18.4 10-inch diameter wheels are mandatory.

TR.5.18.5 Dunlop tyres are mandatory.

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

TR.5.18.7 M7RC sponsor decals, plus Mini Libre windscreen header and door squares are mandatory.

TR.5.18.8 Drivers' rear quarter window names must follow the M7RC font and size (see TR.5.17).

TR.5.18.9 Race numbers will be allocated on a three-figure basis (excluding #700-799).

TR.5.18.10 The M7RC reserves the right to add further detailed technical guidelines during the season.

**Amend to:**

**TR.5.18 MINI LIBRE (Technical Guidelines - 2019)**

TR.5.18.1 All cars and drivers must comply with MSA Safety requirements (see TR.5.3).

- TR.5.18.2 Cars must follow the silhouette of the classic saloon Mini; allowances will be made for modifications to the bonnet for clearance. However, spaceframe, vans, pick-ups and clubman variants will not be eligible.
- TR.5.18.3 An A-Series engine block and gearbox is mandatory. Any form of sequential control/gearshift is prohibited (see TR.5.9.2.3).
- TR.5.18.4 10-inch diameter wheels are mandatory.
- TR.5.18.5 Dunlop tyres are mandatory.
- TR.5.18.6 Grille, surrounds and bumpers must be retained.
- TR.5.18.7 Steel roof mandatory.
- TR.5.18.8 The maximum engine capacity shall be 1400cc.
- TR.5.18.9 Forced induction is prohibited.
- TR.5.18.10 Race seat: It is recommended that seats are to **FIA 8855.99** specification or similar construction. The seat must be mounted as low as possible with correct type mounting plates, themselves fixed to a seat frame as recommended or approved. No part of the seat base may overlap the centreline of the car. When seated the driver's helmet must have maximum clearance to any part of the roll cage. Any seat subject to severe accident, particularly rearwards, should be returned to its manufacturer for examination or scrapped.
- TR.5.18.11 Door material is free. Any form of modified or lightened door must have a reinforcing panel and either be solid foam-filled or filled with carbon/aluminium honeycomb inserts.
- TR.5.18.12 The minimum running weight of the car, including driver is to be as follows:  
 i) 5-port iron head, as Miglia (i.e. 660 kg).  
 ii) 7-, 8-ports and 16 valves, 20kg above Miglia minimum running weight (i.e. 680kg).  
 Additional ballast may be added to selected cars, subject to performance
- TR.5.18.13 M7RC sponsor decals, plus Mini Libre windscreen header and door squares are mandatory.
- TR.5.18.14 Drivers' rear quarter window names must follow the M7RC font and size (see TR.5.17).
- TR.5.18.15 Race numbers will be allocated on a three-figure basis (excluding #700-799).
- TR.5.18.16 The M7RC reserves the right to add further detailed technical guidelines during the season.

*Reason: Input from several Libre drivers to gradually expand the regs. There are cars out there running old or current Mig spec engines, these are being hampered running the current higher Libre weight.*

● **MINI LIBRE TROPHIES**

<b>Proposed</b>	<b>M7RC Committee</b>
<b>Seconded</b>	...

Amend from:

SR.1.7.2

Per Event: Trophies to the first three in Mini Se7en and Mini Miglia formulae; trophies to first three in Mini-7 S-Class and Mini Miglia S-Class categories, a trophy to first in Mini Libre class finisher.

Amend to:

SR.1.7.2

Per Event: Trophies to the first three in Mini Se7en and Mini Miglia formulae; trophies to first three in Mini-7 S-Class and, **subject to 5 entries per meeting, trophies to the first three in Mini Libre.**

*Reason: To recognise, and reward drivers for, the increasing entries in Mini Libre*

**11) Any Other Business**

On behalf of Mike Jackson, NC reminded all for any outstanding 2017 trophies to be returned, and that some trophies from Cadwell Park and Silverstone were available to collect at the meeting, for

those drivers who were denied podium presentations due to over-running *parc fermé*/technical checks.

The question was raised as to a Clerk of the Course for 2019? The appointed 2018 Clerk, Chris Gibson was scheduled to be interviewed by the Executive Committee as to his position and aims next season...

Similarly, the Club was still seeking a replacement Scrutineer after the departure of Steve Prior before the Silverstone finals. Several people had been approached, with a couple not available, although former Se7en racer and S-Class champion, Julian Affleck was thought to be qualifying as a scrutineer, so would have excellent Mini and A-Series knowledge...

On a separate topic, the idea was raised about whether all members should be allowed to put forward proposals, or vote on proposals, that don't directly involve them, instead for example limiting Miglia drivers only to propose vote on Miglia regs, Se7en drivers only to propose/vote on Se7en regs, etc...

The counter-argument to this is that as a 'small, friendly club', the notion has always tended to be that each category looks out for the other, thinking in the long-term rather than just in the short-term, as a Se7en driver may well move across to Miglias within a season or two, S-Class across to Se7en, Libre to Miglia, etc...

Finally, it was suggested to return to a ticketing system for BBQs in future, as at the Silverstone finals, the projected numbers attending ended up being greater than the food supplied, although this may well have been non-members ('chancers') from other series joining the queue!!

**Meeting Closed:                    13.25 pm**