



MINUTES

of the Seventh Annual General Meeting of The Mini Seven Racing Club

(a company limited by guarantee) Company number 05519135 (England and Wales)

Date: Sunday 27 November 2011, 11.00 am.

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

- 45 People attended.

Item 1. Introduction

- **Chairman:** Nick Cooke (NC) introduced the meeting, giving a brief outline of what was to be discussed, and welcomed newcomers to the Club, expressing a wish that hopefully they go away with a better understanding of the M7RC and how it operates.
NC re-introduced the executive committee, explaining their key roles & activities;
Competitions Manager: Mike Jackson (MJ)
Championship Co-ordinator: Richard Williamson (RW)
Mini Se7en driver representative: Tristen Knight (TK)
Mini Miglia driver representative Mark Sims (MS)
Also working alongside the Committee, Press Manager for the M7RC: Jeff Carter (JC).
Both the Financial Controller: Jeffrey Parish (JP), and the Commercial Manager: Colin Peacock (CP) sent their apologies for absence,
- **Season Overview:** NC gave a brief review of the 2011 season, and congratulated the National champions Endaf Owens and Paul Spark, S-Class Champion Julian Affleck and top Mini 7 Novice, Ashley Davies. NC emphasised that the racing was once again superb, with good grids, at least in the Mini Se7en section. This last issue was a pointer to the later Proposal 6 and associated discussion re: Miglia grids.
- **Thanks:** NC thanked the many volunteers and appointed persons without whom the Club would struggle to operate: Mike and Alan Jackson for manning the Club stand at race meetings and shows, selling Club merchandise, transporting and putting up the podium and backdrop, registering the membership, enrolling new members, etc; Stuart Hunt for looking after the stock of pistons (there are no more pistons in stock but there are piston rings available); Ralph Saunders and Steve Radband (PitStop team) for transporting and maintaining the weighing scales on behalf of the Club; Andy Ruthven (along with Ralph Saunders) for all his efforts in ensuring our cars met the technical requirements for Spa; Liz and Allan Dawkins for distributing information at race meetings and general paddock chasing and fetching; Mike Garton for looking after the stock of camshafts (there are plenty of Miglia cams in stock, and some Mini 7 cams too); Roy Sisley for his full collection of race reports; Graeme Davis for producing up-to-date Championship points tables after each round; Mark Sims and Andy Hack for arranging the Awards evening; also thanks to Phil Harvey's team for providing the podium champagne; Ollie Read for photography; Steve Burns for his Clerk of the Course duties; Steve Prior for carrying out the oft-difficult task of Series Scrutineer; to the BARC for helping arrange our race slots on the calendar, and to Dunlop and all the other series sponsors for their welcome support. Finally, a big thank you to all the membership, their friends and family, and associates for their continued support of the Mini 7 Racing Club.



Item 2. Apologies for Absence

- *Formal apologies were received from: Kane Astin, Graeme Davis, Jeffrey Parish, Malcolm Keat, Steve Burns, Liz & Allan Dawkins, Colin Peacock, Andrew Ruthven, Rob Howard (arriving later)*

Item 3. Minutes of the 6th AGM and Technical Meeting, held February 2011

To formally approve the minutes from the preceding 6th AGM and Technical Meeting.

- *Proposed by: Mark Sims; Seconded by: Mark Cowan
These minutes were duly approved.*

Item 4. Reports of the Executive Committee

2011 Season: *NC re-iterated his opening introduction by praising the racing during the 2011 season, arguing that the Minis were almost always the most entertaining races on the event card.*

Spa: *The trip to the Ardennes in Belgium for the first time since 2006 was much appreciated by the membership, and NC asked for a show of appreciation for all the hard work Andy Ruthven put in to ensure that the M7RC went there as prepared as possible. It is testament to Andy's behind-the-scenes work that our cars' standards of preparation received glowing comments of approval from the organisers and spectators alike. And, of course, the races were as superb as the circuit itself.*

Podium Ceremony: *This continues to be a successful feature of the Club's raceday activities, but a reminder to all drivers/supporters to please be ready to attend podium ceremonies when asked.*

TV Coverage: *Possibility of TV coverage at Castle Combe meeting during 2012; other TV possibilities are largely a matter of cost and how much members are willing to pay in entry fees...*

Pitlane Magazine: *As ever, JC continues to produce a high quality professional annual round-up of the M7RC's season. Pound-for-pound, is there any other racing club that can boast such a colourful, comprehensive record of its racing season?*

Corgi: *Since it was bought-out by Hornby, the Corgi budget has been getting leaner in terms of number of models they are willing to produce. However, despite fewer 'gratis' models to the M7RC for our own selling/promotion, there is still a deal in place for models of two cars that ran in the 2011 season, these being the Se7en of Darren Thomas, and the Miglia of Aaron Smith.*

Club Scales: *There were a couple of technical issues with the scales (owned by the PitStop team) during 2011, at Spa when the weather 'got into the system', producing inconsistent results and which led to the weighing process having to be abandoned by the Club's MSA Scrutineer. A recurrence of this problem led to the Club agreeing to pay for suitable repair.*

Club Cameras: *The arrangement with John Meale and cameras supplied to the M7RC by him has not always worked so smoothly, with a few problems to do with replay quality, battery life, warranty, etc, There were very few cases of driver discipline for our designated Clerk of the Course, Steve Burns, to deal with during 2011, but to ensure that the generally high standard of driving is maintained, it was felt that making cameras mandatory (the majority of drivers carry them already) could only improve on the fairness of decisions that Steve Burns may have to make (see Proposal 4 in the Technical Meeting section following the AGM).*



Commercial Manager: Colin Peacock
Mini Se7en driver representative: Tristen Knight
Mini Miglia driver representative Mark Sims

- *NC requested that this item be held back until after the Technical Proposals had been discussed and voted upon, for reasons that would be clearer in light of the following: Before a vote was taken, NC made it known to the membership present that he and the Committee had received a potential legal challenge from a racing member over the release of a technical clarification before the AGM/Technical Meeting. NC offered to stand down as Chairman, likewise other Committee members and their roles, if it was felt that the membership had no confidence in the Committee and its decision/s. NC went on to explain that the technical clarification in question (relating to cylinder heads and material added to them) was issued after consultation, and came about due to the matter being brought to the attention of the Committee by the Club's MSA Scrutineer, Steve Prior (SP). In answer to comments about the timing of the technical clarification release, SP added that "the Committee could only do their job and make a decision when the MSA Scrutineer (SP), and MSA Technical Commissioners had done their jobs..." A further comment came from Mini 7 driver, Leon Wightman, who suggested that one individual's actions may affect the integrity of the Mini 7 Racing Club, and in doing so, may affect the best interests of its members. Having considered further positive comments from the 'floor', NC (along with other Committee members present) then agreed to take a vote on re-election of the Executive Committee: Passed by majority.*

Item 9. Discussion relating to the 2012 Championship Calendar

- *In the absence of CP and a full run-down of the ongoing discussions about the likely 2012 race calendar, NC explained that, apparently, the majority of the UK race meeting calendar was being delayed due to the British Superbikes finalising their dates. However, two dates that could almost certainly be pencilled-in for the M7RC were 7 May at Castle Combe, with the likelihood of TV coverage, plus 16-17 June at Brands Hatch, and what is billed as 'The Mini Racing Festival' hosted by Jonathan Palmer's MSV organisation.*
- *When questioned about what they thought of having double-header meetings, the majority of the membership present preferred this option, citing cost and time in the present economic and social climate of taking up too many weekends in a year. Others would prefer to be on more clubbie-type events rather than on too many higher profile events, where the Minis tend to get the least attractive slots on the timetable, and/or least attractive/generous paddock allocation. Also a request that we don't have two meetings in August – holiday season! As for an overseas event, it would have to be in northern Europe only, and probably only every couple of years. Further, a quick poll was taken as to whether combined races would be acceptable as a regular option and no hands were raised in favour.*

A provisional 2012 calendar was due shortly at the time of writing these minutes.

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Item 10. Annual Technical Discussion including any regulation proposals.

Note: The following two proposals {Proposal 1 and Proposal 2} will be discussed before the most appropriate proposal is voted upon:-

Proposal 1 ~ Proposed by: Gareth Hunt.

An amendment to cylinder head regulations..... the proposal is to amend TR 5.7.1.5 to TR 5.7.1.8 inc. to read as follows:-

5.7.1.5 MINI SE7EN S-CLASS ONLY

i) Production Rover 'A' series five port head casting unmodified. May have the block face surface finish only. **Addition of material is prohibited other than to repair or facilitate dry decking!**

5.7.1.6 MINI MIGLIA S-CLASS ONLY.

i) Production Rover 'A' series five port head castings must be fitted which may be modified by polishing and machining to combustion chambers, ports and machine faces. Dry decking is prohibited. **Addition of material is prohibited other than to repair or facilitate dry decking!**

5.7.1.7 MINI SEVEN ONLY.

i) A production Rover Cars 'A' series 5 port head casting must be fitted which may be modified by polishing and machining to combustion chambers, ports and machined faces. **Addition of material is prohibited other than to repair or facilitate dry decking!**

5.7.1.8 MINI MIGLIA ONLY:

i) A production Rovers cars 'A' series five port head castings must be fitted which may be modified by polishing and machining to combustion chambers, ports and machine faces. **Addition of material is prohibited other than to repair or facilitate dry decking!**

Reason: If passed, this regulation, will allow the 'dubiously legal/extortionately expensive' heads a further 12 months usage, before regulations stabilise again in 2013. The reason for this isn't scuppering development - we've already got steel bottom ends to look forward to in Se7ens in 2012 - it is because recent developments are steadily moving the ethos away from what the Club is all about – cost-effective motorsport. We've had a big purge on new members - let's not send them running with a formula that is exorbitantly expensive to be competitive in. For the record - the heads in question have won both championships this year and if you get one cut you'll get about £200 change from £2K!

- *In light of the Technical Clarification issued by the Committee, before the meeting but after the publication of the meeting agenda, Gareth Hunt was asked whether he wished to continue with the proposal. Gareth opted to withdraw the proposal.*

Proposal 2 ~ Proposed by: Andy Ruthven

An amendment to cylinder head regulations..... the proposal is to amend TR 5.7.1.5 to TR 5.7.1.8 inc. to read as follows:-

5.7.1.5 MINI SE7EN S-CLASS ONLY

i) Production Rover 'A' series five port head casting unmodified. May have the block face surface finish only. **Addition of material to the ports to change the profile is prohibited.**

5.7.1.6 MINI MIGLIA S-CLASS ONLY.



i) Production Rover 'A' series five port head castings must be fitted which may be modified by polishing and machining to combustion chambers, ports and machine faces. Dry decking is prohibited. **Addition of material to the ports to change the profile is prohibited.**

5.7.1.7 MINI SEVEN ONLY.

i) A production Rover Cars 'A' series 5 port head casting must be fitted which may be modified by polishing and machining to combustion chambers, ports and machined faces. **Addition of material to the ports to change the profile is prohibited.**

5.7.1.8 MINI MIGLIA ONLY:

i) A production Rovers cars 'A' series five port head castings must be fitted which may be modified by polishing and machining to combustion chambers, ports and machine faces. **Addition of material to the ports to change the profile is prohibited.**

- *In light of the Technical Clarification issued by the Committee, before the meeting but after the publication of the meeting agenda, Andrew Ruthven had, by proxy, requested that the proposal be withdrawn.*

Proposal 3 ~ Proposed by: Graeme Davis; Seconded: by Rob Selby.

Removal of current wording of TR 5.7.1.7 xix and replace with....

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

Reason: In layman's terms it allows the removal of the distributor and the replacement of the ignition system with a management system running off a crank sensor. It is not compulsory to do this and the distributor and original electronic system can be retained. The purpose of this proposal is to increase reliability and reduce the potential problem of lack of quality distributor caps and rotor arms in the future (it is already hard to find quality parts) and the removal of the problem that any slight knock on the front of the car can push the radiator into the cap causing a DNF. The use of such a system would not materially increase power. The cost of a new system would be in the region of £300 upwards, however you only require one per car whereas you require one distributor per engine at present. It was debated last year and was defeated by one vote. As a Club we need to keep the grids as healthy as possible and this will only aid reliability.

- *A lively discussion ensued, with various arguments offered for and against the proposal, including: "...decent quality parts are available..."; "...it will increase horsepower..."; "...will it definitely increase reliability?"; and "...you're not supposed to hit the car in front!" Voting then took place with the following result:
For: 28 (including 12 by proxy); Against: 17 (including 3 by proxy).
Proposal carried and will be written into the Technical Regs for the 2013 season (Mini 7 only).*

Proposal 4 ~ Proposed by: the Committee; Seconded by: Steve Burns.

In the attempt to improve driver discipline, the Committee propose that the use of onboard cameras will be mandatory for 2012 onwards.

Reason: Although driver discipline was not a problem in 2011, the Committee has been advised that the only way to resolve any future driver discipline issues is to install onboard cameras. The Club has offered a certain make of camera in the last two seasons, but this is no longer supported by the manufacturer. The Committee will accept any brand of camera as long as it meets certain criteria:-



a) It is capable of recording in High Definition and can record the qualification session and the two races at a double header.

b) The recording can be easily downloaded onto a remote viewing device in Race Control {lap top computer etc.} via an accepted protocol such as USB.

c) The cameras will be mounted forward facing, so that a clear view of the track can be seen. It would be beneficial if the view also showed the driver.

- A discussion and then voting took place and produced the following result:
For: 21 (including 6 by proxy); Against: 17
Proposal carried and will be written into the Sporting Regs for the 2012 season.

Proposal 5 ~ Proposed by: Mark Cowan

To make the use of onboard cameras mandatory for 2012 for the purpose of monitoring driver discipline {see above}. I would like to propose the following 720i camera for all Club members to use in 2012. Brief details of this camera are:-

- 1) Foehn & Hirsch Tiny DV Camcorder 30fps 720x480. Kingston 4GB Class 4 MicroSDHC Card - With Adapter
- 2) The cost per unit delivered with a 4Gbyte memory card is £23.07 {see price below}
- 3) This allows for 1 hours playback without recharging (qualifying and 2 races).
- 4) The camera has been in public use for over 12 months and has been well received in many applications.
- 5) It weighs only 50 grams which means it can be safely attached using only Velcro.

More details:

- Manual and Sound activated recording
- 62 Degree viewing angle
- 30 frames per second
- Web camera for online video chat
- Support AVI video format
- Low illumination, high resolution image with 2000K pixels
- High speed recording and quick light response
- 30 ±1 frames per second for 720x480 video output. 720i HD
- Built-in Li rechargeable battery lasting for about 2 hours**
- Charge Via USB and Power Adapter
- Micro SD card support (8GB Max)
- Easy operation with LED indicator
- Support USB 2.0
- Flexible installation with clip and bracket
- Support JPG picture format
- Compatible with Windows 2000 and XP
- Dimensions: 55mm x 20mm x 14mm
- Weight: 50g

In the Box:

- Mini DV Camera
- USB Cable (with power adapter)
- Demo CD
- Strap
- Wrist Strap
- Clip adapter and 2 Wall mounts (Fixed and Cantilever)
- Bag

Final comments on this camera, it is available in bulk on e-bay for as little as **£8.98**

It is important to buy a quality micro SD card; these normally cost less than £7.00 SanDisk Etc



Reason: As we are in an economic downturn this gives us a simple camera for very little cost. Maybe we could add £30 to the race membership and send one with each renewal.

- *In light of the result of Proposal 4, with onboard cameras becoming mandatory from 2012, Mark Cowan wished to withdraw the above proposal but offered that the above specification was available as an option should racing members wish to use it.*

Proposal 6 ~ Proposed by the Committee.

Following an open discussion at Croft on 24/9/11 the Committee will introduce for the 2012 season, a non-points scoring invitation class for the Mini Miglia Championship.

Background; As has been discussed, the Miglia grid, while healthy, would benefit from some additional cars with an aim to bring it back to an average grid of 20. The benefits of this size of Miglia grid are numerous, including the avoidance of combining grids on all but the grand prix circuits. In the next 12-18 months, our plan is to re-launch the Miglia S Class to mirror the success we have had with the Seven S Class, we have several ideas now on the table and the Yamaha R1 idea definitely off! With a view to fine tuning this new formula and attracting potential new converts, our plan is to introduce the invitation class with a view to very precisely targeting cars we know to be racing out there that would look great on our grid and have an expected performance that would be the equivalent of the expected pace we would anticipate of a top Miglia S Class. A sub-committee, to be appointed, would be solely responsible for the recruitment and acceptance of the entries.

- *Again, a lively discussion took place and one which eventually led to the proposal, as worded, being withdrawn. However, after a show of hands the Committee was given full approval from the membership present to further investigate the 'Invitation Class' idea for the 2012 season onwards. Likewise, to investigate how the S-Class Miglia category can be revitalised/rejigged...*

11) Any Other Business

- *A reminder that pistons are free from the 2012 season, as voted-in at the previous AGM/Technical Meeting, so check the regulations!
A reminder also that the Awards Evening will be held on Saturday 21 January 2012.
A further reminder that any outstanding trophies are to be returned to the Jacksons, ASAP!!*
- *Meeting closed at 1.30 pm.*

END