



MINUTES of the Sixth Annual General Meeting of The Mini Seven Racing Club

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

on Sunday 6th February 2011, 11.00 am.

At The Chiltern Hotel, Luton, LU4 9RU.

46 People attended.

Item 1. Introduction

Chairman: Nick Cooke (NC) introduced the meeting, and explained why the meeting planned in December was cancelled due to the bad weather.

NC introduced the rest of the executive committee, explaining their key roles & activities;

Championship Co-ordinator: Dave Older,
Competitions Manager: Mike Jackson,
Financial Controller: Jeffrey Parish,
Mini Se7en representative: Andy Ruthven,
Mini Miglia representative Mark Sims

Season Overview: NC gave a brief review of the 2010 season, congratulated the champions and welcomed the fact that the racing was once again superb with good grids.

Volunteers: NC thanked the many volunteers who helped make the Club work so well. Mike and Alan Jackson (Everything), John Meale (Club Cameras), Stuart Hunt (Club pistons) Liz and Alan Dawkins (information at race meetings), Ralph Saunders and Steve Radband (Club Scales), Mike Garton (Camshafts), Roy Sisley (Race reports), Graeme Davis (Championship Tables), Andy Hack and Mark Sims (Awards Evening) Mark Wantstall (RaceCar Live). Also thanks to Ollie Read, Steve Burns, Steve Prior, BARC

Item 2. Apologies for Absence

Formal apologies were received from;

Kane Astin, John Meale, Steve Burns, Mark Cowan, Peter Vickers, Paul Thompson, Graeme Davis, Michael Green, Anthony Towe, Colin Peacock, Dave Robinson, Terry Barringer, Val Hunt, Liz and Alan Dawkins, Emma Cole.

Item 3. Minutes of 2010 AGM

Proposed by P Harris and seconded by S Hunt

Item 4. Chairman's Report

2010 Season: Good grids despite financial situation and over shadowed other series.

Podium Ceremony: Club podium ceremonies will continue as still worth doing. Fun and rewarding successful drivers. Club funding trophy costs and looking for trophy sponsors

TV Coverage: very successful and the Club is looking at ways of continuing in 2011. Thruxton TV coverage thanks to the Edgecom.com sponsorship and several other race members. Brands Hatch TV coverage thanks to Chris and Paul Spark / Premier Plumbing. Dave Drew is looking at the options for TV coverage in 2011.



Item 6. Appointment of Auditors and formal adoption of 2009 accounts

JP asked for the members to vote on the formal adoption of the 2009 audited accounts and the re-appointment of HSA Partnership as auditors for the year ending 31 December 2010.

Proposed A. Ruthven, seconded S Hunt. Passed by all present.

Championship Co-ordinators Report

Dave Older (DO) reported that the MSA had issued a yellow card in 2010 due to the fact that the Miglia grid sizes were slightly below minimum required. It was decided to apply for a single permit for both Mini Se7en and Mini Miglia which will allow the series to still run separate races but the grid sizes are calculated jointly. As a consequence the MSA yellow card has been withdrawn.

Mini Se7en Driver's Representative Report on 2011 race at Spa-Francorchamps

Andy Ruthven (AR) reported that the Royal Automobile Club of Belgium (RACB) had agreed to let the M7RC run under MSA regulations. The following will be required by anyone wishing to race at Spa in June –

- FIA Safety Equipment needed
- National A Licence required
- There will be rolling starts to the races
- Parc Ferme will be under the control of Steve Prior (M7RC Technical Scrutineer)

AR also reported there will be a Thursday test for those members wishing to go out a day earlier and the cost will be approximately 100 Euros.

AR also reported that each team will receive six passes and two vehicle passes.

Ralph Saunders pointed out to the membership that the Club wouldn't have been able to go to Spa without all the hard work put in by Andy Ruthven and Nick Cooke asked the members to show their appreciation to Andy for his work on this.

Item 7. Election of Directors

Mike Fry was unopposed in the election of Directors and was duly re-elected to the Board.

Item 8. Election of Executive Committee for 2010

Nick Cooke, Mike Jackson, Jeffrey Parish, Colin Peacock and Mark Sims are all willing to continue in their respective roles. Dave Older (Championship Co-ordinator) and Andy Ruthven (Mini Se7en Rep) would like to stand down.

Richard Williamson (RW) put himself forward as a candidate for the Championship Co-ordinator. Dave Older (DO) said he would assist the handover with RW. RW's appointment proposed by M Jackson and seconded by R Selby

Andy Ruthven (AR) has sold his car at the start of last season and feels that the Mini Se7en Drivers Rep should be a current racing member. No nominations had been received before the meeting so NC asked the members in the room if anyone was willing to stand as Mini Se7en Driver's Rep. No one came forward. AR said he would be willing to continue but would stand down if a replacement could be found.



There were no proposals for alternative Executive Committee members so the following members were voted en-bloc;

Chairman: Nick Cooke

Competitions Manager: Mike Jackson

Financial Controller: Jeffrey Parish

Commercial Manager: Colin Peacock

Mini Se7en representative: Andy Ruthven

Mini Miglia representative: Mark Sims

Proposed: S Hunt Seconded: P Simmonds

Passed by all present.

Item 9. Launch of the 2011 Dunlop Mini Se7en and Mini Miglia Challenges

With Colin Peacock (CP) absent due to work commitments Nick Cooke gave a brief overview of the 2011 calendar and explained that the Thruxton event will be the main event for the Civil Service Motoring Association (CSMA).

Item 10. Annual Technical Discussion including any regulation proposals.

Proposal 1 ~ Proposed by Paul Simmonds.

Head and Neck protection: It is mandatory that with effect from 1/1/2012 all drivers competing in Championship rounds, including qualifying, use an FIA approved head and neck restraining device attached to the helmet and fitted in accordance with FIA regulations.

Note: It is also strongly recommended that such a device is worn for the 2011 season.

Reason: Stemming from the 2 serious front impact incidents during the 2010 season and the minimal injuries sustained there from; in both incidents the drivers were wearing HANS devices. The proxy for this is:- Blue Book Section K: 10.4 Hans Device ~ It is permitted to incorporate the use of an FIA approved Hans Device fitted in accordance with FIA regulations. FIA regulations, Appendix L, Chapter III article 1 ~ Helmet states:

1.4) Head and Neck protection: The wearing in an International event of any device intended to protect the head or neck and attached to the helmet is prohibited unless the device has been approved by the FIA.

Secunder: Gordon Pocock

Votes: 2 for 25 against

Proposal 2 ~ Proposed by Kane Astin.

A point will be awarded for obtaining pole position and a point will be awarded for fastest lap for both Formulae at each Round of the Championship.

Note: if Proposal 2 is not approved, then Proposal 3 is submitted for voting.

Secunder: Gareth Hunt

Votes: 3 for 24 against

Proposal 3 ~ Proposed by Kane Astin.

A point will be awarded for fastest lap for both Formulae at each Round of the Championship.

Votes: 4 for 24 against



Proposal 4 ~ Proposed by Graeme Davis

To remove all the current wording in 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."

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 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.

Secunder: Rob Selby

Votes: 9 for 10 against

Proposal 5 ~ Proposed by Graeme Davis

Removal of TR 6.2.2.2

The current regulation reads

No advertising or statements on the race car or the Driver's race clothing is permitted to conflict with the Championship sponsors without written approval of the Championship promoters.

Therefore, no racing cars to carry decals and/or logos of competitors to Dunlop, Mini Magazine, Corgi, Piper, Racecar.com and SPAX (i.e. AVO, Ohlins etc.)

No seconder - proposal dropped

Proposal 6 ~ Proposed by Graeme Davis

To remove the current wording in TR 5.14.1.3 and replace with

Mini Se7en; Minimum 680kg

The Club currently discriminates against people who like their food are well built, favouring skinny people. This should not be allowed in a modern society. The purpose of this proposal is to avoid the necessity for me to go on a super human diet, go to the gym, give up kebabs and generally get fit.

Secunder: Max Hunter

Votes: 1 for 46 against



Proposal 7 ~ Proposed by the Committee Seconded by Rob Selby.

Note: Proposal 8 must be taken into account when voting on this proposal.

The wording of regulation TR.5.1.7.8 v {Mini Miglia} is modified to:
A Rover Cars crankshaft with standard stroke 81.30mm/3.20" is mandatory.
EN40B replacements are permitted. Billet crankshafts are prohibited

The current regulation reads
A Rover Cars crankshaft with standard stroke 81.30mm/3.20" is mandatory.
Identical EN40B replacements are permitted. Billet crankshafts are prohibited

It has pointed out that a EN40B forged standard pattern crank has been unavailable for some time. The latest EN40B forged cranks have improved counter weighted webs and according to the regulations, these are illegal. To allow this type of replacement crank, the word Identical will be dropped from the existing regulation.

Secunder: R Selby
Votes: 21 for 0 against

Proposal 8 ~ Proposed by Rob Selby.

To change the wording of Rule 5.7.1.8 v {Mini Miglia} to read
v) Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals.

The current regulation reads
v) A Rover cars crankshaft with standard stroke 81.3mm (3.20") is mandatory. Identical EN40B replacements are permitted. Billet crankshafts are prohibited.

Rover is no longer in business and there are no identical replacements (the webs have improved counter balance webs on the forged EN40B cranks) currently available. Also modern manufacturing methods have now brought down the cost of billet crankshafts to be competitive with forged cranks.

Secunder: D Chittenden
Votes: 4 for 8 against

Proposal 9 ~ Proposed by Rob Selby.

To change the wording of Rule 5.7.1.7 v {Mini Seven) to read
v) Crankshaft must have the standard stroke of 76.20mm (3.00") and standard width crank journals.

The current regulation reads
v) Any production Rover cars crankshaft with standard stroke 76.20mm (3.00") except Cooper's' is permitted.

998 Cylinder blocks last considerably longer than the cranks. We will, in time end up with plenty of blocks but cranks will become scarce. So perhaps now is the time to alter the regulation to allow the use of a purpose made crank as in the Miglia regulations.

Secunder: D Chittenden
Votes: 17 for 3 against



Proposal 10 ~ Proposed by Rob Selby.

To change the wording of Rule 5.7.1.7 xxi {Mini Seven} to read
xxi) Any ferrous con rod with original centres (5.75"/146.06mm) are permitted {includes Cooper S}.
Titanium is prohibited.

The current regulation reads

xxi) Only Rover Cars ferrous 'A' series con rods with original centres {5.75"/146.06mm} are permitted (includes Cooper S). Titanium is prohibited.

Secunder: D Chittenden

Votes: 20 for 3 against

Proposal 11 ~ Proposed by Andy Ruthven Secoded by Ralph Saunders

Proposal 11 and Proposal 12 will be voted upon in the following manner. Both proposals will be read out and then a vote will be taken in turn for each proposal. Each Club Member present will vote for either Proposal 11 or Proposal 12.

To remove TR 5.7.1.7

viii) Pistons must be either Rover Cars

ix) ADU 4203 {Dished, floating Pin}

x) TAM 2052 {Flat top, interference pin}

xi) TAM 2054 {Dished, interference pin}

xii) AE/Hepolite 20773 (Dished, fully floating g/pin)

xiii) Omega 3780 (Dished, fully floating g/pin)

xiv) Omega 3780F {Flat top, full floating g/pin} **{See note below}**

These are standard bore size part numbers. A maximum oversize of 0.020"/0.50 mm is permitted. Strongly recommended to replace the old pattern fully floating rods/piston with the last interference type. During engine rebuilds, pistons should always be discarded.

xv) Piston crown may be machined to suit block height a maximum of 0.025"/0.63 mm

Minimum distance from crown to top land 0.270"/6.86 mm.

And replace it with

5.7.1.7

viii) Magnesium cast and forged pistons are prohibited otherwise pistons are free.

Note: The Committee are going to allow an additional year's stability on the Mini 7 piston rules. To clarify ~ this will mean that the Omega flat top piston {part No. 3780F} will be allowed until the end of 2011. It needs to be pointed out that the banning of Omega flat top pistons should have taken effect from January 1st 2009 {vote taken to ban the piston was taken at ATM on November 17th 2007}. Due to an oversight of not amending the regulation in question, this has never taken effect and thus the Committee are allowing an additional year's grace. Please note ~The Club no longer stocks the Omega Flat top piston.

Reason: Removing the need for the Club to stock pistons which members are not buying. The proposal also allows those who have continued to develop flat top engines to do so. Initially a similar proposal was turned down by the membership because they feared over development. In light of the Miglia situation it seems safe to assume a similar pattern will evolve whereby one manufacturer will become most peoples preferred choice. Certainly in Miglias, there are a number of choices, reasonable costs, brilliant reliability and continued supply.



Proposal 12 ~ Proposed by Mike Jackson Seconded by Alan Jackson

The reintroduction of TR 5.7.1.7 (xiv). The use of Omega 3780F {Flat top, full floating g/pin) pistons will be allowed as from 1 January 2012.

VOTES FOR PROPOSAL 11: 15

VOTES FOR PROPOSAL 12: 8

Proposal 13 ~ Proposed by Robert Humphreys

The use self tapping screws is not permitted.

Reason: In the interest of avoiding punctures.

Secunder: R Williamson

Votes: 1 for 23 against

Item 11. Technical Clarifications and reminders.

- 1) In-Car Cameras ~ The Committee has decided not to formally propose the in-car cameras as a mandatory requirement for 2011 and will instead carry out further trials with John Meale to indentify a reliable, high quality camera that can be recommended.
- 2) The Committee would like to remind members of the importance of safety and the dangers to self and others of weight saving changes that affect the strength of the car.

Item12. Any Other Business

No other business

Meeting closed at 13:15

END