



# MINUTES of the Eighth Annual General Meeting and Annual Technical Discussion of The Mini Seven Racing Club

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

**Date:** Sunday 16 December 2012, 10.00 am

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

## 1} Introduction:

*Chairman Nick Cooke (NC) opened the meeting at 10am, and thanked those present for making an extra effort to attend at this earlier than usual time. NC pondered that this was his eighth or ninth year as Chairman and, although keen to continue in the role, would be willing to step down should any nominations for the role be forthcoming. NC then offered his congratulations to the Club's 2012 Champions, namely Paul Spark (Mini 7), Peter Baldwin (Mini Miglia), Julian Proctor (Mini 7 S-Class), Ross Billison (Mini 7 Novice), Iain Cameron (Mini Miglia Novice), plus all those that are due to receive other annual awards. NC also offered his and the Committee's thanks to several people without whose efforts the Club would struggle to operate; Stuart and Val Hunt, Liz and Allan Dawkins, Mike Garton, Roy Sisley, Mike and Alan Jackson, Ollie Read, Steve Burns, Steve Prior, and to the series sponsors for their support during the 2012 season.*

## 2} Apologies for absence:

*Mike Garton, Jeff Carter, Geoff Taylor, Liz & Allan Dawkins, Julian Proctor, Niven Burge, Dan Bell. Ross Billison, Val Hunt, Mark Cowan, Darren Thomas*

## 3) Minutes of the 7th Annual General Meeting and Technical Meeting, held on 27/11/2011:

*NC asked for a vote to approve the above minutes from the previous season:  
Proposer: Stuart Hunt                      Seconder: Mark Sims  
The above minutes were duly approved and adopted into the M7RC records.*

## 4} Reports of the Executive Committee:

**Chairman ~ Nick Cooke (NC)**  
**Championship Co-Coordinator ~ Richard Williamson [RW]**  
**Competitions Manager ~ Mike Jackson (MJ)**  
**Commercial Manager ~ Colin Peacock (CP)**  
**Financial Controller ~ Jeffrey Parish (JP)**  
**Mini Se7en Representative ~ Tristen Knight (TK)**  
**Mini Miglia Representative ~ Mark Sims (MS)**

*NC began with a nod towards the current economic climate but rather than accept that all was doom and gloom, despite the obvious concern for grid sizes, compared to a number of other formulae the M7RC Challenge has been positively blooming. Yes, the future of the Club is in question, but driving standards were good in 2012, with not many paddock tantrums as far as he could tell, and the preparation of the cars was excellent. In his opinion spectator fees were too high (for a family ticket for example), citing that there were probably better value-for-money family attractions elsewhere than a day out at a race meeting. Sponsorship income had become somewhat 'dismal' compared to*



*Club gets value for money from its contract with Jeff Carter (JC). What JC gives to the Club is probably far more hours than most members realise, including newsletters, the annual Pitlane Club magazine, website updates, trackside race videos, post-race interviews, processing and postage of online Club regalia sales, helping to arrange the Awards evening, etc, etc. JC's professional services are also called upon for what is a busy FIA/WEC calendar, so the M7RC may have to re-appraise what level of PR service JC can realistically provide in 2013.*

#### **5) Financial Statements.**

**To formally adopt the audited financial statements for the year ended 31 December 2011. The financial statements for the year 2012 to date will be presented to the meeting in draft form, subject to audit and to any adjustments arising in the last month of the financial year.**

*Jeffrey Parish (JP) requested a vote to approve the above accounts for year ending 2011;  
Proposer: Ralph Saunders      Second: Gareth Hunt  
The above financial statements were duly approved and adopted into the M7RC accounts.*

#### **6) Appointment of Auditors.**

**To appoint R H Chancellor & Co (trading as the HSA Partnership) as auditors for the year ending 31 December 2012, and authorise the Directors to fix their remuneration.**

*JP also requested a vote to approve the appointment of the above auditors;  
Proposer: Tristen Knight      Second: Mark Sims  
The above auditors were duly approved and appointed for year ending 2012.*

#### **7) Re-appointment of Directors.**

**The Director due to retire by rotation is Roy Grady. Roy will be standing down as a Director and other nominations are requested from the members. Jeffrey Parish has put his name forward as a candidate for election as a Director.**

*JP informed those present that Roy Grady had been unwell recently, although Roy was still keen to be kept informed of Club activities. As a reminder, Roy served on the M7RC Committee for a number of years, and is the father of former multiple Mini Champion, Russell Grady. A vote was then carried out for the election of a replacement Director;  
Proposer: Ralph Saunders      Second: Mark Sims  
Jeffrey Parish was duly elected as a Director of the M7RC.*

#### **8) Election of Executive Committee.**

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

**Chairman: Nick Cooke  
Competitions Manager: Mike Jackson  
Championship Coordinator: Richard Williamson  
Commercial Manager: Colin Peacock  
Financial Controller: Jeffrey Parish  
Mini Se7en representative: Tristen Knight  
Mini Miglia representative: Mark Sims**

*As no other nominations were received, a vote was then taken for re-election of the above candidates;  
Proposer: Gareth Hunt      Second: Stuart Hunt  
The above Executive Committee members were duly re-elected for 2013.*



**9) Discussion relating to the 2013 Championship Calendar.**

**Exact details of the 2013 Championship Calendar might not be available at the time of the AGM. If this is the case, Colin Peacock will give an overview of the information discussed to date.**

*As he had to leave the meeting early, Colin Peacock (CP) covered this topic during the earlier section 4) Reports of the Executive Committee:*

*CP outlined the Provisional 2013 Race Calendar (the majority BARC-run meetings), offering that a number of options had been considered, but that an opening date in March was deemed as probably too early for the majority of race members, this decision partly taking into account the relatively low entry for the Oulton Park opener in March 2012. It was felt prudent to keep the dates well-spaced, and the six-weekend diary for 2013 is effectively one event per month between April and September, including the inclusion of one international event. For the second year in a row, the visit to Donington Park is in April, this time hosting the opening two rounds over the 13/14 weekend, while Rockingham returns to the calendar on 11/12 May after the M7RC's last visit in 2010. Due to the success of the Mini Festival at Brands Hatch in 2012, MSV are repeating the exercise over 22/23 June weekend, with a strong turnout expected across the whole program. Another repeat from 2012 is being on the same bill as the Kart GP, on the 'new' Snetterton 300 layout, over 13/14 July. This leaves five clear weeks of preparation for the overseas trip to Zolder in Belgium on 17/18 August. This fulfils the M7RC's aim of an 'international' event on a bi-ennial basis (every two years), the previous being the Spa-Francorchamps event, also in Belgium, in 2011. Much discussion took place over the likely entry fee for this event, with the financial risk to the M7RC being the key issue, as it is a case of the M7RC having to buy the grid slot/s in advance from the organising club, the YoungTimer eV. The provisional fee quoted to date was approx 11,000 Euros + 20 %VAT. JP had figured in a 'very safe' £450 entry fee to allow for extra expenses, such as Clerk of Course and Scrutineer attendance/travel, etc, while a break-even figure was around the £390 mark if there were 35 entries, although there are high hopes of a strong 'invitation' class turnout to help reduce the overall entry fees. A further figure of £250 was put forward as a non-refundable up-front entry deposit. One other question also raised was for any pre-event testing to be available, and the likelihood is there will be, at least according to Mini Miglia racer Phil Harvey who has raced at this type of Zolder meeting before. One reminder is that all race members intending to take part will require a National A Race Licence (with the blue EU flag). Finally, rounding off the 2013 calendar is a second visit to Brands Hatch, this time on 21/22 September. Other meetings had been considered, such as at Cadwell Park and Croft, but the south-eastern venue is more likely to draw a healthy entry to close the season.*

**A short break will take place ~ if required.**

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## 10) Annual Technical Discussion including any regulation proposals.

### Proposal 1:

**Amend the wording of TR.5.7.1.8 v) to read: "Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals."**

**Proposer: Peter Vickers**

**Seconder: Paul Thompson**

**This proposal is on the basis of availability and reliability/cost-effectiveness of the 1300 billet material crankshaft in comparison to the original production forged material (and EN40B replacement) crankshaft.**

**n.b. If voted in favour of, the above proposal would be inserted into the 2014 Technical Regulations as a direct replacement for the current wording in TR.5.7.1.8 v) "An original production Rover Cars crankshaft with standard stroke 81.30mm / 3.20" is mandatory. EN40B replacements are permitted. Billet crankshafts are prohibited."**

*A healthy debate took place before voting, with the usual topics of cost and loopholes brought to the fore. In terms of cost, the ballpark figure for a billet material crank, as proposed, ranged from £700 to £1400. As to the loopholes, one suggestion was that the wording could be interpreted to mean any material (including rubber!), also it doesn't specifically say the use of a 5-journal crank is prohibited, although it was then pointed out that five journals cannot possibly measure the same width as those on a standard-stroke, four-journal crank... More to the point, the intention of this proposal was to make available an alternative option to a very real shortage of original forged and even EN40B cranks, and the wording was proposed to mirror that of the Mini Se7en class, which had the equivalent crankshaft regulation previously voted in for the 2012 season... The vote then took place, with 25 voting for, and 2 against. The above proposal was therefore carried, and will be introduced into the Technical Regulations for the 2014 season.*

### Proposal 2:

**"A maximum of one (1) set of tyres for qualifying and race per weekend is permitted, this excludes testing and practice; tyres to be marked for qualifying."**

**Proposer: Mark Cowan**

**Seconder: Darren Congrave**

**n.b. If voted in favour of, the above proposal would be newly introduced into the 2014 Technical Regulations as TR.5.13.1.6**

*A discussion also took place before voting, with the main bone of contention being that those who can afford to replace or change tyres on a more regular basis have an unfair advantage, although this has been the case in motor racing since the year dot... The point was raised as to whether this was for Miglias only, or to include Se7ens too, and also what happens when punctures occur, are driver's allowed to use an unmarked tyre in emergency? Furthermore, the practicalities, even cost, of policing this would seem unfeasible for a relatively small Club and non-professional status race series... The vote then took place, with nil votes in favour, and 28 against. The above proposal was not carried.*

## 11) Any Other Business

*NC pleaded with the membership to buy tickets for the upcoming awards evening in January, as the current take up would only mean a financial break-even on the evening, and therefore future awards evening would seem to suggest a much smaller venue is required...*



Mini-7 racer Gareth Hunt then raised the topic of forum chat, and an ongoing theme of how to keep a cap on costs. In turn, it was suggested that a sliding scale of joining fees could be introduced for latecomers to the Club, depending on how many races they are going to do. Mike Jackson (MJ) already offers a discount to very latecomers, although without the late-season Winter races of a few years ago, what constitutes a short season with only six or seven weekends on the calendar? In addition, it was felt that any discount offers need to be flagged up more prominently on the website.

Next, the idea of reversed grid was raised, former Mini-7 Champ' Max Hunter commenting that a ballot system had been used in the VW Beetle Fun Cup he sometimes takes part in. The idea would be for the second race of a Mini double-header weekend to have a reverse grid, or at least a grid based on several options yet to be decided (perhaps only the top eight, or top ten, finishers from the first race reversed, similar to the British Touring Car and World Touring Car Championships). The reversed grid idea prompted a request for a 'vote' to see if the idea should be followed up. In favour of the idea were 19, with 14 against. The Committee will follow up this idea into 2013, with perhaps a more wide-ranging questionnaire/survey across the membership... Another lively discussion on the topic of the Invitation Class followed, and more pointedly, what is the future direction of the Mini Miglia class? Some people were simply in favour of having to go with combined races in the future, but equally this also raised the point that why should the Mini Se7en class, with stronger numbers in depth, have to play second fiddle? as they would invariably have to start behind the faster but less well-supported Miglia class. It was also pointed out that Mini Se7en is the 'senior' class, having begun earlier in 1966, and what the M7RC is founded upon... As a shorter term objective therefore, the Invitation Class is intended primarily to help boost the Miglia grid, and also perhaps find some answers for the Miglia S-Class, but the idea needs to be promoted a lot more vigorously on the website, in the specialist Mini and motorsport press, plus by word-of-mouth through the engine tuners, car builders, etc in the Mini scene who are also connected with the M7RC. Looking further into the future, arguably why shouldn't the M7RC promote itself as THE racing organisation for all classic Minis? Back to the subject of cost, and Mini-7 racer Kieren McDonald suggested that the Club should be promoting more realistic pricings to compete in either formulae, such as "What it is really likely to cost? What experience can you expect, etc?" with a more structured approach to the promotion and PR sides of the racing. He also suggested we get more people/potential wannabe racers into cars on a more regular basis, such as at the Mini Action Day at Castle Combe. It was noted that the Mighty Minis series regularly has cars offering 'passenger' rides at this long-standing Mini event. "The messages are not getting across – we need to get to the point." Kieren also further pointed out that among the Mini forums (not necessarily racing or sport orientated), in his opinion, the M7RC website was regularly slated, and he felt the website was not 'current' or up-to-date enough. It is all about PR – if there are any negatives arising we need to redress it with positive PR immediately... NC agreed that an up-to-date cost breakdown of building an engine for either formulae would be a good exercise for the Club to put out asap for 2013. Mini-7 racer Leon Wightman added that, in his opinion, "there is not enough value being got out of the Mini Magazine link – we need to push the PR angle" adding that he has "a feature upcoming in the magazine", this after the mag's editorial staff came to the final 2012 round at Croft.

Finally, NC once again thanked all those for attending and looked forward to a successful 2013 for the Club and its members.

- **Meeting closed at 12.50 pm.**

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