



# MINUTES of the Ninth 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 15 December 2013, 10.00 am

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

## **1) Introduction:**

*Chairman Nick Cooke (NC) began by thanking all those in attendance, and by introducing the Committee who are appointed the run the M7RC by its members, adding "It is your club, and a great one too."*

*NC then asked for a round of applause for the 2013 racing Champions, as well as all the other winners from the season, including individual race and class victors, plus those who won the Spax Improver and Piper Fastest Lap awards.*

*Further thanks were directed to Stuart and Val Hunt, especially for all their behind-the-scenes dealings for the overseas Zolder meeting; to Allan and Liz Dawkins for their paddock and race control liaison on race weekends; to Mike Garton for continuing to look after the Club's camshaft supply; to Roy Sisley for his race reports; to Ollie Read for photography services; to the Jacksons, Mike and Alan, for their continued hosting of the Club's merchandise stand and podium in the paddock and for organising the trophies (NC also passed on everyone's best wishes to Mike Jackson who had been unwell and in hospital, and partly why Mike would be cutting down on his Club duties in 2014); to Steve Burns for his role as the Club's dedicated Clerk of the Course; to Steve Prior for the thankless task as the Club's dedicated Scrutineer; to those generous persons who gave their time to provide excellent barbecues at several meetings, chiefly Roland Parsloe, Adrian Smith, 'big Radi' and Paul Simmonds, among others; to the BARC for arranging the bulk of the 2103 race calendar; to members and friends who helped promote the Club at shows on non-race weekends; and to the sponsors, without whom the Club would struggle to survive, especially to Dunlop who have confirmed they will continue as title sponsor into 2014, and to the two new sponsors who came on board in 2013, A-Series Spares, and Mini Sport, the latter also becoming a Challenge title co-sponsor alongside Dunlop, and who also maintained a welcome presence in the paddock throughout the season.*

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

*NC read out a list of persons who had offered their apologies for absence for the day: Jeff Carter, Mike Jackson, James Bowers-Coulson, Tristen Knight, Dave Robinson, Kevin O'Shea, Roland Parsloe, Peter Vickers, Val Hunt, Ross Billison, Graeme Davis... NC also noted that he had compiled all proxy votes for the ATD later on...*



**3) Minutes of the 8th Annual General Meeting & Annual Technical Discussion, held on 16/12/2012:**

To formally approve and adopt the above minutes from the previous year.

Proposed: Gareth Hunt

Seconded: Mark Wanstall

A vote was taken and the above AGM/ATD Minutes were formally approved and adopted

**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 recapped the 2103 season, noting that there had been some highs and some lows. Firstly the grid sizes overall had improved, although there had been a relatively low turnout for Zolder in Belgium. This was especially disappointing after the enthusiasm shown by people to go abroad at last year's AGM. The Zolder event lost close to £2.5k, so for the future, the Club will require deposits BEFORE committing to a meeting abroad. That said, the reports NC had received back about the Zolder event were of a great weekend had by (nearly) all.*

*Another low came at Snetterton - not in the quality of the Mini racing - but for how the second year running the Club was made to feel decidedly second class by the race organisation, moreso the karting fraternity, whose podium/tannoy antics showed a complete disrespect for the ensuing Mini races. Subsequently NC wrote to the BARC to register his concerns, and the consensus is that the M7RC will not attend another race meeting where the karts have a high profile presence.*

*On the positive side, the Brands Hatch Mini Festival in June was again a great success, and the Club can look forward to two proposed MSV-hosted Mini Festivals in 2014.*

*The post-race podium awards continues to prove their worth, and as before, Mike and Alan Jackson will continue to look after the provision of trophies, and which have been restyled for 2014.*

*The Club's annual 'Pitlane' magazine is due for release shortly after the Dinner Dance/Awards evening in late January, again Jeff Carter the man behind the publication that NC reiterated is still one of the very best club magazines around. Thanks also to Mark Sims and Clearsons for the preferential printing rates...*

*As to the Dinner Dance, the Marriott Hotel at Peterborough continues as the venue for the third year running. There will be a complimentary disco and tickets are selling fast, but MS has tickets available, and there are special room rates. Details are on the Club website.*

*Looking forward to 2014, NC then expanded on the plan to invite historic/classic Minis to race with the M7RC, adding that he thought it is an excellent idea, especially as it could help to keep the Mini Se7en and Miglia grids separate, and it could well be more attractive to the press and to sponsors.*

*JP then gave a review of the Club's finances, also providing copies of a year-end-to-December 2013 draft set of accounts (see Attachment 1 – Pages 12/13). The major difference to the previous season was the addition of two sponsors, which effectively doubled the sponsor money. A major cost-saving came from the PR contract after Jeff Carter waived his fee, but with JC's time mostly taken up with his FIA/WEC*



11 scores from 14 rounds. CP continued with details of entry fees, which will remain broadly at 2013 rates, which is around £350.

Sponsor-wise, Dunlop, Mini Sport, A-Series Spares, Spax, Piper and Mini Magazine had all committed to 2014, while one other major sponsor was in negotiations with the M7RC. There was much interest in the next topic, the proposed 'Mini-7 Classic' invitation class. These cars, loosely based on Appendix K, will qualify and race with the Mini Miglias. This also raised queries as to how the grid will be worked out, with Miglias, any regular Invitation cars and the proposed 'Classics', but this will have to be 'ironed out' as the situation presents itself, depending on entries. Either way, Invitation drivers/cars cannot score points or affect the outcome of the official Challenge/s. CP also distributed a separate sheet (see Attachment 2 - pages 14/13) detailing race entries, the 2014 calendar, sponsorship and the 'new' Invitation idea, including a potential number roundel design for the proposed 'Mini-7 Classic' class.

The topic of the Club's website also raised a great deal of discussion, and one comment was that "Our window to the World is pretty poor", although equally there is the view that, relative to our competition, the website is a good tool to begin with and like anything can be improved with a bit of time and money. Into 2014, JC has indicated he is willing to continue to host the Club's website, although there were concerns from the floor that some areas are out-of-date and that 'news' needs to be flagged up more regularly. Of course, this is also partly dependant on contributions received... It was noted that 'realtime' promo (via Facebook/Twitter, etc) was well up on previous years, and this was thanks chiefly to the efforts of Jamie Snelling and Matthew Barrington who had made regular race weekend media liaisons during 2013 on behalf of the M7RC.

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

**To formally adopt the audited financial statements for the year ended 31 December 2012. The financial statements for the year 2013 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.**

*Proposer: Stuart Hunt*

*Seconder: Paul Simmonds*

*A vote was taken and the above audited financial statements were formally approved and adopted.*

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

**To appoint R H Chancellor & Co (trading as the HSA Partnership) as auditors for the year ending 31 December 2013 and authorise the Directors to fix their remuneration.**

*Proposer: Dick Hunter*

*Seconder: Mark Wanstall*

*A vote was taken and the above appointment of auditors and authorisation by Directors were approved.*

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

**The Director due to retire by rotation is Mike Jackson. No other nominations having been received, Mike Jackson will be deemed to have been re-elected as a Director.**

*The above re-election was carried automatically*



**8) Election of Executive Committee.**

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

- Chairman: Nick Cooke
- Championship Coordinator: Richard Williamson
- Commercial Manager: Colin Peacock
- Financial Controller: Jeffrey Parish
- Mini Miglia representative: Mark Sims

Election of the following Committee positions will take place:

- Competitions Manager: Nomination for this position is Stuart Hunt  
Mini Se7en representative; Nomination for this position is Gareth Hunt
- Membership Secretary: Nomination for this position is Liz Dawkins
- Other nominations will be invited on the day.

*Before the voting procedure took place, Stuart Hunt withdrew his nomination for Competitions Manager, so CP offered to take over the roles which would primarily involve the dealings with MSV and their two Mini Race Festival meetings. The remaining positions were then put to the voting procedure:*

- Proposer: Stuart Hunt
- Seconder: Colin Watkins

*Gareth Hunt was duly voted in as Mini Se7en Driver rep with a majority of hands, and thanks were offered to Tristen Knight for his efforts in the role previously. An additional nominee was put forward on the day for the position of Membership Secretary, namely Jacquie Martin. A show of hands proved very close, but on careful counting up, Jacquie Martin was duly elected as Membership Secretary by just a single vote from Liz Dawkins.*

**9) Discussion relating to the 2014 Championship Calendar.**

Details of the 2014 Championship Calendar have been posted on the Club Website and via e-mail. Colin Peacock will give an overview of the calendar and will answer any questions.

*CP covered this topic in his address to the floor under Section 4, Reports of the Executive Committee.*

**A short break was offered before the meeting continued**

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**10) Annual Technical Discussion including any regulation proposals or clarifications.**

**PROPOSAL 1:**

Proposal to change the final sentence of the wording of SR 4.2.3.

- Proposer: Max Hunter
- Seconder: Stuart Hunt

Just as a reminder to those present, the current wording of the final sentence of SR 4.2.3 is as follows:



“In the event that these penalties are imposed, the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.”

It is proposed that this sentence will be changed to the following:  
“In the event that these penalties are imposed, the Committee will decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.”

**Reason:** The regulation, as written, gives the Committee no discretion. As the regulation stands it destroys any chance of contesting the championship any further. In my case, almost all drivers unanimously supported me, and signed a petition with 40+ signatures to change the regulation.

*A good deal of discussion followed with arguments for and against put forward, however the voting produced a clear 43 to 2 in favour, so the above proposal was duly carried and will be amended in the 2014 Sporting Regulations.*

#### **PROPOSAL 2:**

To amend the wording of SR 2.2.1. The additional wording is underlined.

**Proposer:** Steve Prior (Eligibility Scrutineer)

**Seconder:** The Committee of the Mini Se7en Racing Club.

- 2.2.1 The Organisers / Promoters and the Challenge MSA Technical Commissioner and Eligibility Scrutineer reserve the right to check any suspect part directly with a standard original part as previously supplied by Competition Parts or Rover Cars, or any of its nominated dealers or suppliers. The Organisers / Promoters and the Challenge Technical Commissioner and Eligibility Scrutineer also reserve the right to impound individual parts or the whole race car without prior notification. Parts or cars removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his/her agent. The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, or any other technical regulation is found to have been contravened, all costs associated with the necessary checking and testing will be borne by the Competitor. The competitor's membership will be suspended until all costs have been fully recovered by the club. Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the fixing of MSA approved seals at any time during the season, and competitors will be required to keep informed the Eligibility Scrutineer of any work on the car requiring a seal, or seals, to be broken.  
(A bulletin detailing the specific pre-drilled bolt/stud locations on the engine assembly will be issued before the start of the season).

*A discussion followed as to the reasoning behind this proposal, and basically the aim is for the M7RC to be seen to be operating stricter/tighter policing on cars. Many other series operate stringent sealing procedures, and similar to the procedure being proposed. A vote was then taken and the proposal was carried unanimously, so will be amended into the 2014 Sporting regulations (and subject to final MSA approval).*



### **PROPOSAL 3:**

**Proposal to change the wording of TR 5.8.1.1.**

**Associated with this proposal, is the following communication:**

*“As a company Mini Sport produces many quality products and although there aren’t too many products which you would add to either championship Mini to improve it, other than a total rule change, there are some products we would like to propose that could be fitted which would be an improvement to both classes.*

*We are proposing that you don’t have to use any of the below if you don’t want to but if you want to use any of them, they must be a Mini Sport product not a copy!!*

*Everything will be etched with the Mini 7 Logo, the Mini Sport Logo and a unique number for each item.*

*Mini Sport will also offer these parts at exclusive Mini 7 club prices which will be significantly cheaper than through any other way of purchasing.*

*These proposals are designed for Mini Sport to work closer with the Mini 7 Club, to raise the profile of the series in order to maintain its longevity, to encourage new drivers into the series and to increase spectator attendance. A professional approach is always revered by everyone one and gets you noticed.*

*The Mini 7 Club is the premier Mini Racing Championship at the pinnacle of Mini Racing and is the reason why Mini Sport is involved; let us keep it that way together.*

*I look forward to working with you all again throughout the 2014 Season.*

*Happy Mini Racing,*

*Chris Harper  
Managing Director  
Mini Sport Ltd*

**Proposer: Dave Drew  
Secunder: Leon Wightman**

**The current wording of TR. 5.8.1.1 is as follows:**

**5.8.1.1 Suspension geometry may be altered, by using modified standard parts or ferrous proprietary components. Production series Top Arms must remain unaltered. Non-ferrous or Titanium suspension components are prohibited. Rear radius arms must not be lightened.**

**The proposal is to remove the wording (as underlined above) and introduce the option (NOT compulsory) to use the following:**

#### **Mini Miglia**

- Mini Sport Alloy Billet lightweight front Swivel hubs, complete with extra strength 3 mounting point steering arms, uprated ball Joints, Timken wheel bearings. Weight saving of approximately 0.711kg per side for a built-up hub.
- Mini Sport Alloy Billet Lightweight Drive Flange – Weight saving of approx. 0.839kg per flange.
- Mini Sport Alloy Billet Rear Hub (supplied with or without Timken Bearings) - Weight saving of approx. 0.441kg per hub.

#### **Mini Se7en**

- Mini Sport Alloy Billet Lightweight 7.5”Drive Flange - Weight saving of approx. 0.724k per Flange
- Mini Sport Alloy Billet Rear Hub (supplied with or with Timken Bearings) - Weight saving of approx. 0.441kg per hub.



**The reasons given for the above proposed changes will be read out if required at the AGM.**

*A full and frank discussion took place, with various trains of thought offered: costs and the possibility to scare off potential new members – is the M7RC perceived as a ‘Bentley/Rolls Royce’ level of racing cost to the beginner; the possibility of opening up the regs to allow for super-expensive titanium suspension parts; does this offer a complete supply of parts; and technically is the proposal able to be voted in as it is written? Mini Sport were then invited to address the floor, offering the following observation: “There should be some form of progression, look at Formula 1, making cars safer, faster... it is not all about making money, by reducing the weight of the car, lighter components aid the tyres which then work better and you can go quicker...”*

*The discussion then raised the question of how Mini Sport could instead perhaps re-direct its efforts into making the supply of other parts – wheels, bumpers, etc – a more financially suitable deal to both parties. For example, could they source a ‘Minilite’-style alloy wheel for Mini Se7en, as one of the current spec wheels (100+) has been unavailable as new for quite some time.*

*A vote was then taken on the above proposal and the outcome was a clear ‘no’ (55 against, 0 for) from the floor, and so the proposal was not carried.*

#### **PROPOSAL 4:**

**Proposal to change the wording of TR 5.11.1.6.**

**Proposer: Dave Drew**  
**Secunder: Leon Wightman**

**The current wording of TR. 5.11.1.6 is as follows:**

- 5.11.1.6 Mini Se7en S-Class and Mini Se7en only;**  
**Brakes are limited to:**  
**i) Production Twin/Single leading shoe drum brakes**  
**ii) Cooper Discs and Callipers**  
**iii) Cooper ‘S’ Discs and Callipers**  
**iv) Standard 7” Rear Drum systems only**

**The proposal will add the following wording to the above:**

**To include: Mini Sport Alloy Billet 7.5” 4 pot Calliper - Weight saving of approx. 1.36kg per Calliper.**

**The reasons given for the above proposed changes will be read out if required at the AGM.**

*Another healthy debate ensued, with comments including: “The tyres won’t last...”; “It will change the pedal feel...”, and interestingly one member present offered that he uses the above proposed item on his Historic Mini, and yes, it is a different feel to a Mini 7...*

*A vote then took place and the outcome was against the proposal by 21 to 2, so the proposal was not carried.*



## Clarifications

### CLARIFICATION 1:

To insert new section SR 3.14 with wording to read:-

- SR. 3.14 RADIO EQUIPMENT**  
3.14.1 Any radio equipment fitted to the vehicle for training purposes ('pits-to-car communication') must be removed for all official practice, qualifying and race sessions, as per MSA Q.8.1.10 (b)

***Note:** The above new sporting regulation follows MSA regulations/guidelines. A bulletin may be issued reminding competitors*

### CLARIFICATION 2:

To amend the wording at SR 5.3.9 to read:-

- SR 5.3.9** Throughout any competition, practice or race, Drivers must wear an approved helmet together with approved overalls, **boots and gloves, as per current MSA Q.10.1 (a) and (c). The wearing of approved underwear, socks, and balaclavas is strongly recommended.** Any type of nylon for shirts and underwear or trainer-type boots is prohibited.

***Note:** The above clarifies MSA safety regulations. A bulletin to remind competitors may be issued*

### CLARIFICATION 3:

To amend the wording at TR. 5.8.1.3 to read:-

- 5.8.1.3** The vehicle may be lowered by alteration of cone/doughnut only. **Alloy cones (trumpets) e.g., 'hi-lo adjusta' type, may be used.** The subframe may not be 'cut and shut'. I.e. front towers must not be reduced in height See TR.5.6.1.18.

***Note:** The above is a clarification to the regulation. Non-ferrous adjustable suspension cones/struts have been in use for many years.*

### CLARIFICATION 4:

To amend the wording at TR. 5.12.1.4 to read:-

- 5.12.1.4** Standard Steering Column must be retained **(maximum length 695mm, may be cut but not extended).** May be modified in accordance with TR.5.12.1.2 and TR.5.12.1.3

***Note:** The above clarifies the existing regulation. A bulletin to remind competitors may be issued.*



#### **CLARIFICATION 5:**

To insert the additional wording (as underlined) at TR. 5.17.3 to read:-

- 5.17.3 Two sponsor's number panels and windscreen headers as supplied and unaltered. The door panels must be placed squarely on the doors and no further back than the front edge of the door handles. The appropriate windscreen header for the class must be fitted to the top of the front 'screen. Competitors are reminded that forward-facing competition numbers must be carried in accordance with current MSA Regulations. Competitors invited to race in accordance with SR.1.6.12 will be allocated three-figure race numbers (as per MSA J4.1.8). These numbers will be allocated sequentially from #100 upwards, and should conform to MSA J4.1. Competitors invited to race in accordance with SR.1.6.12, and also running to Mini-7 Classic / Appendix K specification, will be allocated three-figure race numbers (as per MSA J4.1.8). These numbers will be allocated sequentially from #150 upwards, and should conform to MSA J4.1.

***Note:** The above follows MSA regulations/guidelines.. As with the door squares/headers for the initial Invitation cars, the Club can oversee the allocation of number roundels and decals for the Invitation 'Classics' as it sees fit nearer the time.*

#### **CLARIFICATION 6:**

To insert additional wording at SR. 6.4 to read:-

To expand on the Mini Se7en Racing Champions section at the back of the Regulations booklet; this is chiefly to add former Champions in other series the Club has run over the years, including Mini 7 S-Class, Miglia S-Class, Mini 1275 GT, Graham Hill Memorial Trophy, Lydden/Cadwell/Combe series...

***Note:** The above is an amendment to the M7RC's historical listings in the Sporting Regulation appendices.*

*All the above clarifications were for information purposes only and not subject to voting, and no objections were received, and so will be duly amended in the 2014 Regulations.*

#### **11) Any Other Business**

Rupert Deeth raised the question of 5-journal crankshafts, and their status with regard to TR.5.7.1.8 (v) which, from 2014, reads as follows:  
"Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals."

So, the wording allows for material such as billet steel and for EN40B replacements, but would also indicate that a 5-bearing/journal crank cannot be used, as the number of standard width crank journals is 3 (for main) and 4 (for con-rods), totalling 7 standard width journals. RW then gave an interpretation of the '5-bearing crank' as a total of 9 journals (5 main + 4 con-rod) - the Swiftune DC5 crank design in question has 5 main journals as opposed to the 3 main journals of an original EN40B crank and direct replacements, thereby meaning some or



*all of these main bearing journals cannot physically be the same width as the standard EN40B crank design and/or direct replacements...*

*The subject of alloy wheels continued on from the earlier discussion during the ATD proposals, and Mark Wanstall asked if the Club cannot source wheels from any other source, as original MiniLite wheels were fetching £90 each, and there were also instances of older alloy wheels showing signs of ageing, and cracks appearing on 'unbreakable' 100+ alloys. Gareth Hunt again suggested for Mini Sport to perhaps come up with an interpretation of the Mini Se7en-spec wheel and, if need be, this could be implemented 'force majeure' with immediate effect into the M7RC's Technical Regs under MSA Safety Regulations...*

*Next up was a query from Roy Sisley about Newsletters, as in 2013 there had been only one during the racing season. For 2014, it was proposed that there should be a minimum of three newsletters, with Jamie Snelling and Matt Barrington to hopefully continue on from where they left off... Likewise the subject of photos was a lively talking point, with long-time Club contributor Colin Watkins offering to do pics if required. Matt Barrington had produced some photography in 2013 on behalf of the Club's contract with Ollie Read, so he was another option. Also the matter of insurance and public liability will need to be in place for whoever goes 'trackside' to take pictures... In any case, the Club is looking for some longer-term commitment. As a subsequent action, NC and the Committee, in liaison with JC, will investigate the way forward with photography.*

*Tyres came up next, Phil Harvey wondering if Dunlop (or on their behalf HP Tyres) were going to turn up to any meetings in 2014? Kane Astin further suggested if Dunlop aren't going to be present at the race meetings, they then shouldn't charge carriage costs for delivery! CP will try to get an answer from Dunlop on attending race meetings in 2014...*

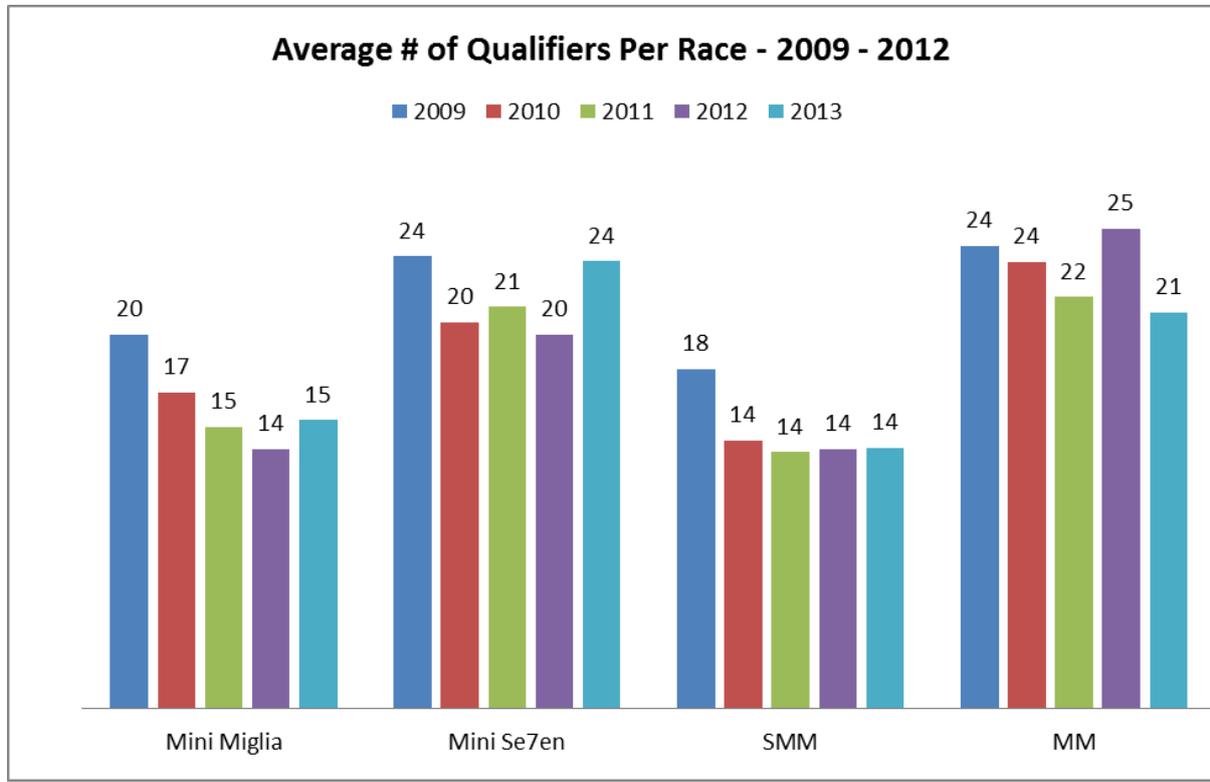
*On a more appetising note, the subject of barbecues came up, and does the Club want one at every meeting, or every other meeting? Perhaps five race weekends only (the two-day meets) will suffice. As to costs, one of the Brands barbecues came in at just under £600, although donations on the day/evening at the last Brands meet helped to cover much of the cost. Ultimately, any cost is to be set against the greater benefit of a more cohesive and friendlier paddock... Roll on 2014.*

- **Meeting closed at 12.15 pm.**



**ATTACHMENT 2...**

**Race Entries 2013 – 16% increase Vs 2012!**



**2014 Provisional Calendar – Dunlop Mini Miglia and Mini Se7en Challenges**

Round 1&2	21 <sup>st</sup> April	Castle Combe (Bank Holiday Monday)
Round 3&4	10 <sup>th</sup> / 11 <sup>th</sup> May	Brands Hatch Mini Racing Festival
Round 5&6	31 <sup>st</sup> May / 1 <sup>st</sup> June	Cadwell Park
Round 7&8	14 / 15 <sup>th</sup> June	Thruxton
Round 9&10	12 <sup>th</sup> July	Oulton Park Mini Racing Festival
Round 11&12	23 <sup>rd</sup> / 24 <sup>th</sup> August	Donington Park
Round 13&14	20 <sup>th</sup> / 21 <sup>st</sup> September	Croft

**Best 11 results, three dropped scores.**



## ...ATTACHMENT 2

### 2014 Sponsorship

Dunlop, Mini Sport, A-Series Spares, Spax, Piper and Mini Magazine all committed to 2014

One other major sponsor in negotiations...

### Invitation Class – Introducing Mini 7 Classic

Open to all Appendix K cars – qualify and race with the Mini Miglia's

All cars to carry Mini 7 Classic roundels with numbers from 150 upwards

Potentially 30+ cars in the UK- targeting 6 on the grid for Castle Combe with old members Ian Curley, Bill Sollis, Ken Welch, Endaf Owens, Mark Hunt and others all expressing interest.



END