



## **MINUTES of the 10th AGM/ATD Annual General Meeting & Technical Discussion of the Mini Seven Racing Club**

The Mini Seven Racing Club is a Company limited by guarantee - Company Number 05519135 (England and Wales)

Date: Sunday 7th December 2014  
Venue: The Chiltern Hotel, Waller Avenue, Luton, Bedfordshire LU4 9RU  
Time: 10.00 am start

### **1 INTRODUCTION**

Chairman of the M7RC, Nick Cooke, welcomed everyone to the meeting and thanked everybody for their readiness for the early start. Perhaps because of the nature of some of the proposals, NC noted that it was a "good turnout." NC also reminded those present that only members were allowed to vote, so any non-members were pointed in the direction of the Membership Secretary who would "willingly take membership money!"

NC introduced the 'top table', the 8-strong Executive Committee of NC himself, Commercial Manager Colin Peacock, Competitions Secretary Mike Jackson, Financial Controller Jeffrey Parish, Championship Coordinator Richard Williamson, Membership Secretary Jacquie Martin, and the Drivers' Reps Mark Sims (Miglia) and Gareth Hunt (Se7en).

NC then offered his congratulations to the 2014 Champions: Mini Se7en, Andrew Deviny; Mini 7 S-Class and Mini 7 Novice, Shaun Tarlton; Mini Miglia, Rupert Deeth, and congratulations to all the other trophy winners. There were no takers for the Miglia Novice or S-Class awards, but Gary Warburton's debut racing season in the Invitation Class was worthy of mention. In addition, NC thanked all the racers and helpers for "putting on a great show with very respectable grids for the public"... and is still "very proud to be your Chairman every time I see the cars on the track." Further thanks were offered to the band of volunteers who help keep the Club and its Committee going: Stuart & Val Hunt and Allan & Liz Dawkins (paddock info/support), Mike Garton (camshafts), Roy Sisley (race reports), the Jacksons (paddock display/advice to newcomers, etc), Matthew Barrington (photos), Steve Burns (Clerk of the Course), Steve Prior (Tech Scrutineer), Mark Cowan (website rebuild), all those who hosted BBQs or helped sell merchandise/display cars at shows, and the BARC for their valued assistance with race formats and entry costs. Finally, of course, the sponsors: Dunlop, Piper Cams, Spax, *Mini Magazine*, *love:mini* (for excellent and regular newsletters), Mini Sport and A-Series Spares. "Without sponsorship the Club would not survive..."

### **2 APOLOGIES FOR ABSENCE**

Stuart Hunt, Val Hunt, Aaron Smith, Ashley Davies, Paul Simmonds, Malcolm Keat, Tim Stanbridge, Peter Baldwin, Shaun Tarlton, Kevin O'Shea, Bert Davis, Damon Astin, Niven Burge, Ross Billison, Dan Wheeler, Allan Dawkins, Liz Dawkins

### **3 MINUTES OF THE 9TH AGM & ATD - 15TH DECEMBER 2013**

These were posted (via the website forum) in February 2014, and so if there were no objections NC requested they be accepted for the records:

Proposer: Dick Hunter      Seconder: Leon Whiteman

✓ The above Minutes were duly accepted.

#### **4 REPORTS OF THE EXECUTIVE COMMITTEE**

The following presented reports:

Chairman ~ Nick Cooke

“Yet again grid sizes were in general very respectable bearing in mind financial constraints these days. There were high and lows, which is to be expected. It was disappointing that the enthusiasm seen at Combe with the ‘Mini Classics’ appeared to be ‘a flash in the pan’. We are hoping that they will return in 2015 - the invitation is still there. Views on our 2014 calendar have been requested, and those views taken on board; the 2015 provisional calendar has been posted on our website. Your views will be welcomed. I personally think the season turned out very well, especially at the two Mini Festivals. The Club presentations at the end of the meetings have yet again proved to be successful, bringing everyone together before the long trip home and presenting decent trophies. Mike Jackson will no doubt be looking at a new style of Trophy for the 2015 season as we intend to continue with the Club presentations. Another ‘attraction’ has been the Club BBQs, a great success bringing everyone together and also raising money for worthwhile charities.

As far as the annual *Pitlane* magazine is concerned, we appreciate that the 2013 version has not appeared. Richard Williamson has taken over this activity. I’m sure like previous years it will be an excellent ‘keepsake’ of both the year’s racing and Club activities. I still claim that it has to be one of the best motor club magazines around; I hope you all agree. Your comments would be appreciated, so Richard knows if he has got it right. I think he has from what I have seen in the ‘draft’ stages. I must thank Clearsons Print Management for their normal very generous printing charges. Please can I ask your appreciation to Mark Sims/Clearsons and Richard Williamson for the forthcoming magazines.

On the Club’s future, I would like to think that we can openly air our views on the way forward. I will be looking forward to our 50<sup>th</sup> season of racing. We hope for considerable coverage in the motoring press through the year, with a major article on our Club? That can only be good. It would be bad of me to not thank our title sponsor Dunlop for their support along with other sponsors. Dunlop has indicated that they will be continuing in 2015. It is a pity that we will be losing one of our other sponsors who have given £10,000 towards the running of this Club over the last two seasons. It is with some considerable embarrassment that I have to report that as a consequence of what can only be described as ‘unacceptable’ comments on our forum, Mini Sport have decided to cancel their sponsorship agreement. The Committee is united in asking members to please act in a manner that is becoming. I haven’t named anyone, but we feel that the person/persons concerned will not be welcome if this happens again. It has left a very sour taste with me and other Committee members who, after all, volunteer to keep this Club running. Enough said...

Jeffrey Parish will shortly be presenting the Financial Statement of the Club. Jeffrey has carried out the role as Treasurer (now called Financial Manager) for many years, certainly 20 to my memory, and has also kept us financially under control. I would like to thank him for all of his time, unpaid I hastily add, in keeping books accurate. Can I ask you all to show your appreciation.

Finally, the Awards evening; we are returning to the Marriott Hotel in Peterborough. The Committee is looking after the arrangements and Mike/Alan Jackson are selling tickets. They will be more than happy to sell you some, today. Although we are six weeks away from the event, tickets are selling fast, so may I suggest you buy them quickly. Also the hotel is offering complimentary rates, just mention the Mini 7 Racing Club. Details on our website... Oh, and special guest for the evening is Touring Car legend Steve Soper, also a former Club champion having won the 1977 and 1979 Mini 1275 GT Challenges.”

Nick Cooke has expressed his willingness to be appointed to the Board of Directors and **a resolution will be put forward to the AGM.**

JP noted that all members of the M7RC are effectively shareholders of the 'company', but there are Directors...

Proposer: Mark Wanstall                      Secunder: Kelvin Edgar

✓ The above appointment was duly accepted .

The Board wishes to thank Mike Fry for his years of service to the Club and advise that Mike, who is an honorary life member of the Club, will continue to have the honorary title of President of the Club.

## **7 PROPOSED CHANGE TO THE CLUB BY-LAWS.**

The details relating to the change of by-laws {re. Membership} are attached to this agenda (see DOCUMENT A at end of these Minutes). This takes the form of an additional attachment, when the agenda is posted via Club bulk e-mail. Jeffrey Parish will also summarise the changes and the reason for these changes, at the AGM.

JP noted that the aim of this was to re-align the Club memberships to their previous format of running from January to December of each calendar year. A double system had been introduced in recent years but this had become not only unaffordable due to credit card charges incurred for the actual number of transactions, but also with the PayPal system via the website encountering problems too, the process had also become a bit of a muddle...

Proposer: Graeme Davis                      Secunder: Dick Hunter

✓ The above change was duly accepted.

## **8 ELECTION OF EXECUTIVE COMMITTEE.**

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

Chairman: Nick Cooke

Commercial Manager: Colin Peacock

Championship Coordinator: Richard Williamson

Financial Controller: Jeffrey Parish

Membership Secretary: Jacquie Martin

Mini Se7en representative Gareth Hunt

Mini Miglia representative: Mark Sims

Other nominations will be invited on the day.

No other nominations were received.

Proposer: Graeme Davis                      Secunder: Rob Howard

✓ The above appointments were duly accepted.

## **9 DISCUSSION RELATING TO THE 2015 CHAMPIONSHIP CALENDAR.**

Details of the 2015 Championship Calendar have been posted on the Club Website and via e-mail. Colin Peacock gave an overview of the calendar and the season ahead.

2015 Calendar feedback:

- Mostly positive feedback.
- Some disappointment that no international round in 2015 – CP noted that an international round will be planned for 2016
- The Double headers over the two days will have a BBQ planned, namely Snetterton, Rockingham, Brands and Donington Park.
- CP requested a volunteer to lead the '50th Season of Racing Party' at Silverstone.
- Entry fees will be circa the same as per 2014 but with a small increase

- CP proposed that we utilise our 2 qualifying sessions differently, splitting them into a free practice and then a combined qualifying session. Survey to be sent to members
- Additional Date: A '50-plate' meeting COULD be planned for October 31st/Nov 1st at Snetterton. Survey to be sent out to members.
- When asked if anyone was interested, there was reasonable feedback from the floor to pursue the idea further.
- Sponsor updates
  - Dunlop, Spax, Love:Mini, A-Series Spares will continue
  - Piper TBC
  - Mini Sport have not renewed their sponsorship for 2015
- TV: Survey to be sent to members to assess interest in racing members funding the TV coverage.

2015 PROVISIONAL CALENDAR – DUNLOP MINI SE7EN + MIGLIA CHALLENGES

Round 1+2	6 April	Castle Combe (Bank Holiday Monday)
Round 3+4	9+10 May	Snetterton 200
Round 5+6	30+31 May	Rockingham
Round 7+8	27+28 June	Brands Hatch Mini Racing Festival
Round 9+10	25+26 July	Donington park
Round 11+12	8 August	Oulton Park Mini Racing Festival
Round 13+14	19+20 September	Silverstone Intl Circuit & 50th Party

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**10 ANNUAL TECHNICAL DISCUSSION (including any Technical Proposals)**

**Proposals 1 & 2:**

The wording of Sporting Regulation SR. 3.4.2 {see current wording below} is replaced by either proposal 1 or proposal 2 {see below}:

3.4.2 In the event of a Double Race meeting, qualification for the second race will be based upon the second fastest qualifying time recorded during the official qualifying practice session.

**Proposal 1:**

*“For double-header meetings, the Starting Grid for Race 2 will be formed by the finishing order of Race 1, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows:*

*The first eight (8) finishers from Race 1 shall have their grid positions for Race 2 reversed. If less than eight (8) Challenge-registered cars are classified as finishers in Race 1, then the grid for Race 2 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 2 in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will start Race 2 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 2 grid positions will be determined by their finishing order in Race 1, but they may not be placed ahead of the first eight (8) Challenge-registered cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of Challenge-registered cars form the reverse grid section.”*

or

### **Proposal 2:**

*“For double-header meetings, the Starting Grid for Race 2 will be formed by the finishing order of Race 1, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows:*

*Any number between, and including, the first four (4) finishers and the first eight (8) finishers from Race 1 shall have their grid positions for Race 2 reversed, with the number to be picked at random by the winner of Race 1. All other classified finishers will be allocated grid positions for Race 2 in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will start Race 2 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 2 grid positions will be determined by their finishing order in Race 1, but they may not be placed ahead of the first four (4) to eight (8) randomly chosen Challenge-registered cars that form the reverse grid section.”*

Proposed by Kane Astin

Seconded by Mark Cowan

It was widely accepted to have a pre-vote to actually determine if either of the above proposal options had any support from the floor:

For either proposal: 7

For neither proposal: 41

x The above proposal options were not carried any further..

### **Proposals 3 to 10 inclusive:**

Reasons for proposals: Mainly to free up the need for control parts which represent a significant investment if people want to roll out a Se7en with the S-class engine in order to achieve the low-cost route to the grid. Most of this is to try and kerb costs and to ensure anybody tempted to race a car in the S-class Se7en class doesn't have to spend masses to update the car (compulsory dampers and exhaust - probably replacing parts they've already got) to get it back on the grid.

There was some discussion on the intentions of these first two proposals, and a couple of comments included “We don't want the S-Class to become stronger” (performance-wise), and “This is what the Invitation Class is for.”

### **Proposal 3:**

Re. Mini 7 S Class ~ Delete wording of TR 5.7.1.5 (xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

Replace with: *Manifolds are free*

Proposed by: Gareth Hunt

Seconded by: Simon Martin

For: 5

Against: 40

x The above proposal was not carried

### **Proposal 4:**

Re Mini Miglia S-Class Delete wording of TR 5.7.1.6 (xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

Replace with: *Manifolds are free*

Proposed by: Gareth Hunt

Seconded by: Simon Martin

For: 14

Against: 25

x The above proposal was not carried

### **Proposal 5:**

Amend wording of TR 5.8.1.5 Mini Se7en S-Class  
Front Spax Csx part number - C9027 is mandatory  
Rear Spax Csx part number – C9014 is mandatory  
Amend to:-

As per TR 5.8.1.7 Align Mini Se7en S-Class - *Any Steel bodied 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.*

Proposed by: Gareth Hunt

Seconded by: Mark Wanstall

For: 24

Against: 10

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations.

### **Proposal 6:**

Amend wording of TR 5.8.1.6 Mini Miglia S-Class  
Front Spax Traxspax part number – SA9000 is mandatory  
Rear Spax Csx part number – C9014 is mandatory

Amend to:-

As per TR 5.8.1.7 *Any Steel bodied 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.*

Proposed by: Gareth Hunt

Seconded by: Simon Martin

For: 19

Against: 5

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations.

### **Proposal 7:**

Amend wording of TR 5.8.1.8 Mini Miglia: Free, except Remote Reservoir Shock Absorbers are prohibited, only a single monobloc tube design is permitted.

Amend to:-

As per TR 5.8.1.7 *Steel or Alloy monobloc tube design Shock Absorbers, must be of similar design and construction to those fitted to the production specification Mini but may be limited in facility for adjustment of bump and rebound damping by a double adjustment only.*

Proposed by: Gareth Hunt

Seconded by: Rob Howard

For: 32

Against: 4

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations.

### **Proposal 8:**

Amend wording of TR 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 Calipers
- iii) Cooper 'S' Discs and Calipers
- iv) Standard 7" Rear Drum systems only

Amend to:-

TR 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 Calipers*

*iii) Cooper 'S' Discs and Calipers (discs with up to 12 wiper grooves may be allowed)*

*iv) Standard 7" Rear Drum systems only*

Proposed by: Gareth Hunt

Seconded by: Paul Spark

For: 47

Against: 0

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations.

### **Proposal 9:**

Silencing (affects Mini 7 S-class & Miglia S-class only)

Amend wording of TR 5.16.1.2 (i) Mini Se7en S-Class and Mini Miglia S-Class only;

Complete Manifold system – LCB Manifold and link pipe are mandatory

The link pipe and silencer box pipes may be modified for chassis clearance only

The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer box are prohibited.

LCB Manifold. Part number – LM 004 SII

Link pipe. Part number – LP 04 B

Silencer box. Part number CLRH 06

ii) Mini Se7en and Mini Miglia only;

The mandatory exhaust system must comprise either:

a) One STR 1069, or two for a twin system.

b) A complete RC40 system with both silencers in-line (front round - rear oval), or two complete RC40 systems for a twin system.

The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer boxes are prohibited.

c) One Manifold part number CLRH 06, or two for twin system.

Amend to:-

TR 5.16.1.2 (i) **All classes.**

*The mandatory exhaust system must comprise either:*

*a) One STR 1069, or two for a twin system.*

*b) A complete RC40 system with both silencers in-line (front round - rear oval), or two complete RC40 systems for a twin system.*

*The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer boxes are prohibited.*

*c) One Manifold part number CLRH 06, or two for twin system.*

Proposed by: Gareth Hunt

Seconded by: n/a

✗ The above proposal was withdrawn before a vote was instigated.

### **Proposal 10:**

Re: Crankshaft regulation changes. This is to ensure full interchange ability between production OEM {Original Equipment Manufacturer} components and the billet replacements, effectively to honour the original intent for bringing billet cranks/rods in for reliability; not for interpretation of the original OEM geometry, promoting a re-design for a performance enhancement. Having a set of bespoke parts (Crank/Rods/Pistons) that have no interchange ability with any other bits that respect the OEM geometry, driving immense cost into the engines is the absolute antithesis of what the Mini 7 Racing Club

is all about. This regulation also serves to cover the Miglia class as well to ensure stability for all in both Club formulae.

Amend wording of TR.5.7.1.7 (v) "Crankshaft must have the standard stroke of 76.20mm (3.00") and standard width crank journals" and Mini Miglia TR.5.7.1.8 (v) "Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals"

Amend to:-

Mini 7

TR.5.7.1.7 (v) "Crankshaft must have the standard stroke of 76.20mm (3.00") and standard width crank journals. All bearing journals must respect OEM dimensions with respect to position on crankshaft"

Amend to:-

Mini Miglia

TR.5.7.1.8 (v) "Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals. All bearing journals must respect OEM dimensions with respect to position on crankshaft"

A lengthy discussion ensued before the vote, centred around the interpretation of a particular crank design, with various 'For' and 'Against' points put forward, including cost, reliability, performance, development, etc

Proposed by: Gareth Hunt

Seconded by: Paul Spark

For: 30

Against: 21

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations

**\*\*\*\*\* A SHORT COFFEE BREAK WAS TAKEN \*\*\*\*\***

### **Proposals 11 to 12 inclusive:**

#### **Proposal 11:**

The Mini Miglia Invitation class to allow the use of motorcycle engine Minis on a one-year trial. It is imperative that the performance of these motorcycle engine Minis is not superior to the performance of an A-Series engine car. The engine performance will be controlled by the specification indicated below:

Polestar ECU to be used but without piggy-back devices; price £350.00 plus VAT (with fixed map).

Permitted engines & gearbox: unmodified, Yamaha R1 from 1998 to 2003, price typically £500.00 to £1500.00, from Ebay. Permitted modifications: clutch free, gear position indicator free.

Fixed final-drive ratio: 14 teeth primary, 35 teeth secondary.

Engine mountings to the Mini subframe must be at the original mounting points.

The standard body shape must be retained (i.e. no bumps or holes in bodywork).

Gearchange free.

Another lengthy discussion took place, with supporting points for including: Added car/s for the Invitation class and Miglia grid; could attract a wider range of newcomers; forward-thinking motorsport development; reliability; only a 1-year trial to begin with... Points against including: not A-Series; engine sound/tone; potential to out-perform Miglia cars; hidden costs; long-term availability of proposed 'bike engines...

Proposed by: Jon Lee      Seconded by: Gordon Pocock  
For:                    29  
Against:                31  
x The above proposal was not carried.

### **Proposal 12**

**50% reduction on all membership fees for applicants aged 21 and under.**

Proposed by: Jon Lee      Seconded by: Lewis Selby  
For:                    42  
Against:                10  
✓ The above proposal was carried and will be introduced in the 2015 M7RC Regulations under a new SR.

### **Proposal 13**

Amend the wording of S.R. 3.13.1 which reads:

All cars must carry an on-board judicial camera, to be supplied by the competitor. The camera must be of an agreed specification capable of recording in High Definition and, at a minimum, must be able to record the Qualifying Practice session and the two Races at a Double-Header meeting. The recording must be easily downloadable onto a remote viewing device in Race Control (e.g. laptop computer, etc) via an accepted protocol such as USB connection or SD card. The camera must be mounted forward-facing so that a clear view of the track ahead can be seen. It would be beneficial if the view also showed the driver/steering wheel.

Amend to:-

*S.R. 3.13.1 All cars must carry an on-board judicial camera, to be supplied by the competitor. The camera must be of an agreed specification capable of recording in High Definition and, at a minimum, must be able to record the Qualifying Practice session and the two Races at a Double-Header meeting. The recording must be easily downloadable onto a remote viewing device in Race Control (e.g. laptop computer, etc) via an accepted protocol such as USB connection or SD card. The camera must be mounted forward-facing so that a clear view of the track ahead can be seen. **The camera should also be positioned so that the driver and steering wheel input are clearly visible on any recording.***

Reason: this amendment will eradicate any ambiguity in recorded footage and be more useful as a tool for the CoC or Club in any judicial matters. With the vast array of camera mountings available on the market, there is really no excuse for not being able to capture important data that the footage can show from the driver's input.

Proposed by: Leon Wightman      Seconded by: Gareth Hunt  
For:                    48  
Against:                3  
✓ The above proposal was carried and will be introduced in the 2015 M7RC Regulations

### **Proposal 14**

Amend the wording of TR.5.14.1.3 {Weights} which reads: Mini Se7en Minimum 650Kg  
Amend to: *Mini Se7en Minimum 660Kg*

There are a number of reasons to suggest this change:

Safety: To build a SAFE car to a 650kg limit means, without experience and its associated expense, removing a significant amount of support and structure from the shell, something that should NOT be embarked upon without a lot of knowledge.

Build Cost: There is significantly greater time, labour and effort (all cost elements) in getting a car to the weight limit of 650kg. Consequently, as the cost is lower then it attracts more cars to the grid.

Conversion cost: To convert an S-Class Se7en to a full Se7en would mean an attempt to lose 30kg in weight, this would incur significant cost.

For those small proportions of cars on the 650kg limit this would mean adding 10kg of supporting structure. This addition could mean enhanced safety in the rollcage or safety structure of the car...consequently an enhancement in safety at minimum expense.

Proposed by: Dave Robinson      Seconded by: Darren Thomas

For:                    22

Against:            18

✓ The above proposal was carried and will be introduced in the 2016 M7RC Regulations

### **Proposal 15**

To amend the wording in TR.5.4.2 (under TR.5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS) to read:

*5.4.2 “Notwithstanding these Technical Regulations it is the Competitor’s responsibility to ensure that their car complies with current MSA Technical Regulations [Section J] and (Section Q) as appropriate and the Supplementary Regulations throughout the event. See also SR.2.2.1”*

Also, to amend the wording at SR.2.2.1 (under SR.2.2 TECHNICAL DISPUTES) to read:  
*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 driver 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 the Eligibility Scrutineer informed in writing of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with MSA General Regulation J.3.1.6. See also TR.5.1.2 and TR.5.4.2.”*

Reason: Amendments made on the basis of a sporting regulation relating to a technical issue may be noted/cross-referenced in both Sporting and Technical sections of the M7RC Regs.

Proposed by: M7RC Committee

Seconded by: Dick Hunter

For:                    44

Against:            0

✓ The above amendment was carried and will be introduced in the 2015 M7RC Regulations.

### **Proposal 16**

To amend the wording in SR.4.2.3 (under SR.4.1 & 4.2 INFRINGEMENTS) to read:  
4.2.3 *"In the event that these penalties are imposed, the M7RC Committee, or a majority of members thereof, may decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position."*

Proposal on the basis that the original amendment made for 2014 puts the M7RC Committee in an untenable position; the amendment allows some leeway on application of the original intention of the ruling.

Proposed by: M7RC Committee

Seconded by: Dick Hunter

For: 56

Against: 0

✓ The above amendment was carried and will be introduced in the 2015 M7RC Regulations.

### **\*Additional proposals offered to the membership**

\* Although Mini Sport had decided to end their sponsorship deal with the M7RC shortly before the AGM, it was felt, on balance, only fair to offer their additional proposals for Technical Regulation changes to the membership for voting:

### **Proposal 17:**

To change the wording of TR 5.8.1.1.

Currently reads

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.

Changes to:

*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 with the exception of the following parts in Mini Miglia: The Mini Sport Alloy Billet Swivel Hub Kit (pair) part # FAM2390AKITTIM, the Mini Sport Alloy Billet Drive Flanges (pair) part# 21A2695APair and Mini Sport Alloy Billet Rear Hub (pair) part # 21A1277A. For Mini7, the exception would be the following parts: The Mini Sport Alloy Billet Drive Flanges (pair) part # MSLMS0509-7.5 and the Mini Sport Alloy Billet Rear Hub. Part # 21A1277A. Rear radius arms must not be lightened.*

Proposer: Colin Peacock

Secunder: Mark Sims

For: 4

Against: 39

✗ The above proposal was not carried

### **Proposal 18:**

To change the wording of TR 5.11.1.6.

Currently reads:

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

Changes to:

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
- V **Mini Sport Alloy Billet Drive Flanges (pair) – part #: 21A1270APair**

Proposer: Colin Peacock

Seconder: Mark Sims

For: 7

Against: 29

x The above proposal was not carried

## **11 ANY OTHER BUSINESS**

Leon Wightman noted that Mini Sport is still offering discount to M7RC members, despite it not continuing as Challenge co-sponsor into 2015.

Kelvin Edgar also asked if there was any further development on the idea of a replacement/alternative wheel for Mini Se7en, via Mini Sport, that had been mentioned at the previous year's AGM/ATD.

Dick Hunter raised the issue of the request, via the Club's website forum, for members' intentions for voting on the AGM/ATD proposals, and had concerns on the intentions of the request. One comment was that it was "only canvassing", much like outside polling stations...

The status of the website forum for the future was also raised by Graeme Davis, and Rob Howard added that people using 'pseudonyms' to post should be a pre-requisite 'No-No', to which most agreed. Mark Cowan had been working on the Club's website for some time, and the intention was to relaunch the website and forum in the New Year.

## **Meeting Ended**

13.14pm

**ANNUAL GENERAL MEETING OF THE MINI SEVEN RACING CLUB  
7 DECEMBER 2014  
PROPOSED CHANGE TO THE CLUB BY-LAWS**

The committee wishes to propose that Section 2 of the club By-Laws, "Membership", which was amended on 1 March 2008, should be deleted and that Section 2 of the original By-Laws, as adopted on 4 March 2006, should be reinstated.

The reason for the 2008 amendment was to facilitate the launch of a "supporters' club" with various commercial activities that never quite got off the ground.

The major change was that "supporters' club" memberships would run for a rolling year from the date of joining, rather than a calendar year. However, because of the need for racing memberships to be tied to registration for a particular year's championship, we ended up running two different membership systems.

The renewal of "supporters' club" memberships was reliant on an online database linked to a credit card payment system, which proved to be unaffordable as the membership failed to grow as promised.

We now have a system that's hopelessly complicated in relation to the size of our membership, and we've lost track of the renewal dates of our non-racing members (is it the anniversary of their original joining date, or the anniversary of their last renewal, which in some cases has been months late, or even early?) This has affected the renewal rate and the club's membership is now at an all-time low.

We therefore want to revert to a simple system of membership for a calendar year.

So that nobody loses out by this, all current non-racing memberships, and all non-racing memberships taken out or renewed before the end of 2014, will be extended to run until 31 December 2015.

We're also proposing a new rule (2.2.5 below) so that any new member who joins after the end of the racing season will have their subscription carried forward to the following year – we hope this will have a positive effect on year round membership recruitment.

**CURRENT BY-LAW AS AMENDED 1 MARCH 2008**

**Membership**

**2.1** All memberships of the Club, other than Full Racing Membership and Honorary Life Membership, shall be for a period of one year commencing on the day of acceptance of membership. Full Racing Membership shall be for a specified year commencing on 1 January. All memberships shall be subject to payment of an annual subscription of an amount determined by the Directors.

**2.2** Categories of membership shall be as follows:

**2.2.1 Ordinary membership**

Ordinary members shall be entitled to vote at all General Meetings of the Club during the period covered by the subscription paid. They shall also be entitled to participate in all social activities of the Club and to receive all publications, either printed or electronic, issued by the Club for its members. Ordinary membership may be upgraded to full racing membership at any time on payment of the appropriate additional subscription.

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All references to "Supporters' Club Membership" will be interpreted as meaning Ordinary membership of The Mini Seven Racing Club.

### **2.2.2 Full racing membership**

Full racing members shall be entitled to the same membership privileges as Ordinary Members and in addition will be registered as competitors in one or more of the racing categories promoted by the club.

### **2.2.3 Joint membership**

Joint membership is available to non-racing family members of ordinary members or full racing members who are resident at the same address. Joint members shall be entitled to the same privileges as ordinary members except that they will not receive separate copies of printed publications issued by the club.

### **2.2.4 Life membership**

The Directors may, at their discretion, award honorary life membership of the Club to any member who has rendered special service to the Club or who in their opinion is deserving of the distinction. Honorary members shall not be liable to pay subscriptions under rule 2.1, but shall be entitled to the rights and privileges of Ordinary membership, including the right to attend meetings, vote at elections and be nominated for committee or other office.

Honorary life membership of the club shall automatically be granted to all life members of the Mini Seven Racing Club (registered under the Friendly Societies Act 1974) as at 31 December 2005.

## **PROPOSED REPLACEMENT BY-LAW**

### **Membership**

**2.1** All memberships of the Club, other than Honorary Life Membership, shall be for a period of twelve calendar months commencing on 1 January and shall be subject to payment of an annual subscription of an amount determined by the Directors.

**2.2** Categories of membership shall be as follows:

#### **2.2.1 Ordinary membership**

Ordinary members shall be entitled to vote at all General Meetings of the Club during the period covered by the subscription paid. They shall also be entitled to participate in all social activities of the Club and to receive all publications, either printed or electronic, issued by the Club for its members. Ordinary membership may be upgraded to full racing membership at any time on payment of the appropriate additional subscription.

#### **2.2.2 Full racing membership**

Full racing members shall be entitled to the same membership privileges as Ordinary Members and in addition will be registered as competitors in one or more of the racing categories promoted by the club.

#### **2.2.3 Joint membership**

Joint membership is available to non-racing family members of ordinary members or full racing members who are resident at the same address. Joint members shall be entitled to the same privileges as ordinary members except that they will not receive separate copies of printed publications issued by the club.

#### **2.2.4 Life membership**

The Directors may, at their discretion, award honorary life membership of the Club to any member who has rendered special service to the Club or who in their opinion is deserving of the distinction. Honorary members shall not be liable to pay subscriptions under rule 2.1, but shall be entitled to the rights and privileges of Ordinary membership, including the right to attend meetings, vote at elections and be nominated for committee or other office.

Honorary life membership of the club shall automatically be granted to all life members of the Mini Seven Racing Club (registered under the Friendly Societies Act 1974) as at 31 December 2005.

#### **2.2.5 All paid-up memberships**

All new memberships taken up after the completion of the last racing event of any year will run to the end of the following calendar year.