



Minutes of the 11th AGM/ATD Annual General Meeting & Technical Discussion Of The Mini Seven Racing Club

The Mini Seven Racing Club is company limited by guarantee –
Company Number 05519135 (England & Wales)

Date: Sunday 29 November 2015
Venue: The Chiltern Hotel, Waller Avenue, Luton, Beds, LU4 9RU
Time: 10am start

Item 1 - INTRODUCTION

Chairman of the M7RC, Nick Cooke (NC), welcomed all and reminded everyone that members only are allowed to vote. There was then a discussion on when memberships ran from and to, and Jacquie Martin (JM) reminded the Membership it had been agreed last year to bring the non-race and race memberships in-line so they both run from 1 January to 31 December.

NC then ran along the 'top table' and other Club officials to ensure any new members knew who the Committee were.

Present:

Nick Cooke (NC) - Chairman of the Club
Colin Peacock (CP) - Commercial Manager
Mike Jackson (MJ) - Competition Secretary
Mark Sims (MS) - Mini Miglia Drivers' Representative
Jacquie Martin (JM) - Membership Secretary

Alan Jackson was also on the top table to assist with vote counting,
Steve Prior - Technical Scrutineer, was also present at the back of the room.

Before the Chairman reported on Absences he congratulated the 2015 Champions for such a great year.

Mini 7 - Paul Spark

Mini 7 S-Class - Ian Deviny

Mini 7 Novice - Lewis Fox

Mini Miglia - Kane Astin

Mini Miglia Novice - Ian Briscall

There were no takers for the Miglia S-Class.

He also congratulated the other trophy winners (yet to be decided)

NC then went on to thank the rest of the Executive Committee who Under Item 4 of the Agenda will give their reports after his introduction and summary of the season.

He also thanked other various helpers for their contributions in keeping the Club running:

"Stuart & Val Hunt for looking after various matters during the year; Allan & Liz Dawkins who keep us under control and informed at the race meetings; Mike Garton for looking after camshaft supply and providing technical advice when required; Roy Sisley for his detailed race reports; The Jacksons for always being on hand when needed; Matthew Barrington for his excellent photographs; Steve Burns for his excellent work at race meetings in his role as Clerk of the Course; Steve Prior for his role as Technical Scrutineer; Mark & Paul Cowan for looking after the Website - this is now in the hands of Stephen Colbran; all of those who have helped with the BBQs and cakes during the year, and any others I may have forgotten to mention.

A big thanks to Graeme Davis for his generosity during the season, especially at our Silverstone round, a great evening.

The BARC have been very helpful in the last few years trying to address our requirements when it comes to race formats, entry costs, etc. I know it's not an easy task to get exactly what we want... they usually listen to our requests.

And finally, to any members who have turned up at the various shows to either sell merchandise, display their cars and promote the Club.

And of course our Sponsors:-

Dunlop, Piper Cams, Spax, *Mini Magazine*, *love:mini* for some excellent and regular newsletters, Mini Spares and A-Series Spares. Without sponsorship, this Club would not survive; this is the hard facts of life. I hope I haven't forgotten anyone..."

Item 2 - APOLOGIES FOR ABSENCE

Jeffrey Parish	Richard Williamson	Adam Smith	Dan Wheeler
Val Hunt	Stuart Hunt	Gareth Hunt	Sinead Hunt
Matthew Barrington	Ralph Saunders	Shaun Tarlton	Dave Yardy
Graeme Davis	Bert Davis	Paul Simmonds	James Aylward
Spencer Wanstall	Paul Spark	Chris Spark	Roland Eckert
Perys Gittins			

Item 3 - MINUTES OF THE 2014 AGM

These were sent out very soon after the last AGM, and were posted on the Club Website under downloads.

Request for Membership acceptance of the above Minutes as a record of the 10th AGM:

Proposed: Alan Jackson

Seconded: Dick Hunter

CARRIED

Item 4 - REPORTS OF THE EXECUTIVE COMMITTEE

Chairman NC:

"Yet again our grid sizes were in general very respectable bearing in mind the financial constraints we all seem to have these days. There were some high and lows, which is to be expected. One disappointment to me was the apparent lack of enthusiasm with the Mini 'Historics' (Mini-7 Classic). We are going to give the 'Historics' more of a push or attention during 2016; the invitation is still there..."

Views on our 2015 calendar have been requested and these views have been taken on board within the inevitable constraints by which we are controlled. The 2016 provisional calendar has been posted on our website. Colin will give an overview of the calendar during his section of the proceedings. Your views will be welcome.

I personally think the season turned out very well, especially at the two Mini Festivals. During the year I think you will agree that the Club presentations at the end of the meetings have yet again proved to be successful, not only in bringing everyone together before the long trip home but also to present decent trophies to those who have had success. Mike Jackson will no doubt be looking at a new style of trophy for the 2016 season as we intend to continue with the Club presentations. Another 'attraction' has been the Club BBQs, a great success for bringing everyone together and also for raising money for worthwhile charities. Thanks to all concerned, this will continue in 2016.

As far as the annual *Pitlane Review* magazine is concerned, Richard Williamson has provided an excellent 2013 and 2014 overview. I gather that 2015's version is already in the making. 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 must thank Clearsons Print Management for their normal very generous printing charges. Please can I ask you to show your appreciation to Mark Sims, Clearsons and Richard Williamson (in his absence) for the forthcoming magazine. Also Richard has done some excellent work on the Club Archives. For those who have not seen them, please take a look, the work that has gone into them is amazing.

On the future of the Club, well today I would like to think that we can openly air our views about the way forward. I personally will be looking forward to our 50th Anniversary. We hope for considerable coverage in the motoring press through the year. I would like to think that we will be worthy of a major article on our Club. This can only be good for the Club. If rumours are correct, it seems that 2016 will see an influx of new cars and members. I hope this is true.

It would be remiss 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 2016 with their support. I know that Colin would like to say a few words about his recent conversations with Mickey Butler.

I will shortly present the Financial Statement of the Club on behalf of Jeffrey Parish. I would like to thank Jeffrey for his work during the year as Financial Manager. Jeffrey has been the Club's Treasurer (the old title) for many years, certainly 20+ years. I would like to thank Jeffrey for all of his time, unpaid I hastily add, in keeping books accurate. Can I ask you all to show your appreciation.

Finally I wish to mention the Awards evening. We are visiting a new venue in January, namely the Stratford Manor Hotel in Stratford-upon-Avon. The Marriot Hotel in Peterborough has provided an excellent location for the last few years, but the Committee felt that a new venue was appropriate. Mark Sims was volunteered to look after the event and would welcome any assistance. Mark has tickets for the event here today, so please support our 50th Anniversary celebrations. The price is still very reasonable at £40 bearing in mind that the band that was so popular at Silverstone has been booked for the event!

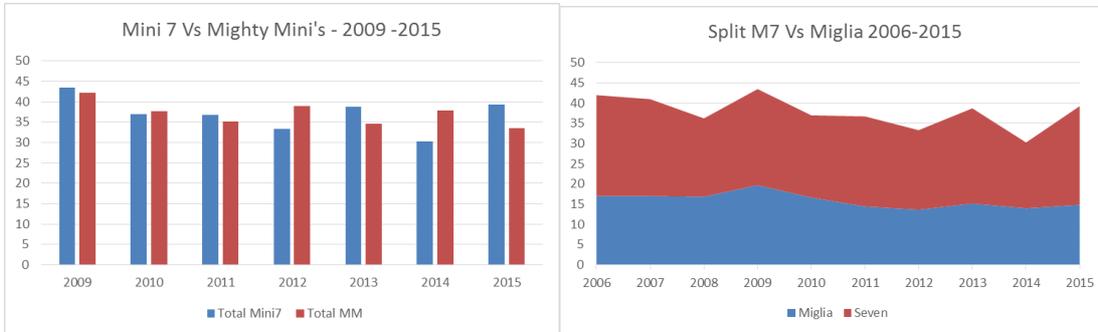
Although we are 8 weeks away from the event, tickets are selling fast, so may I suggest you buy them quickly. Also the hotel is offering complimentary rates, just mention the Mini 7 Racing Club. Details are on our website.

Other Committee Members' reports:

CP:

2015 Season

“One of the greatest...”; Club spirit truly in evidence, outstanding year-end meeting at Silverstone. Se7ens bounce back after a ‘low’ point in 2014. Average # qualifiers per meeting 39.



2016 Provisional Calendar:

Many good points; recognition that the single-day meetings are not popular, and for Brands GP and Donington Park the hope is that they can be moved to two-day meetings. (nb. Donington has since been confirmed as a 2-day meeting, for 18-19 June...)

Month	Date	Venue	Club	Entry Fee	Pay entry to..	Support
March	28th	Castle Combe	CCRC	£300 (?)	CCRC	Easter Bank Holiday
April	17th	Brands Hatch GP	MSV	£330	Mini7 Racing Club	British GT & F4
May	14th/15th	Cadwell Park	BARC	£360 (?)	BARC	Club Raceday
June	19th	Donington Park	BARC	£380 (?)	BARC	Motors TV Raceday
July	16th/17th	Brands Hatch	MSV	£340	Mini7 Racing Club	Mini Festival
August	20th	Oulton Park	MSV	£340	Mini7 Racing Club	Mini Festival
September	10th/11th	Snetterton	BARC	£360 (?)	BARC	Club Raceday
October	1st / 2nd	Zandvoort	CZL	€ 100	Mini7 Racing Club	British Race Festival

Social Calendar:

Volunteers willing, BBQ evenings will be planned for Donington and Snetterton. A special 50th Anniversary party will be planned for Brands Hatch Mini Festival in July. Finally, an end-of-year and 50th Anniversary party will also be planned for Zandvoort.

Parade Cars:

Big success in 2015, parade car drivers loved the day, the A-Series Moggy got on track and Mini Spares raised over £1500 for charity from the raffle. Thanks to A-Series & Rob for the idea and Roland Eckert for organising the Minis on raceday.

In-Car Video

Roland Eckert is happy to edit and “you tube” your in-car footage. The benefit to the Club is that the footage can go on websites, FB, Twitter, etc. All you need to do is to give Roland your HD card at the end of the day.

Sponsorship:

Fantastic sponsorship support from: Dunlop, Mini Spares, A-Series Spares, Spax and Piper Cams to continue in 2016. Media partnerships with *Mini Magazine* and *love:mini* will continue and be strengthened.

New Sponsors:

Potential new sponsor in Morris Oils.

Tyre Supply:

The move to a new overseas production facility for Mini 7 and Mini Miglia tyres has been more problematic than anticipated, with the importance of having the right skill sets and experience in making these new tyres underestimated. We will continue to have ‘bumps in the road’ through to the middle of next year I

predict. Currently, stocks of Mini7 tyres are available. Mini Miglia front and rears are expected before Christmas. Watch this space and please continue to be patient. Our dignified and positive response to date on the uncertainty of demand has been much appreciated by Dunlop and especially, Mickey Butler.

Website:

With huge thanks to Paul and Mark Cowan, the new website has been up running and stable for 6+ months, knocking the socks off other racing websites. Stephen Colbran has now been appointed to take the website to the next level, including a features section and more regular updates. Watch this space!

Merchandise:

To better capture the growing online and at-circuit demand for high quality Mini 7 merchandise, Dan Wheeler has offered the Club a new service that minimises any investment in inventory, simplifies the replenishment process and allows us to fulfil online orders, meaning much less trudging to the Post Office for Mike, Mark or, in the past, Jeff (Carter). The designs will be available for purchase from early 2016.

Photography:

We will continue with the excellent services of Matt Barrington in 2016. Quite simply, we have in Matt one of the best up and coming motor sport photographers in the UK, a fact being increasingly recognised by *Autosport* and *Motorsport News*.

Shows and Features:

The feature with (BTCC driver) Andrew Jordan will run in *Motorsport News* in the next few weeks. Shows attended in 2015 included the Combe Mini Action Day. For 2016 we are planning more features, more guest drives and with thanks to Charlie Budd, we will have a presence at the *Autosport* Show in mid-January. Volunteers welcome – see Charlie.

In addition, Stephen Colbran is looking to organise for a pack of Mini 7 cars to be at the Bingley Hall show in January, if enough can be mustered.

Podium:

We will renew the podium backdrop to reflect our 50th year and sponsors.

Mini Magazine Advert (see below):

mini7
racing club

The 50th Anniversary
Mini racing since 1966

Join us in 2016 for huge grids, unrivalled action and a great social scene!

2016 CALENDAR

- 28 March - Castle Combe
- 17 April - Brands Hatch GP
- 14-15 May - Cadwell Park
- 19 June - Donington Park
- 16-17 July - Brands Hatch
- 20 August - Oulton Park
- 10-11 Sept - Snetterton
- 1-2 October - Zandvoort

For the latest news and pics
www.mini7.co.uk

mini spares | SPAX | PIPER GAMS | mini magazine

JM:

Update on the Membership; the numbers have increased since 2014. She also reminded everyone to rejoin in January and that she would - via Colin - be sending a reminder to the entire Membership to rejoin.

JP:

NC presented the Financial Update (including the 2014 Annual Report and an interim 2015 Projected Accounts) on behalf of Jeffrey Parish (JP); a copy of the 2014 Annual Report will be available to view on the M7RC website under downloads, and NC requested for these to be adopted by the Membership:

Proposed: Dick Hunter

Seconded: Kelvin Edgar

CARRIED

NC also called for the re-appointment of the Auditors:

Proposed: Duncan Emmett
Seconded: Max Hunter

CARRIED

NC discussed the requirement, as part of the Club’s constitution, for a Director to resign on a cyclical basis and this year it is the turn of Jeffrey Parish (JP). There being no other nominees, JP to be re-appointed:

Proposed: Tina Cooper
Seconded: Roy Sisley

CARRIED

The Executive Committee was next for re-appointment. There were no changes with the exception of Mini 7 Driver Rep. NC discussed the role of Mini 7 Drivers Rep and the fact that Gareth Hunt was stepping down from the role after 5 years. NC thanked him for all the hard work he had done including all of the extras he did that were not part of the role and the Members showed their appreciation. Both Dick Hunter and Darren Thomas volunteered for the role, the voting as follows:

Dick Hunter 16 for
Darren Thomas 19 for

NC mentioned 3 proxy votes in addition for Darren but as he had not been on the voting slip for proxy votes these were null and void. The coming year’s Mini 7 Drivers’ Rep will be Darren Thomas, and it was agreed that Dick’s offer to help should be put to good use during the year also.

Voting for reappointment of, and new appointment to, the Executive Committee:

Proposed: Colin Watkins
Seconded: Simon Martin

CARRIED

There being no other business the AGM was concluded and the ATD followed:

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ANNUAL TECHNICAL DISCUSSION

PROPOSAL 1

Proposed: Charlie Budd
Seconded: Ralph Budd

“It is quite difficult to differentiate between the Se7ens and the S-Class from both a spectator’s point of view and, I would imagine, from the driver’s seat when viewing in the mirrors, thus knowing whether to move over or defend the position. I would like to put forward that the S-Class top screen sticker be an alternative colour from that of the Se7ens and Migs; I would suggest something bold like yellow.”

There was a discussion on the colour choice as there is already a yellow door square/header for Miglias. It was also mentioned that it would make it easier for spectators, officials and the media to differentiate if there is a different colour header and door squares. The cost to the Club was discussed and the headers and door squares are paid for by Mini Spares. The colour of green was agreed.

The votes were as follows:

In the room 32 for, 1 against
Proxy 13 for, 2 against
Total = 45 for, 3 against

CARRIED

PROPOSAL 2

Proposed: Charlie Budd
Seconded: Ralph Budd

“From the same point of view, I would like to put forward that the S-Class run three-figure race numbers, the first number being a #1.”

There was a discussion regarding the Invitation class numbers begin with #1 and are three digits. It would need to be another number, and it was discussed if an ‘S’ would be better than a different number but as the wording of the proposal states three-figure number and the proposal must be voted on as it is worded not as it is intended, the Membership voted on beginning with #7.

The votes were as follows:

In the room 8 for, 11 against
Proxy 9 for, 6 against
Total = 17 for, 17 against

As there was a tie, the Chairman used his casting vote in favour of the proposal

CARRIED

PROPOSAL 3

Proposed: Charlie Budd
Seconded: Ralph Budd

Although there seems to be a considerable resurgence of cars either returning, or coming into the Se7ens, I feel that we should not become complacent and should place more emphasis over the next couple of seasons in promoting the S-Class, as this is the obvious feeder into the Club. Building on the Club's already raised profile I personally will do as much as I can to promote the class. We (Charlie and I) will produce a promotional AVP and host it online for the Club as a whole, but with an emphasis on bringing new people in via the S-Class. I am also building an S-Class on a restricted budget, to demonstrate that it is an affordable way to start racing and *Mini Magazine* has agreed to feature the build within their pages, we can also film and host the build online. We have a stand at the (*Autosport*) NEC show promoting the Club. This will be another opportunity for us to push the S-Class to people looking to start in motorsport. I would like to propose that:

"For the seasons 2016 and 2017 the club would subsidise a discounted entry fee for the S-Class entrants of £25.00 per meeting to add an incentive to join this formula.

There was a discussion of what was meant by the proposal as it could be read that the entry fee to be reduced to £25.00 or it could read a reduction of £25.00. After this short discussion, Charlie and Ralph Budd withdrew the proposal as written to enable the Committee to look at a '1st year discount' for new race members of some sort.

PROPOSAL WITHDRAWN / DEFERRED

PROPOSAL 4 (to be considered as an either/or with Proposal 5)

Proposed: Charlie Budd
Seconded: Kane Astin

Reference SR.2.3.3

"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) 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) cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of cars form the reverse grid section."

There was a discussion about how the voting should be done for this, and the next (Proposal 5) and it was agreed that both proposals should be voted on as normal.

The votes were as follows:

In the room 0 for, 35 against
Proxy 3 for, 10 against
Total = 3 for, 45 against

NOT CARRIED

PROPOSAL 5 (to be considered as an either/or with Proposal 4)

Proposed: Andrew Deviny
Seconded: Patrick Deviny

Change the wording of SR.2.3.3

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, to SR.2.3.3

"In the event of a double race meeting, grid positions for the second race will be based upon the fastest lap times recorded, according to the official result of race one."

Reason - In the event of a driver having a problem during qualifying, they effectively have to start in a lowly grid position twice for one poor session.

After a short discussion, the voting was as follows:

In the room 23 for, 7 against
Proxy 10 for, 5 against
Total = 33 for, 12 against

CARRIED

PROPOSAL 6

Proposed: The Technical Sub-Committee (TS-C) of the M7RC
Seconded: Jacquie Martin

Following a meeting of the TS-C at Rockingham 30 May 2015, it was agreed to add the following wording to the Technical Regulations.

To add to: TR.5.7.1.7 xxii (Mini Se7en) & TR.5.7.1.8 xv (Mini Miglia) respectively:

“Clutch spring/cover plate must be standard pattern i.e. CP-2084-31 ‘orange’, or CP-2084-32 ‘grey’, or CP-2084-42 ‘double grey’. The engine must use the starter ring attached to flywheel.”

The purpose of this wording is to disallow the use of ‘lightweight flywheel/clutch systems’. The TS-C feels that the added expense and design of such systems is outside the spirit of the M7RC.

As a new Technical addition, in respect of the 1-year stability rule this wording may not be introduced until 2017.

There was a short discussion on why the Technical Sub-Committee had raised proposals 6 -9 and that this was to clarify the wording. The votes were as follows:

In the room 34 for, 0 against
Proxy 15 for, 0 against
Total = 49 for, 0 against

CARRIED

PROPOSAL 7

Proposed: The TS-C of the M7RC
Seconded: Lewis Fox

While there are different types of cam drive (belt, chain, etc) in use, the chief concern aired is that of variable camshaft timing, and it is this latter ‘variable’ aspect that is deemed to be outside of the M7RC Regs. However, there is no specific reference to ‘methods of camshaft drive’ in the Regs, so the Technical Sub-Committee is proposing a clarification to the wording under TR.5.7.1.5 vii (Se7en S-Class), TR.5.7.1.6 vii (Miglia S-Class), TR.5.7.1.7 vi (Se7en) & TR.5.7.1.8 vi (Miglia):

“Method of camshaft drive is free.”

Also clarification wording under TR.5.7.2 Prohibited Modifications: “Variable camshaft timing prohibited”.

As a clarification to an existing Technical Reg, this wording may be introduced from 2016.

There was a question to clarify if this is while the engine is running, it was confirmed that the timing has to be fixed. The votes were as follows:

In the room 32 for, 0 against
Proxy 13 for, 0 against
Total = 45 for, 0 against

CARRIED

PROPOSAL 8

Proposed: The TS-C of the M7RC
Seconded: Alan Jackson

Subsequent to voting on proposals put forward at the 2014 AGM/ATD, the following Suspension Regs will read as follows from 2016 season:

TR.5.8.1.5 (Mini Se7en S-Class) & TR.5.8.1.6 (Miglia 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.”

TR.5.8.1.7 (Mini Se7en):

“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.”

TR.5.8.1.8 (Miglia):

“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.”

However, the terms 'similar design and construction' and 'production specification' raised the existence of differing interpretations of shock absorber construction and body material, depending on manufacturer. The Technical Sub-Committee is proposing a clarification to the new-for-2016 Regs under TR.5.8.1.7 (Se7en) & TR.5.8.1.8 (Miglia), with wording to the effect that:

"Single- or twin-tube tube design, for both Mini Se7en and Mini Miglia, is permitted."

As a clarification to an existing Technical Reg, this wording may be introduced from 2016

The votes were as follows:

In the room 32 for, 1 against
Proxy 13 for, 2 against
Total = 45 for, 3 against

CARRIED

PROPOSAL 9

Proposed: The TS-C of the M7RC

Seconded: Peter Vickers

Technical Sub-Committee - clarification re. Brake Discs

For 2016, the following TR amendment will be introduced as voted for at end-of-2014 season AGM/ATD: 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

However, the proposal is for 'up-to-12 wiper grooves' to be clarified as a "maximum 6-grooves per disc face, i.e. 6 per each side of the disc".

Further, under TR.5.11.1.6, there is no mention of vented discs allowed in Se7en or Se7en S-Class, so this should be clarified as a "prohibited modification", likewise drilled/cross-drilled discs.

As a clarification to an existing Technical Reg, this wording may be introduced from 2016

The votes were as follows:

In the room 34 for, 0 against
Proxy 12 for, 0 against
Total = 46 for, 0 against

CARRIED

PROPOSAL 10

Proposed RW (M7RC Committee)

Seconded Max Hunter

With the M7RC's renewed ideas to promote the Mini Se7en S-Class (see above proposals), it would seem prudent to trim our aspirations for the Mini Miglia S-Class, which has had no takers for several seasons; in fact, there has been more uptake from occasional Invitation and 'Mini-7 Classic' cars to help bolster grids, so the proposal is:

"To withdraw the Miglia S-Class and concentrate solely on the Se7en S-Class promotion and potential 'Mini-7 Classic' (Appendix K-based) series in the near future."

If approved, and in respect of the 1-year stability ruling, the Technical Regs for Miglia S-Class will be deleted from 2017 season, meaning 2016 is the final eligible season.

During the following discussion, Jim Burrows stated that his team will be running an S-Class Miglia this coming season to see how easy it is to convert from an S-Class Se7en and hopefully encourage others to follow suit in the future. The votes were as follows:

In the room 1 for, 25 against
Proxy 11 for, 1 against
Total = 12 for, 26 against

NOT CARRIED

PROPOSAL 11

Proposed: M7RC Committee

Seconded: Alan Jackson

Amend the wording of:

TR 5.12.2.1 Mini Se7en S-Class and Mini Se7en only;

Only wheels STR1082 (100+) and MA1050D (Minilite) with the correct wheel nuts are permitted.

Note: check that the wheel nut penetrates the wheel a minimum of 10mm; if necessary machine the hexagonal flange

to

TR 5.12.2.1 Mini Se7en S-Class and Mini Se7en only;

“Only wheels STR1082 (100+), MA1050D (Minilite) and MS Part No C-21A1901, with the correct wheel nuts are permitted.

Note: check that the wheel nut penetrates the wheel a minimum of 10mm; if necessary machine the hexagonal flange.”

Mini Spares wheel C-21A1901, subject to testing and Technical Sub-Committee approval.

There was a discussion if these were a replacement for 100+ wheels or Minilite. The Committee is under the impression they are a replacement for 100+ but on the Mini Spares website they appear to be a replacement for Minilites. It was pointed out that there were no alternatives as neither were available anymore; NC to clarify with Mini Spares (*subsequent to this, MS have confirmed their wheel is the same spec as the Minilite version – a bulletin may be issued in due course to clarify the situation regarding Mini Se7en wheels...*). The votes were as follows:

In the room 34 for, 0 against

Proxy 10 for, 0 against

Total = 44 for, 0 against

CARRIED

PROPOSAL 12

Proposed Rob Selby (RS)

Seconded Dick Hunter

To modify the wording of Mini Se7en only TR.5.7.1.7 iv - Under TR.5.7 Engine, which says:

Maximum bore size permitted 65.08mm / 2.563” to

“Maximum bore size permitted 65.16mm”

As the recommended bore size for Omega Pistons is 65.09 on my last enquiry (RS), most of the grid is running engines outside of the regs. This really needs correcting, as it doesn't allow for any bore wear. If you want to state a bore size rather than stating that a nominal .020” oversize piston is allowable then it has to accommodate fair wear and tear. So I would suggest a maximum bore size of 65.16mm.

There was a heated discussion on if this was necessary or not, and if sleeving was a better option as it had been used for many years, and if the current pistons were legal or not. The votes were as follows:

In the room 14 for, 20 against

Proxy 6 for, 10 against

Total = 20 for, 30 against

NOT CARRIED

PROPOSAL 13

Proposed Rob Selby

Seconded Paul Clark

As far as I (RS) know, there are no drawings available for the 998 crank and the 'new' regulation demands that the crankshaft conforms to OE dimensions. Also if a drawing was available, to measure it is a task that is impossible to carry out satisfactorily without precision engineering inspection facilities. This would entail sending the cranks off to a third party for proper inspection. The existing regulation is easy to police, is clear and concise.

So I propose the following regulation change/continuation, if a drawing is indeed not available then the regulation will have to stay as it is by default:

“TR.5.7.1.7 (v) Crankshaft must have the standard stroke of 76.20mm (3.00”) and standard width crank journals.”

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

NC spoke of the Committee’s awareness and understanding of this situation and read out the proposal again, and also the 2015 Technical Bulletin #8 (*available on the M7RC website, under downloads*) that clarifies the Committee’s position.

The votes were as follows:

In the room 14 for, 19 against

Proxy 2 for, 10 against

Total = 16 for, 29 against

NOT CARRIED

Meeting ended at 1.15 pm