



Agenda for the 11th Annual General Meeting and 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 29th November 2015

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

Time ~ 10.00 hr start.

1) Introduction.

2) Apologies for absence.

Kane Astin, Gareth Hunt, Richard Williamson, Stuart Hunt, Jeffrey Parish

3) Minutes of the 10th AGM and ATD - 7/12/2014

4) Reports of the Executive Committee.

The following may present a report, if it is felt necessary.

Chairman ~ Nick Cooke

Championship Co-Coordinator ~ Richard Williamson

Membership Secretary ~ Jacquie Martin

Commercial Manager ~ Colin Peacock

Financial Controller ~ Jeffrey Parish

Mini Seven Representative ~ Gareth Hunt

Mini Miglia Representative ~ Mark Sims

5) Financial Statements.

The financial statements for the year ended 31 December 2014 were presented to the membership in draft form at last year's AGM. These financial statements have now been finalised, audited and filed at Companies House. However, it is still necessary for the financial statements to be adopted by the members in general meeting,

The following resolutions will be put to the Annual General Meeting:

{a} That the members adopt the financial statements for the year ended 31 December 2014.

{b} To re-appoint as auditors R.M. Chancellor & Co Ltd {trading as the HSA Partnership} and to authorise the directors to set the auditors' remuneration.

The financial statements for the year 2015 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.

6) Re-appointment of Directors.

It is required that one-third of the Board of Directors should retire by rotation each year. The Director due to retire by rotation is Jeffrey Parish. No other nominations having been received, Jeffrey Parish will be deemed to have been re-elected as a Director.

7) 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: tba

Mini Miglia representative: Mark Sims

Other nominations will be invited on the day.

8) Discussion relating to the 2016 Championship Calendar.

Colin Peacock will give an overview of the calendar and will answer any questions.

9) Annual Technical Discussion, including any regulation proposals.

Proposal 1:

Proposed by Charlie Budd

Seconded by

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.

Proposal 2:

Proposed by Charlie Budd

Seconded by

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.

Proposal 3

Proposed by Charlie Budd

Seconded by

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 and this will be another opportunity for us to push the S-Class to people looking to start off 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.

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

Proposed by Charlie Budd

Seconded by 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."

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

Proposed by Andrew Deviny

Seconded by

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.

Proposal 6

Proposed by The Technical Sub-Committee {TS-C} of the M7RC.

Seconded by

Following a meeting of the TS-C at Rockingham May 30th 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 ‘light weight 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

Proposal 7

Proposed by The TS-C of the M7RC

Seconded by

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

Proposal 8

Proposed by The TS-C of the M7RC

Seconded by

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 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

Proposal 9

Proposed by The TS-C of the M7RC

Seconded by

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

Proposal 10

Proposed by RW (M7RC Committee)

Seconded by

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.

Proposal 11

Proposed by M7RC Committee

Seconded by

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.

Proposal 12

Proposed by Rob Selby

Seconded by

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, 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.

Proposal 13

Proposed by Rob Selby

Seconded by

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.

10) Any Other Business

Nick Cooke ~ Chairman of the Mini Se7en Racing Club

