

FINAL



MINI SEVEN RACING CLUB

BULLETIN #2_2015

RE: TECHNICAL SUB-COMMITTEE INVITATION

To all Club Members and Associates,

The Committee of the M7RC wishes to raise the issue of open questions relating to the technical legality of dry-decking, flywheel modifications and the bodyshell centre tunnel /seat mountings. To try to resolve these open questions, the Committee will invite a selected number of members with the required technical knowledge to actively participate in a series of five, one-hour, meetings of a Technical Sub-Committee, which are scheduled to be held on the Saturday afternoon or Sunday morning, at the Snetterton, Rockingham, Brands Hatch, Donington Park and Silverstone two-day race weekends during the 2015 season.

The purpose of this Technical Sub-Committee will be, firstly to take a judgement on the above open questions and, secondly to go through all the M7RC Regulations with a 'fine toothcomb' to bring clarity to other potential 'grey' areas within the M7RC Regulations. These meetings will be chaired/minuted by Nick Cooke/Richard Williamson.

In the meantime, and to help those deciding whether or not to go ahead with these three modifications, or any other modification not mentioned in the M7RC Regulations, then for clarity, the Committee wishes, via this bulletin, to reiterate the foundational principles behind which our technical regulations stand, namely:

1. The Mini Se7en/Miglia Challenge is for standard production Minis (*please refer to GENERAL DESCRIPTION under TR.5.2, and GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS under TR.5.4*); if the technical regulation under discussion is NOT a standard part and the modification has not been explicitly mentioned in the M7RC Regulations, then it should be assumed that the modification you may have in mind will not be in compliance to the technical regulations;
2. The Mini Se7en/Miglia Challenge is a low-cost one-make formula; the technical regulations have been designed in a way that minimises costs and prevents, as much as possible, the escalation of costs either by the modifications that are permitted or the extent to which resources can be applied to win the championship/s.

To govern modifications, there is an annual process whereby new modifications are considered and voted on by members with a year's stability rule. Based on our foundational principles and the voting

FINAL

patterns from previous years, the modifications or new regulations that are more likely to be accepted are ones that can be proven to be needed on the basis of safety, cost reduction, reliability or more pragmatically, on the basis that the standard part/s is in short supply/no longer available. Further, modifications or rule changes that are not seen to be adding performance or forcing redundancy are also more likely to be accepted. On the other hand, the modifications that are less likely to be accepted are those that:

- a) can be seen and proven to be different or counter to the original design of the standard production Mini (see points 1 + 2 above);
- b) are seen to add cost, often by default on the basis that they add performance, for example, allowing better, more expensive, brakes that will effectively 'force' competitors to scrap their existing parts and replace them with the better performing part if they want to stay competitive, or;
- c) intrinsically go against the foundational spirit of the M7RC and its principles.

The final point to make on technical regulations and modifications, and the work of the Technical Sub-Committee, is that precedence and real-world practice will also be considered when looking at the open questions and other aspects of the rule book. If a modification for example can be proven to be in widespread use but cannot be proven to be explicitly legal according to the regulations, then common sense is likely to prevail and the technical regulation altered to reflect this reality.

So, if you are considering any of the three above modifications, or others not mentioned, then please consider the above points in your planning. More simply put, is the modification being considered consistent with the foundational principles of the M7RC? Or is there precedence and widespread use of the modification already despite it not being mentioned in the M7RC Regulations?

The invitation to participate in the Technical Sub-Committee is open with the issue of this bulletin, and all applications should be directed to Nick Cooke, Chairman of the M7RC in the first instance, or to any other Committee member. The first meeting of the Technical Sub-Committee is scheduled for 9/10 May at Snetterton.

Nick Cooke - Chairman M7RC

Issued by: Richard Williamson
Championship Coordinator - M7RC

Dated: 15 March 2015