

**MINI SEVEN ASSOCIATION  
of NEW ZEALAND Inc**

**SCHEDULE M  
Technical Regulations**

**Effective from 1 July 2009**

**and**

**Constitution**



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**MINI SEVEN ASSOCIATION  
of NEW ZEALAND Inc**

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**SCHEDULE "M" © 2009/2010  
MINI 7  
TECHNICAL REGULATIONS**

**General Notes:**

- Articles for the MotorSport NZ Mini 7 Challenge Trophy are published annually in a Portfolio, which shall then be read in conjunction with this Schedule. Copies of the Portfolio may be obtained upon application to the MotorSport office.
- All text changes from last issue are **highlighted** and printed in **bold italics**.
- Text changes for grammatical reasons are not highlighted.
  
- **This Schedule shall be read in conjunction with the safety schedule as detailed in Appendix Two, Schedule A of the current MotorSport Manual.**

INTRODUCTION

Welcome to the world of NZ Mini Seven racing. The format and structure of these regulations have remained unchanged for this class of NZ Motorsport since its inception in 1972.

The original aim of this class was that one could purchase a new Mini from the dealer's showroom and then compete with that car unmodified, or could modify it and the regulations that follow formalise the only modifications permitted to that car and that aim continues today.

These regulations are simple, they only list the modifications that are allowed and conversely if any modification is not listed then such modification is not allowed.

**PART I**

**1. ELIGIBILITY**

- 1.1** Vehicles eligible to take part in competition to which this schedule applies shall be Mini Saloons as manufactured by BLMC (UK), its subsidiary companies and franchise dealers. BLMC is the given and accepted name abbreviation for the Mini motor vehicle although the Executive acknowledge previous and subsequent company names including up to Rover Cars (UK).
- 1.2** The only Mini Saloons eligible will be those assembled with standard steel saloon coachwork. This includes Riley Elf, Wolseley Hornet and Mini Clubman variants, right hand drive models only.
- 1.3** Eligible vehicles will retain their original coachwork and running gear but may be submitted to modifications, substitutions, or additions as detailed in Part II of this schedule.
- 1.4** All persons connected with the administration of this schedule and with the operation of vehicles under this schedule are to abide by the spirit and intent of these regulations. This implies that all such persons are expected to assist in keeping the cost of Mini 7 racing within reasonable bounds.

- 1.5 The Minimum racing weight for Mini 7 vehicles is 650 kg, inclusive of driver and all fluids. It may be measured at any time during the competition, including qualifying practice, on the official scales of the meeting.
- 1.6 Various decals and other advertising material as provided by the Championship Organisers for the purpose of promoting the Championship Sponsors must be affixed to the vehicle in the positions designated for them.

## **GENERAL**

- 2.1 **Tyres** Only such tyres as are specified by Mini Seven Association of New Zealand from time to time may be used.  
These are currently –  
Slicks – Hoosier 155/450/10 R75  
Wets – any road legal radial

### **2.1.1 Tyre modification and treatment**

In addition to the requirements of the class regulation the following modifications/ treatments are prohibited:

- Hand cut tread grooves.
- Filing, buffing, or any other modifications, excluding cleaning, to the tyre tread or tyre sidewall.
- Tyre warmers, chemical treatments or any means to attempt to artificially enhance tyre performance.

- 2.2 **Fuel** The only fuels permitted are:

- **91 RON unleaded petrol:**  
as available from retail service station pumps throughout New Zealand and complying with the specifications as detailed in the current edition of the MotorSport Manual, or
- **96 RON unleaded petrol (Premium unleaded):**  
as available from retail service station pumps throughout New Zealand and complying with the specifications as detailed in the current edition of the MotorSport Manual, or
- **98 RON unleaded petrol:**  
**as available from retail service station pumps throughout New Zealand and complying with the specifications as detailed in the current edition of the MotorSport Manual, or**
- **Avgas:**  
Commercially available in New Zealand and complying with the specifications as detailed in the current edition of the MotorSport Manual.  
**Additives of any kind, specification or chemical composition shall not be added to the fuel nor may a blend of two or more fuels be used.**

### **2.3 Compulsory sealing of components:**

- 2.3.1 At the first round entered of the NZ Championship, Entrants/Drivers shall submit their car to a Technical Officer prior to Official Qualifying for application of Championship 'C' type seals, to the following;

**Two adjacent cylinder head studs;**  
**Two adjacent clutch cover bolts;**  
**Two adjacent timing cover bolts;**  
**Two adjacent differential housing studs.**

**Note.** It is the Entrant's responsibility to ensure the specified seal locations have fixings predrilled (2mm hole) to enable sealing wire application.

- 2.3.2** Should an Entrant require permission to remove a seal for maintenance then it is essential they seek authorisation from the Technical Manager prior to the seal being broken or removed. All Entrants are reminded of the penalties for breaking or removing seals without authorisation.

The onus shall remain entirely with the Entrant to ensure that seals are reapplied to the specific component prior to Official Qualifying at the next Championship Round entered.

## **PART II**

### **1. AUTHORISED MODIFICATIONS**

- 1.1** Mini Seven vehicles as specified under Part I must remain absolutely standard as per the Manufacturer's specifications in every respect major and minor both in coachwork and running gear. The only departures from this rule that will be permitted are those expressly laid down in the following schedule.
- 1.2** Ballast addition to achieve minimum racing weight must be securely fixed to the floor **no further forward than the rear vertical face of the seat box section and no further rearward than the rear seat vertical face.**
- 1.3** Any nuts, bolts, stud, fastener, bearing, gasket or bushing not manufactured by BLMC but similar in physical dimensions to the original part will be permitted. Modification of any fastener to permit lockwiring is allowed. Nylock nuts may be freely fitted in place of normal nuts and spring washers. Cylinder head stud washers may be substituted or deleted.
- 1.4** The use of Titanium components is prohibited.
- 1.5** The use of needle-roller or ball bearings in any position where not originally fitted by the Manufacturer is prohibited.

**NOTE:** Any modifications or additions not so authorised hereunder are strictly prohibited and will render a vehicle ineligible.

### **2. COACHWORK**

Coachwork is defined as the basic body shell, the two doors, the boot lid and the bonnet. This is to remain exactly as per the Manufacturer's specifications and all embellishments (badges, chrome bright work, bumpers, headlight surrounds, etc.) are required to be in position.

- 2.1** The outer wheel arches, front and rear may be modified only to the extent necessary for the clearance of tyres. The inner wheel arch (rear) may be modified for tyre clearance provided that the maximum height (of the inner wheel arch) is not increased and any modifications may not alter the original factory inner guard seam lines or the position of the rear bulkhead and parcel tray. The bulkhead may have the small triangular shaped pieces at its outer ends removed or bent up to enable "tubbing" of the rear guards.

- 2.2 The front valance, from the front sub frame mount point to the front wheel arch junction may be modified or removed to allow for brake ventilation. Ducting systems to carry cooling air to the front brakes may be fitted in this area providing that no visible part of the system protrudes beyond the original panel contour.
- 2.3 The bonnet latch cross member and support stay may be modified or removed.
- 2.4 The grille may be altered to allow easy removal and may be spaced forward 25mm from its original position to clear oil coolers, etc.
- 2.5 Bonnet latching device and bonnet hinges, including hinge fixings on bonnet and body shell, may be removed. **The inner support frame may be removed.**
- 2.6 Wheel arch flares must be fitted where tyre tread protrudes beyond the original guard cover, as per Schedule 'A'. This rule will be enforced.  
Zak Speed type flares or Monza type flares are expressly forbidden.
- 2.7 Trim Strips: Trim shall conform to at least that as fitted to the basic Mini Model, additional trim is optional. The chrome plastic side trim must cover the body seam between the wheel arches.
- 2.8 A flat protective plate may be added to the firewall below the box section in order to protect the driver from flywheel disintegration. Maximum dimensions 200mm x 200mm.
- 2.9 Any Mini boot lid may be used. The number plate carrier, hinges and light assembly may be removed. Model or name badges must be fitted. Boot lid hinge pins may be replaced by an 'R' clip or similar.
- 2.10 Body shells may be seam welded.
- 2.11 Body tags originally used for holding brake lines, fuel lines, hydrolastic lines and electrical wiring, etc, may be removed.
- 2.12 Additional jacking points may be added to the sills provided that any protrusion is not beyond the original body seam between the wheel arches.
- 2.13 A rebate may be formed in the front seat cross member (driver's side only) to allow the fitment of an approved seat. The rebate must be infilled with sheet steel at least the same gauge as the original cross member. The rebate must not be larger than 50% by volume of the original driver's side cross member. All welding must be to the highest standard.
- 2.14 Replica fibreglass bumpers are permitted.**
- 2.15 A fibreglass bonnet may be fitted. This must be attached by no fewer than 4 (four) securing devices.**
- 2.16 A fibreglass boot lid may be fitted.**
- 2.17 On Mk3 to Mk5 doors, the inner steel panel behind the original upholstered panel may be removed providing the resulting aperture is covered with a one piece panel as per Schedule A.**

### **3. TRANSPARENT PANELS**

- 3.1 Windscreens shall be laminated.
- 3.2 Side and rear windows may be substituted by transparent, lightweight components of 4.5mm minimum thickness and must be mounted in rubber mouldings and/or the original frame.
- 3.3 Ventilation holes of no larger than 38mm diameter and no greater number than 6 per panel may be incorporated in transparent lightweight windows for ventilation purposes.
- 3.4 Where a one piece fixed driver's window is used, a hole **may** be cut to enable hand signalling.
- 3.5 Headlamp glass shall be taped. Sealed or semi-sealed headlamp units may be substituted by fibreglass replicas or similar, provided that the rest of the lamp assembly is unaltered.
- 3.6 On models fitted with wind up windows, the winding mechanism may be removed.

### **4. ENGINE COMPARTMENTS**

- 4.1 The bulkhead separating the compartment from the driver's compartment must be made fireproof. Material may be removed from the bulkhead panel to allow for fitment of a metal air box for the purposes of accommodating the carburettor and air cleaner. Using the bulkhead cross member (on which the master cylinders are mounted) as a source of datum the height and depth of such an air box can be established. The height datum line shall be that from the master cylinders LHD mounting point to that of the master cylinders RHD. The depth datum line shall be that from the centre of the LHD brake master cylinder hole to the centre of the RHD brake master cylinder hole.
- No part of the air box shall exceed the following dimensions:
- lower than a point 15mm above the height datum line
  - higher than a point 210mm above the height datum line
  - deeper than a point 270mm from the depth datum line
  - wider than 300mm

NOTE: The above dimensions are for the inside of the air box and it is accepted that mounting flanges (which must be on the engine side of the bulkhead) can exceed these dimensions, but the opening made in the bulkhead panel cannot exceed the dimensions **by more than 40mm vertically or horizontally.**

- 4.2 The inner guards may be modified only to allow camshaft access and mounting of electric fan, radiators and radiator cowl.
- 4.3 The upstanding lip at the base of the grille may be flattened to afford a mounting for an oil cooler etc., but may not be removed.
- 4.4 Any devices designed to feed or direct air from the grille or any other place to the carburettor are not permitted.
- 4.5 Engine and gearbox mounts may be modified or substituted but must not move the engine from its original position relative to the front subframe.

- 4.6 The make and type of clutch master cylinder, clutch slave cylinder and clutch pipe and hose is free, providing that it may be attached to the standard mini mountings. Also refer to rules 9.3 and 9.3.1.

## 5. **INTERIOR (DRIVER'S COMPARTMENT)**

- 5.1 All interior trim and seating may be removed.
- 5.2 A racing driving seat must be fitted and may be re-positioned, provided that no part of the seat base extends over the centre line of the vehicle.
- 5.3 Instrumentations, switches and positioning are free. The mounting of electrical switches on any part of the door panel is NOT PERMITTED.
- 5.4 A non-standard steering wheel may be fitted and the outer column cover may be removed. The steering shaft may be modified and **mounting of the steering shaft is free. Up to two universal joints may be fitted to align the steering wheel.**
- 5.5 An access hole of maximum dimensions 200mm x 200mm may be cut in the left side of the rear seatback to afford access to the shock absorber, but this hole must be covered by a fireproof panel at all times.
- 5.6 Rear side pockets and seat base overhang may be removed or freely modified.
- 5.7 If a horizontal roll cage bar is fitted between the roll cage front legs at the same height as the parcel shelf then the entire parcel shelf may be removed.
- 5.8 The pedals (clutch, brake and accelerator) may be modified to enable them to be comfortably positioned and the pedal pads made adjustable for the driver. Also refer to rules 9.3 and 9.3.1.

## 6. **LUGGAGE COMPARTMENT**

- 6.1 The fuel tank must be securely fastened and maybe modified to clear the shock absorber turrets.
- 6.2 The fuel tank hold-down strap must be positioned to the right hand side of the tank seam to prevent tank dislodgment.
- 6.3 The original fuel tank may be substituted with an approved safety fuel cell, which when fitted, must remain securely mounted in the luggage compartment. To facilitate safe mounting, the boot floor may be suitably strengthened. Material can be added only to achieve this. The original fuel filler hole in the body may be covered or filled. This installation may be subject to technical officer inspection.
- 6.4 A new luggage compartment wheel well area may be fabricated with a steel panel of equivalent thickness, and must be welded to the body shell. Lowest part must not exceed the original.

## **7. SAFETY EQUIPMENT**

### **7.1 ROLL CAGE**

Vehicles must be fitted with a MotorSport NZ approved roll cage including an approved anti-intrusion bar on the drivers side as a minimum requirement. Refer to MSNZ Schedule A 4.4 Roll Protection.

Roll protection homologation by MotorSport NZ is mandatory.

## **8. WHEELS AND TYRES**

- 8.1** Any 250mm - diameter steel or one-piece aluminium wheel with a maximum bead width of 153mm may be used.  
Front and rear track: A measurement taken between the furthest points on each rim shall not exceed 1515mm for the front and 1474mm for the rear.

**8.1.1** All wheel modifications **MUST BE** carried out in strict accordance with Schedule 'A'. Allowance for wheel modification - alloy or steel, has been removed from Schedule 'A', effective August 2001.

**8.1.2** Wheels produced prior to 1961 are not permitted for safety reasons.

**8.1.3** The use of standard mini wheel centres on standard widened rims is allowed for wet weather tyres only.

**8.1.4** The use of profile cut wheel centres is permitted on steel wheels. Weight to be 3.7 kg minimum with a minimum centre thickness of 8mm.

**8.1.5** The weight of each alloy wheel to be a minimum of 3.15 kg with nuts. Machining of alloy wheels to allow fitment of tyres only is permitted.

### **8.2 SPACERS**

#### **8.2.1 REAR**

A wheel spacer, to a maximum of 25mm, may be fitted providing that the given maximum track width is not exceeded. Where such fitting requires longer studs, then these must be fitted.

#### **8.2.2 FRONT**

A wheel spacer, to a maximum of 25mm, may be fitted providing that the given maximum track width is not exceeded. Where such fitting requires longer studs, then these must be fitted.

### **8.3 TYRES**

Only those tyres currently approved by the Mini Seven Association Executive Committee may be used. These will be detailed in the NZ Championship Portfolio. Also refer Part I, GENERAL 2.1 Tyres.

## **9. BRAKES**

### **9.1 DRUM BRAKES**

The original drum braking system shall be used. Front brakes may be either twin-leading or single-leading shoe. It is permissible to replace standard brake drums with those as fitted to rear of Cooper 'S' and 1275 GT.

Components of the braking system may be modified to increase efficiency and/or cooling effect, provided such modifications do not result in a dangerous loss of strength (i.e. backing plates may be drilled in moderation for cooling).

### **9.2 DISC BRAKES**

Front drum brakes only may be replaced with standard 10" Cooper 'S' disc brake and upright (hub) assemblies, or any ferrous-based locally modified production disc brake units. Such 'other' brakes shall be solid, fixed non-ventilated discs with one two-piston fixed calliper or one single-piston sliding calliper per side and must fit within a standard alloy wheel and attach to a standard mini upright (hub). Pad friction material is free.

### **9.3 OPERATION**

The foot brake and pedal box assembly may be modified, but must be fitted in accordance with Schedule A. The make and type of master cylinders are free. Brake pipes may be modified, repositioned, or replaced with braided lines. No modification to the bodywork is permitted. The rear pressure-limiting valve may be modified or substituted to decrease rear brake pressure, and may be repositioned. Brake fluid is free. The pedals may be modified to enable them to be comfortably positioned and the pedal pads made adjustable for the driver.

9.3.1 The standard pedal box assembly (clutch, brake and accelerator) may be substituted with an aftermarket assembly provided the mountings originate from the standard position and the pedals operate in the same manner as original, i.e. pedals must be pendant mounted, no floor mounting permitted. The for and aft position of the pedal pivot point must not deviate more than 30mm from standard.

The make and type of master cylinders, clutch slave cylinder, plumbing and associated mountings shall be free. This assembly must still operate in accordance with Schedule A.

9.3.2 If the provisions of rule 9.4 regarding a dual brake system and removal of the handbrake assembly is applied, then the type of master cylinder(s) is specified as being two separate cylinders and not a single tandem type cylinder.

### **9.4 HANDBRAKE**

Handbrake assembly must be fully operational and in good working order at all times, however handbrake lever and cables may be modified and repositioned.

If a dual circuit service brake system is used then it is permitted to remove the handbrake assembly.

## **10. ELECTRICAL COMPONENTS**

The following elements of the electrical system must be fitted and be in working order:

## **10.1 BATTERY**

A battery with minimum weight of 6kg must be fitted. It is permissible to relocate the battery providing that the relocation conforms with Schedule A. The existing battery box may be removed and the resultant hole must be covered.

## **10.2 HEADLAMPS**

Headlamps must be fitted however the lamp unit (sealed or semi sealed) may be replaced by fibreglass, plastic or similar replicas but the rest of the lamp assembly remains unaltered with exception of wiring and inner lamp retainer which may be removed.

## **10.3 PARK LAMPS & TAIL LAMPS**

These must be fitted as per standard but the provisions of rule 10.6 will apply, however brake lights must be in working order and must not be capable of being disabled.

## **10.4 WIPER**

Wiper assembly must be fitted as per standard but the provision of rule 10.6 will apply however the minimum provisions shall be a working wiper assembly on the driver's side of the vehicle.

## **10.5 IGNITION SYSTEM**

The standard ignition system must be fitted however the original components, excluding the distributor assembly (Refer 10.5.1), may be substituted with equivalent components. The fitment of a Rev Limiter is permitted.

### **10.5.1 DISTRIBUTOR ASSEMBLY**

It is permitted to modify or delete vacuum unit, modify base plate, modify advance curve and to substitute cap, rotor, points, and condenser with equivalent components. It is permitted to remove points and condenser and fit a single non mapable electronic ignition system providing that the only triggering function is located within the distributor. The only permitted electronic system is Lumenition in either their Optron or Magnetric format. It is not permissible to tamper with the Lumenition Power Module or to add any component, which will, or is intended to change the characteristics of the Power Module.

**10.6** Electrical components other than those listed above may be disconnected or removed or relocated or replaced or modified provided that the exterior fittings remain in place as per original fitment.

## **11. SUSPENSION**

### **11.1 SUB FRAMES**

It is permissible to fit any subframe to any body shell e.g. Dry subframe to hydroelastic body shell. When using Mk 1, 2, 3 body shells it is permissible not to fit spacer between front subframe tower and body shell. When using Mk 4 and onwards body shells it is permissible to solid mount subframes.

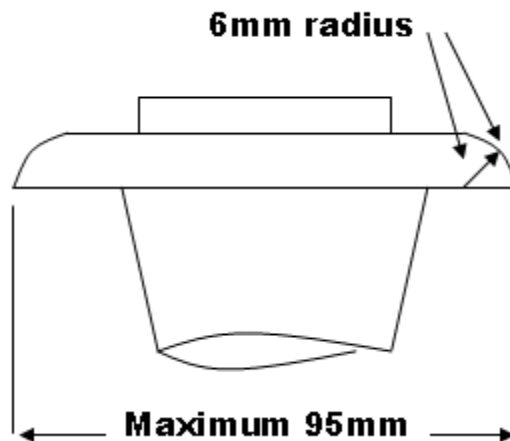
The only modification allowed to front sub frames is the bending up of the rear lip to allow easy fitment of extractors. Seam welding of sub frames is permitted. Rubber mountings at the points where the rear sub frame connects to the body shell may be replaced by solid mountings of the same dimensions. The swing Arm mounting points on the rear sub frame may be modified in such a manner so as to

allow the rear wheel camber and toe-in to be adjusted. Bump and droop stops are free.

The rear subframe rearmost beam may be boxed or strengthened to provide a jacking point.

## 11.2 OTHER COMPONENTS - Suspension

Only cones bearing the original manufacturer's identification markings and numbers on the rubber part of the cone are eligible for use. Suspension cones shall remain standard. Suspension trumpets may be modified or substituted to enable easy ride height adjustment. Where the cone meets the trumpet compressed, the radius and outside diameter of the trumpet must remain as per following diagram and measurements. The lower suspension arm (track control arm) may be modified, or replaced with a steel substitute, for the fitting of a spherical bearing (rose-joint) to enable camber adjustment, but all joints must mount on the original BLMC suspension mounting points and in the same position. The radius arm may be modified or replaced with a steel substitute, to permit adjustment of caster. A rose-joint or similar may be incorporated and the flexible bushings removed to achieve this purpose, however no modification to the sub-frame or to the mounting point is permitted.



## 11.3 SHOCK ABSORBERS - SWAYBARS

The fitting of sway bars and associated mounting hardware is permitted. Shock absorbers are free provided they meet the following criteria:

- 11.3.1 No provision for coil spring mounting.
- 11.3.2 Maximum of one external adjuster.
- 11.3.3 No external reservoirs or accumulators.
- 11.3.4 Maximum body diameter of 45mm.

The upper, front and rear shock absorber mounting is free provided that there is no alteration of shock absorber action in any plane over standard shock absorber action.

## 11.4 WHEEL BEARINGS

The fitting of any wheel bearing which does not require machining of other related components is permitted. Wheel bearing spacers may be shortened or deleted to enable adjustment of wheel bearing play.

## 12. **ENGINES**

### 12.1 **ENGINE 850cc**

#### 12.1.1 **GENERAL 850cc**

Only BLMC manufactured Mini Series 848cc engines and gearbox units (AD015 and AD020) will be permitted. All components of these units must not be substituted except as permitted below, but may be balanced, lightened, polished or reshaped.

Any nuts, bolts, stud, fastener, bearing, gasket or bushing not manufactured by BLMC but similar in physical dimensions to the original part will be permitted. Modification of any fastener to permit lock wiring is allowed. Nylock nuts may be freely fitted in place of normal units and spring washers. Cylinder head stud washers may be substituted or deleted.

#### **NOTE:**

**12.1.1.1** The use of titanium fasteners or components are NOT PERMITTED.

**12.1.1.2** The use of needle-roller bearings in any position where not originally fitted by the Manufacturer is prohibited.

These two notes govern all subsequent allowed modifications.

#### 12.1.2 **CYLINDER BLOCK 850 cc**

Maximum bore size 64.59mm. Reboring or sleeving the cylinder bores in such a manner as to obtain an offset between the centre line of the cylinder bores and the longitudinal line of the crankshaft is expressly forbidden. Offset boring using liners to achieve any offset (as opposed to longitudinal as stated) or moving of bores from standard spacing is prohibited except that:

**12.1.2.1** Non sleeved blocks are free.

**12.1.2.2** Blocks with a maximum of two sleeves (providing all four bores are in line) will be deemed to be in the non-sleeved category.

**12.1.2.3** Sleeved blocks may have a maximum of 0.254mm offset. The minimum distance between bores 1 and 2 and between bores 3 and 4 shall be 6.35mm. The surface of the block may be machined to adjust piston deck height. This surface must remain completely flat and perpendicular to the cylinder bore. Cylinder O rings may be machined and fitted into the block face. It is permitted to cut valve pockets in the block surface. The camshaft bearing bores may be enlarged to permit fitment of cam bearings, where such are not provided as standard equipment.

#### 12.1.3 **CRANKSHAFT 850 cc**

The standard crankshaft or competition crankshaft Part No. C.AEG515 are the only units permitted and these may be freely modified. However, modifications which will result in a change of c.c. rating of the engine are prohibited. Maximum stroke 68.58mm. Crankshaft dampers are free. Crankshaft bearings and thrusts are free but must remain the same type as in standard manufacture (i.e. needle roller races are not permitted). Crank Pulleys are free.

#### **12.1.4 CONNECTING RODS 850 cc**

Connecting Rods as fitted as standard equipment to BLMC 848cc, 998cc or 1098cc models only are permitted, and may be freely modified, however, big-end to little-end centre, distance must remain unaltered. Little-end bushings are free, as shall be the method of gudgeon pin retention.

#### **12.1.5 PISTONS AND RINGS 850 cc**

Any pistons may be used providing they meet the following requirements:

**12.1.5.1** Piston crown shape must be flat or concave and the said crown must NOT protrude above the cylinder block surface when the piston is at T.D.C. in a fully assembled engine.

**12.1.5.2** Gudgeon pins are free; however their diameter must remain as per the standard model. The gudgeon pin centre line must remain within 0.305mm of the piston centreline.

**NOTE:** A tolerance of + or -0.13mm is permitted to allow replacement over-size gudgeons to be used if necessary.

**12.1.5.3** The minimum weight of a piston, excluding rings, gudgeon and gudgeon retaining devices shall be 170 grams.

**12.1.5.4** Piston rings are free.

#### **12.1.6 FLYWHEEL AND CLUTCH 850 cc**

The standard flywheel, pressure-plate, ring gear, and clutch assemblies shall be retained but may be freely lightened or reshaped. The driven-plate, clutch cover springs and linings are free.

#### **12.1.7 CAMSHAFT AND TIMING GEARS 850 cc**

'A' series camshafts must be of BLMC manufacture. All camshafts are to be ground to Mini 7 specifications by Paine Reconditioners Ltd., 745 Great South Road, Otahuhu or Kelford Camtech, 166 Wordsworth Street, Christchurch. Such camshafts are to be logged with the Secretary of the Mini 7 Association.

Any 'A' series timing chain assembly including duplex chains and gears may be used and such gears may be freely modified. The use of after market vernier timing gears or similar to adjust cam timing is permitted. Cam timing must NOT be variable when the engine is running.

Cam bearings are free - subject to provisions of PART I (vii).

**NOTE:** Maximum lift of valve to be 10.16mm.

#### **12.1.8 CYLINDER HEAD AND VALVES 850 cc**

BLMC 'A' Series Cylinder Heads having the casting numbers 2A629, 12A1456, 12G202 and CAM4810 are the only units permitted. These may be freely modified subject to the following conditions:

**12.1.8.1** Where such modifications result in the requirement other than standard parts to be fitted (e.g. larger valves, valve springs, guides, etc.) such will be permitted.

**12.1.8.2** The valves must remain in their original location, i.e. valve guide centre to centre distance must remain as standard and valve stems must remain perpendicular to the cylinder head face. The

minimum distance from the top of the inlet ports to the rocker cover face is 13.98mm.

**12.1.8.3** Material of any kind may be added to the head only for the purpose of repair. (i.e. oil galleries may be brazed and redrilled or piped and intrusion of ports into water jackets or pushrod cavities may be rectified. (The onus of proof of legality in regard of this rule is the Competitor/Driver's responsibility) .

**NOTE:** Minimum capacity of EACH combustion Chamber with valves and spark plugs fitted as per competition = 21 c.c. This is measured excluding head gasket. Carbon shall be removed from chamber prior to measuring. Methylated Spirits shall be the measuring fluid.

**12.1.8.4** The cylinder head surface may be surface ground or milled to achieve the required chamber capacity, however this surface must remain completely and uniformly flat and perpendicular to the original valve guide axis.

**12.1.8.5** Gasket: A standard BLMC cylinder head gasket must be used.

**12.1.8.6** The original casting identification number must not be removed from the cylinder head.

## **12.2 ENGINE 1000 cc**

### **12.2.1 GENERAL 1000 cc**

Only BLMC manufactured Mini Series 1000cc engines and gearbox units (AD015 and AD020) will be permitted. All components of these units must not be substituted except as permitted below.

Any nuts, bolts, studs, fasteners, bearings, gaskets, bushings, washers or self locking nuts may be substituted or deleted.

### **12.2.2 CYLINDER BLOCK 1000 cc**

**12.2.2.1** Maximum bore diameter is 65.75mm. Only cast iron cylinder sleeves may be fitted. Minimum distance between bores 1 and 2 and between bores 3 and 4 shall be 4.5mm.

**12.2.2.2** Cylinders to be perpendicular to block top and bottom faces.

**12.2.2.3** Maximum offset of cylinder bores along the crankshaft centreline is 0.254 mm. The surface of the block may be machined to adjust piston deck height. Cylinder O-rings may be machined and fitted into the block face. It is permitted to cut valve pockets in the block surface. The water jacket holes in the block where the block meets the head, may be blocked and or machined to align with the water passage holes in the head. **Oil galleries may be reshaped.**

### **12.2.3 CRANKSHAFT 1000 cc**

The standard crankshaft, Part No. 8G2733 or 12A1451 must be used. Heat-treating, shot peening, shot blasting and bead blasting are permitted. Spot machining to achieve balance and cross drilling **and reshaping** of oil ways is permitted. Minimum crankshaft weight is 9.75 Kg and maximum stroke

76.3mm. Polishing and reshaping are prohibited. The size and type of pulley, damper/pulley is free.

#### **12.2.4 CONNECTING RODS 1000 cc**

Standard connecting rods, bearing these part numbers (Casting numbers 12G124 and 12G127) must be used. Machining is permitted for balancing purposes and to achieve minimum of 650 grams (includes bolts and small end bushing). Heat treating and shot peening, shot blasting, bead blasting are permitted. Big-end to little-end centre distance must remain unaltered. Little-end bushings are free.

#### **12.2.5 PISTONS AND RINGS 1000 cc**

Any pistons may be used providing they meet the following requirements:

**12.2.5.1** Piston crown shape must be flat or concave and the said crown must NOT protrude above the cylinder block surface when the piston is at T.D.C. in a fully assembled engine. (A minimum combustion volume in each cylinder with piston at T.D.C. will be 4 cc, including valve pockets, with no allowance for volume from the top of piston to top ring as this must be sealed with grease for checking purposes. Carbon must be removed prior to measuring and methylated spirits shall be the measuring fluid.) The dish in a concave piston shall remain in the centre. The piston crown must remain square to the cylinder bore.

**12.2.5.2** Gudgeon pins are free; however their diameter must remain as per the standard model. The gudgeon pin centre line must remain within 2.8mm of the piston centre line. The method of gudgeon pin retention shall be free.

**NOTE:** A tolerance of + 0.13mm is permitted to allow replacement over-size gudgeons to be used if necessary.

**12.2.5.3** The minimum weight of a piston, excluding rings, gudgeon and gudgeon retaining devices shall be 185 grams.

**12.2.5.4** Ring grooves to be 1.7mm minimum width, from the piston outside diameter to the ring groove base diameter.

**12.2.5.5** Piston rings to have a minimum face width of 1.57mm. The top compression ring and secondary ring to be of one piece manufacture and used as intended by the manufacturer. Oil control ring is free.

#### **12.2.6 FLYWHEEL AND CLUTCH 1000 cc**

The standard or uprated replacement, flywheel, ring gear, pressure plate and diaphragm may be lightened, reshaped and balanced. The minimum weight of the complete assembly (flywheel including ring gear, pressure plate, diaphragm, drive straps and bolts and washers, flywheel bolt and keyed washer) but not including the clutch driven plate, shall be 7kg. The clutch driven plate is free.

#### **12.2.7 CAMSHAFT AND TIMING GEARS 1000 cc**

Camshafts must be of BLMC manufacture. All camshafts are to be ground to Mini 7 specifications by Kelford Camtech, 166 Wordsworth Street, Christchurch. This camshaft is known as an F11 grind and lightening and

polishing is prohibited. Such camshafts are to be logged with the Secretary of the Mini 7 Association.

Any 'A' series timing chain assembly including duplex chains and gears may be used and such gears may be modified. The use of after market vernier timing gears or stepped keys to adjust cam timing is permitted. Cam timing must NOT be variable when the engine is running. The original timing cover may be modified to allow adjustment of cam timing in position, and the fitting of a timing pointer.

Cam bearings are free - subject to provisions of PART II 1.5.  
An oil relief hole may be drilled in the side of the cam follower.

### **12.2.8 CYLINDER HEAD AND VALVES 1000 cc**

As from July 1996 only a Rover Sport standard 1275 cylinder head obtainable from the Mini Seven Association of NZ is permitted to be used. This head shall be a Rover Sport part number STR0999 having a casting number of 12G940 and shall be logged with and identified by the Mini Seven Association of NZ. The 12G940 casting number and the Mini Seven Association numbers must not be removed from the head.

**12.2.8.1** Modification by any means to the combustion chambers, inlet or exhaust ports, valve throats, or valve guide bosses is expressly forbidden.

**12.2.8.2** The minimum capacity of any combustion chamber shall be 21cc. This is to be measured with the spark plugs and valves fitted as per competition but excluding the head gasket. Carbon must be removed prior to measuring. Methylated Spirits shall be the measuring fluid. A maximum of 3 combustion chambers may be machined to achieve the required capacity; however metal may only be removed within a radius of 17mm from the spark plug centreline.

**12.2.8.3** The cylinder head shall remain unaltered except as detailed below:

**12.2.8.3.1** Valve guides may be replaced with different material providing their size, concentricity, shape and position remain as standard. The installation of valve guide K liner type inserts is permitted.

**12.2.8.3.2** Valves are free subject to the stem diameter being 7.15mm - 0.2mm.

Inlet valve maximum head diameter = 33.50mm.  
Exhaust valve maximum head diameter = 29.5 mm.

**12.2.8.3.3** Valve seats may be re-cut with a maximum of 3 straight angles, however no angle can exceed 70 degrees as measured from the head gasket face. The exhaust valve seat insert may be replaced to original dimensions. It is permissible that a maximum of two only inlet valve seats may be reclaimed by the fitment of a valve seat insert provided that the seat height is within the range of the other two inlet seats

and that the internal profile and dimensions remain unchanged from that of the other two seats.

- 12.2.8.3.4 Valve springs and retainers are free. Valve spring seat may be modified accordingly.
- 12.2.8.3.5 The cylinder head surface may be machined to maintain a minimum combustion chamber volume of 21 cc, however this surface must remain completely and uniformly flat and perpendicular to the original valve guide axis.
- 12.2.8.3.6 Dowels may be fitted to head for inlet and exhaust manifold alignment provided that such dowels comply with provisions of 12.3.2 - Inlet and Exhaust Manifolds.
- 12.2.8.3.7 It is permitted to machine the water outlet provision at the rear of the head to facilitate the use of this water outlet.
- 12.2.8.3.8 The underside of the cylinder head thermostat housing may be relieved to provide clearance for the water pump pulley.
- 12.2.8.3.9 The spark plug seats on the cylinder head may be machined to achieve uniformity of combustion chamber volume.

12.2.8.4 A standard 1275 head gasket must be used. Minimum compressed thickness at the fire ring = 0.9mm. **A Metro gasket with extra reinforced coolant holes may be used.**

12.2.8.5 Maximum lift of valve to be 9.8mm (0.3855 inches).

### 12.3 ENGINE 850cc and 1000cc

#### 12.3.1 ROCKER COVER AND ROCKER ASSEMBLY

Non-standard rocker covers are permitted. Any BLMC 'A' Series rocker assembly may be used and may be freely modified provided that the valve lift does not exceed that previously specified.

#### 12.3.2 INLET AND EXHAUST MANIFOLDS

Exhaust manifolds are free provided that no parts intrude into the exhaust port of the cylinder head. Exhaust tailpipes are free but must comply with Schedule A **and may exit through the rear valance. Metal may be removed to allow fitment but must be limited to a maximum of 1.5 times the diameter of the tail pipes.**

Inlet manifolds are free but the maximum length inclusive of gaskets, 'O' rings, etc, must not exceed 165 mm. This is measured square from the cylinder head face to the furthest point of the carburettor mounting face.

For manifold to cylinder head alignment purposes it is permissible that dowels up to 6 mm in diameter may be used. For inlet manifolds it is

permitted to fit a locating ring into the recess provided in the cylinder head port, however no part of this ring nor inlet manifold shall protrude into the port past the factory recess provided in the cylinder head port.

### **12.3.3 MAIN BEARING CAPS**

Main bearing caps may be modified, reinforced, or replaced.

### **12.3.4 OIL PUMP**

***The oil pump may be modified or substituted with an aftermarket unit provided its position of mounting and drive remains unchanged and is driven off the cam.***

### **12.3.5 OIL FILTER**

***The standard oil filter housing may be modified or substituted provided the location remains unchanged and an aftermarket filter element may be fitted.***

### **12.3.6 CARBURETTORS**

The following types of Carburetors are the only ones permitted and may be used only in the quantity as listed below.

ONE Weber DCOE 45 or ONE Dellorto DHLA 45

A single air cleaner assembly must be fitted and such fitment shall be directly to carburettor and must be contained within the air box, refer rule 4.1.

The air cleaner assembly comprises principally of a single air filter and two end plates. There is no given size for this assembly and the end plates, one of which must be blank, are free. However K & N is the only permitted filter that may be used and no modification to this part is permitted. Ram tubes or air horns are free and must be fitted within the air cleaner assembly.

The maximum internal diameter of the primary venturi is to be 36mm and the Internals of the Carburettor must conform to the Manufacturer's specifications major and minor. The external dimensions of the carburettor must remain unchanged.

### **12.3.7 ENGINE STABILISERS**

Engine stabiliser bars may be freely modified or substituted and additional units may be added. These, when fitted, may not be used to move the natural position of the engine. The stabiliser bar connecting the engine block to the firewall must have a centre length of no more than 6.500 inches (16.51 cm) and all mounting points of this bar must remain in their standard positions.

### **12.3.8 ENGINE SEALING**

All engines must have provision for scrutineers wire seals. A 2 mm hole to be drilled in the following components.

- Two adjacent cylinder head studs.
- Two adjacent clutch cover bolts.
- Two adjacent timing cover bolts.
- Two adjacent differential housing studs.

### 13. TRANSMISSION

**NOTE:** The angle and pitch of teeth on all gears are to remain as per BLMC specifications. Any modifications to the physical dimensions of the transmission and final drive gears is prohibited except for 4th gear teeth which may be machined for ease of assembly only.

#### 13.1 GEARBOX

The standard gearbox casing shall be retained. The number of ratios shall be limited to four forward and one reverse. The original type of synchromesh must be retained (balk ring). Parts may be made locally or repaired providing the parts are of BLMC dimensions and specifications. Welding of gears is permitted for repair only. Straight-cut close ratio gear sets may be used. Straight-cut drop gears are not permitted. A protective plate may be fitted internally between the engine and the gearbox. The fitting of a magnetic oil trap and a central oil pickup pipe is permitted.

#### 13.2 DIFFERENTIAL UNITS

The fitting of a limited-slip or locked differential SHALL NOT BE PERMITTED.

The standard differential unit may be fitted with a competition diff pin and use of bushes is permitted in standard profile spider gears only, providing that such modification does not give the effect of limited slip or locked differential, which is strictly prohibited.

A cover is allowed to be fitted to the carrier to hold oil from being centrifuged away from these parts at high speed.

No straight-cut crown wheel and pinion gears will be permitted. An 1100 or Cooper 'S' differential housing, or complete casing may be fitted.

The following BLMC final drive ratios for 850 cc race engines only may be used:

4.133 to 1; 4.267 to 1; 4.333 to 1;

Any BLMC final drive ratio may be used with 1000cc race engines with 4.133 to 1 being the lowest permissible ratio.

Commercially available cross pin, four planet gear, differential units are permitted to be fitted.

#### 13.3 GEAR CHANGE MECHANISMS

**The external gear change mechanism shall be free from restriction.** Gearshift tunnel material may be removed **locally** only in order to fit said mechanism.

#### 13.4 DRIVESHAFT JOINTS

These shall be free from restriction.

### 14. COOLING SYSTEM

14.1 The original BLMC Mini Radiator set up and location must be used, however the type of radiator may be that as fitted to any of the Mini series and/or 1100. The radiator mounting and cowl may be freely modified or substituted providing that any cowling does not extend in any plane more than 100mm from the radiator core. Auxiliary Radiators may be incorporated in the existing system. Oil Coolers may be fitted. Any cowling fitted to auxiliary radiator and/or oil cooler may not extend in any plane more than 100mm from that radiator/cooler core. **Standard cores and tanks may be replaced with aluminium alloy equivalents.**

**14.2** Thermostat and Cooling Fan may be substituted, modified or deleted.

**14.3** A BLMC or pattern water pump may be modified but must remain mounted in its original position. The water pump pulley size and type shall be free but must be driven via belt drive by crankshaft pulley. In addition an electric water pump may be added to the cooling system.

**15. FUEL SYSTEM**

Fuel Pump type number and location are free except that they may NOT be located in the passenger compartment. Fuel lines may not be constructed of un-reinforced plastic tube. It is permitted to pass metallic fuel and brake pipes through the passenger compartment, provided they do not pass through a dangerous location e.g. beside seat legs or beneath driver's feet. Fuel filters may be fitted. All fuel lines must be securely located.

NOTE: Fuel lines must comply with Schedule A.

**If you require any technical or safety regulation interpretations please contact:**

Phil Deane  
Technical Officer  
Mini 7 Association of NZ  
Phone (04) 239 9226  
021 494 407

**Please:**

↳ Your query is preferable to be in writing. That way we can research quickly and respond in writing, thereby leaving a permanent record of any query.

# Mini Seven Association of NZ Inc.

## Passed Remits Summary at the 2009 Annual General Meeting

Rule No.	Amendment
1.2	Ballast addition to achieve minimum racing weight must be securely fixed to the floor <b>no further forward than the rear vertical face of the seat box section and no further rearward than the rear seat vertical face.</b>
2.2	<ul style="list-style-type: none"> <li><b>98 RON unleaded petrol: as available from retail service station pumps throughout New Zealand and complying with the specifications as detailed in the current edition of the MotorSport Manual, or</b></li> </ul>
2.5	Bonnet latching device and bonnet hinges, including hinge fixings on bonnet and body shell, may be removed. <b>The inner support frame may be removed.</b>
2.14	<b>Replica fibreglass bumpers are permitted.</b>
2.15	<b>A fibreglass bonnet may be fitted. This must be attached by no fewer than 4 (four) securing devices.</b>
2.16	<b>A fibreglass boot lid may be fitted.</b>
2.17	<b>On Mk3 to Mk5 doors, the inner steel panel behind the original upholstered panel may be removed providing the resulting aperture is covered with a one piece panel as per Schedule A.</b>
3.4	Where a one piece fixed driver's window is used, a hole <b>may</b> be cut to enable hand signalling.
4.1	NOTE: The above dimensions are for the inside of the air box and it is accepted that mounting flanges (which must be on the engine side of the bulkhead) can exceed these dimensions, but the opening made in the bulkhead panel cannot exceed the dimensions <b>by more than 40mm vertically or horizontally.</b>
5.4	A non-standard steering wheel may be fitted and the outer column cover may be removed. The steering shaft may be modified and <b>mounting of the steering shaft is free. Up to two universal joints may be fitted to align the steering wheel.</b>
10.3	<b>Deleted</b> "Additional high level 'rain' light must be fitted in accordance with Schedule A."
12.2.2.3	Maximum offset of cylinder bores along the crankshaft centreline is 0.254 mm. The surface of the block may be machined to adjust piston deck height. Cylinder O-rings may be machined and fitted into the block face. It is permitted to cut valve pockets in the block surface. The water jacket holes in the block where the block meets the head, may be blocked and or machined to align with the water passage holes in the head. <b>Oil galleries may be reshaped.</b>
12.2.3	<b>CRANKSHAFT 1000 cc</b> The standard crankshaft, Part No. 8G2733 or 12A1451 must be used. Heat-treating, shot peening, shot blasting and bead blasting are permitted. Spot machining to achieve balance and cross drilling <b>and reshaping</b> of oil ways is permitted. Minimum crankshaft weight is 9.75 Kg and maximum stroke 76.3mm. Polishing and reshaping are prohibited. The size and type of pulley, damper/pulley is free.
12.2.8.4	A standard 1275 head gasket must be used. Minimum compressed thickness at the fire ring = 0.9mm. <b>A Metro gasket with extra reinforced coolant holes may be used.</b>
12.3.2	<b>INLET AND EXHAUST MANIFOLDS</b> Exhaust manifolds are free provided that no parts intrude into the exhaust port of the cylinder head. Exhaust tailpipes are free but must comply with Schedule A <b>and may exit through the rear valance. Metal may be removed to allow fitment but must be limited to a maximum of 1.5 times the diameter of the</b>

Rule No.	Amendment
	<b><i>tail pipes.</i></b>
12.3.4	<b>OIL PUMP</b> <b><i>The oil pump may be modified or substituted with an aftermarket unit provided its position of mounting and drive remains unchanged and is driven off the cam.</i></b>
12.3.5	<b>OIL FILTER</b> <b><i>The standard oil filter housing may be modified or substituted provided the location remains unchanged and an aftermarket filter element may be fitted.</i></b>
13.3	<b>GEAR CHANGE MECHANISMS</b> <b><i>The external gear change mechanism shall be free from restriction.</i></b> Gearshift tunnel material may be removed <b><i>locally</i></b> only in order to fit said mechanism.
14.1	The original BLMC Mini Radiator set up and location must be used, however the type of radiator may be that as fitted to any of the Mini series and/or 1100. The radiator mounting and cowl may be freely modified or substituted providing that any cowling does not extend in any plane more than 100mm from the radiator core. Auxiliary Radiators may be incorporated in the existing system. Oil Coolers may be fitted. Any cowling fitted to auxiliary radiator and/or oil cooler may not extend in any plane more than 100mm from that radiator/cooler core. <b><i>Standard cores and tanks may be replaced with aluminium alloy equivalents.</i></b>

**CONSTITUTION AND RULES  
OF  
MINI SEVEN ASSOCIATION OF NEW ZEALAND (INC.)**

**NAME:**

1. The name of the Association shall be  
MINI SEVEN ASSOCIATION OF NEW ZEALAND INCORPORATED.
2. The objects for which the Association is established are:
  - (a) To encourage and promote the construction and competition between MINI SEVEN FORMULA cars built in accordance with "Regulations for Mini Seven Formula".
  - (b) To keep the cost of building competitive MINI SEVEN FORMULA cars as low as possible.
  - (c) To co-operate with any other Club or Society whether incorporated or not, whose objects are altogether or in part similar to those of the Association and to affiliate with Clubs and Societies having objects wholly or in part similar to those of this Association particularly with reference to the furtherance of motor racing and its improvement.
  - (d) To all such things as are incidental and conducive to the above objects or any of them.

**REGISTERED OFFICE:**

3. The Registered Office of the Association shall be situated in New Zealand at such a place as the Committee shall from time to time determine.

**MEMBERSHIP:**

4.
  - (a) The membership of the Association shall consist of foundation members being those people who have signed the application for incorporation or who within one month after incorporation signified their intention of becoming members of the Association and have been accepted by the Committee.
  - (b) Persons who subsequently become members in the manner hereinafter set out.
  - (c) Each candidate for membership shall apply in writing. The form of application shall be signed by the candidate and shall be delivered to the Secretary who shall cause it to be placed before the next Committee.  
A two-thirds majority vote of the Committee shall determine whether a candidate shall be accepted for membership and should the application be declined the subscription tendered by the candidate shall be refunded in full.
  - (d) Membership shall include both driving and non-driving personnel.

### **HONORARY MEMBERSHIP:**

5. The Association may in general meeting elect to honorary membership of the Association any member who in the opinion of the majority of the members of the Association has rendered some valuable service to the Association and any such person shall be free from the payment of any subscription under these rules. Such honorary members shall not be entitled to vote at any meeting of the Association.

### **CESSATION OF MEMBERSHIP:**

6. (a) Any member may resign from membership of the Association by giving written notice thereof to the Secretary before the end of the financial year but otherwise shall be liable for the then current year's subscription.
- (b) Any member whose subscription is in arrears and unpaid for more than two (2) months shall automatically cease to be a member. Such successor of membership shall not affect the right of the Association to recover any entrance fee, subscription or other moneys due and owing to the Association by such members.

Any such member may rejoin the Association at a later date in the manner set out in Section 4(c).

- (c) If the conduct of any member, especially in the handling of a motor vehicle appears to the Committee to endanger the good order, reputation or welfare of the Association, the Committee may convene a Special Meeting of the Committee to consider the expulsion of such member. Voting at such Meetings shall be by ballot and if a resolution is passed by not less than two-thirds majority of the Committee members present then the member in question shall thereupon cease to be a member of the Association, but such censor of membership shall not affect the right of the Association to recover any entrance fee, subscription or other moneys due and owing to the Association by such member and any other member ceasing voluntarily or otherwise to be a member of the Association shall thereupon forfeit all claim or interest in the property of the Association and return any of the Association's possessions forthwith.

### **ENTRANCE FEE AND SUBSCRIPTION:**

7. (a) The Annual Subscription for members shall be fixed at the Annual General Meeting and any amount fixed shall continue to be the Annual Subscription until it has been altered by resolution passed at a subsequent Annual General Meeting.
- (b) Notwithstanding anything herein contained, the Committee shall have the power to remit or postpone payment of the Annual subscription payable by any member or part thereof.

## **OFFICERS AND EXECUTIVE COMMITTEE:**

8. (a) The committee will consist of 8 members of the Association. Included in the 8 are the President, Vice President, Treasurer and Secretary as elected by a majority of the members of the Association personally present each Annual General Meeting provided that they remain financial members of the Association.
- (b) The Committee exclusive of the Secretary and Treasurer will be made up to a minimum of 3 North Island or 3 South Island members. Included in the committee shall be the elected President and Vice President.
- (c) The elected Secretary and Treasurer shall have no voting rights at any meeting of the committee.
- (d) Nominations for the Committee may be received in writing or at the Annual General Meeting.
- (e) A quorum of the Committee will consist of 5 members not including the Secretary or Treasurer.
- (f) If at any Annual General Meeting at which an election of Committee ought to take place, no nominations shall be received then the retiring Committee shall continue in office until the next Annual General Meeting and if an insufficient number of nominations are received, the Committee elected shall have power to fill the vacancies during the term of office.

## **VACATION OF OFFICE:**

9. The members of the Committee shall be vacated if the holder thereof ceases to be a member of the Association or resigns their position in writing or becomes of unsound mind or unable to attend to his affairs or shall absent himself for three (3) consecutive meetings without assigning a satisfactory reason therefore.

## **POWERS OF COMMITTEE:**

10. The Management and control of the affairs of the Association shall be vested in the Committee which shall take and may exercise all the powers of the Association which are not expressly required to be exercised in General Meeting or as otherwise provided by these rules.
11. In furtherance and not in limitation of and without prejudice to the general powers of the Committee conferred either expressly or implied by these rules or otherwise however it is expressly declared that the Committee may exercise and perform the following powers and duties:
  - (a) Carry out all contracts entered into by the Association.
  - (b) To purchase, lease, take in exchange or otherwise acquire personal property of any kind whatsoever and to sell, take in exchange or

otherwise acquire personal property of any kind whatsoever and to sell, lease, let out on hire or otherwise dispose of any personal property of the Association upon such terms and conditions as the Committee in its absolute discretion judge expedient.

- (c) To delegate all or any of its power or duties to sub-committees consisting of such members of the Committee or of the Association as may be thought fit.
- (d) To transfer (upon request in writing so to do by any ordinary active or honorary member) any such member from one class of membership to any other.
- (e) To pay the accounts and debts of the Association.
- (f) To pay all moneys received for or on behalf of the Association into such Bank or Banks as the Committee may from time to time decide and to operate such accounts upon such signatures as the Committee shall from time to time decide, and for all moneys received ensure that an official receipt is issued if required.
- (g) To appoint an investigation committee from the members of the Committee or the Association for the purpose of investigating applications for membership.
- (h) To hear and arbitrate upon any complaints submitted in writing by members on matters relative to the affairs of the Association.

#### **REMOVALS AND VACANCIES IN COMMITTEE:**

- 12. The members of the Committee shall be removable either as a body or individually by the vote of at least two-thirds of the members present at a Special General Meeting as hereinafter provided called for the purpose and in the event of such vacancy occurring in the elected members of the Committee, or in the offices of President, General Secretary, Treasurer or Auditor whether by removal from office or from death, resignation or otherwise, the Committee may fill such vacancy for the unexpired term of Office.

#### **ANNUAL MEETING:**

- 13. (a) The financial year of the Association shall be from June 1 – May 31.
- (b) The Annual General Meeting of the Association shall be held in June or July of each year at such place as the Committee may determine.
- (c) The business of an Annual General Meeting shall be to receive and consider the Accounts and Balance Sheet and the Reports of the Committee and of the Auditor, to elect Officers and an Auditor and to transact any other business which under these rules ought to be transacted at a General Meeting. Not less than twenty eight (28) days notice of each Annual Meeting shall be given to each member either personally, by newspaper advertisement or by postal circular.

## **SPECIAL GENERAL MEETING:**

14. The Committee may whenever they think fit convene a Special General Meeting and it shall, on a requisition signed by fifteen (15) members, convene within twenty-one days after the receipt of such requisition, a Special General Meeting.
15. At least fourteen (14) days notice of a Special General Meeting shall be given to each member who is entitled to vote thereat. Such notice shall state the place, day and hour of such meeting and the general nature of the business to be transacted. A notice may be served on any member either personally or by sending it through the post in a prepaid envelope or wrapper addressed to such person at his last known address or by resolution of the Committee by newspaper advertisements. Any notice sent by the post shall have been deemed to have been served on the day which the letter, envelope or wrapper containing the same is posted and in providing such service it shall be sufficient to prove that the letter, envelope or wrapper containing notice was properly addressed and put into the post.

## **QUORUM:**

16. (a) At any Annual General Meeting or Special General Meeting, eight (8) members shall constitute a quorum and if there shall not be a quorum present at the time fixed for the Meeting, the Meeting shall stand adjourned to such time as shall be determined by the Chairman or by a majority of the members present. If at that adjourned Meeting, eight (8) members shall not be present, the meeting must be cancelled and called again at a later date.
- (b) The President or in his absence, the Secretary or member of the Committee elected for the purpose shall be the Chairman of the Committee.

## **VOTING AT GENERAL MEETINGS:**

17. (a) At every General Meeting every member whether present in person or by proxy shall have one vote and in the event of equality of votes the Chairperson shall also have a casting vote. All voting is restricted to members who have paid subscriptions during the previous financial year.
- (b) Every question submitted to a meeting shall be decided in the first instance on the voices, however any member present and entitled to vote may demand a show of hands, but the election of Officers shall be by secret ballot.
- (c) A member entitled to vote but unable to attend a General Meeting may appoint a proxy to vote on his or her behalf, however such appointee must be a person entitled to vote. Any member who appoints a proxy shall do so in writing, stating the name of the person who shall act as

proxy. Such written appointment may limit voting to specific matters or give the appointee full discretion to vote as that person may see fit. Any person holding a proxy shall produce the written authority to the Secretary 24 hours prior to the commencement of the General Meeting.

- (d) No member attending a General Meeting may hold more than one proxy vote.

### **SECRETARY AND TREASURER:**

- 18. (a) The General Secretary shall in person or by deputy attend each meeting of the Association and the Committee, keep full and correct minutes of proceedings, read to the Committee all letters sent or received by the Association, issue notices of meetings when directed, conduct all correspondence, keep records of all activities of the Association and carry out all usual functions of that office.
- (b) The Treasurer shall collect and account for all subscriptions and funds and disburse the moneys of the New Zealand Association only, under the authority of the Committee. He/She shall issue an official receipt for all moneys received by the Association on request. He/She shall pay all moneys, cheques and negotiable instruments into such Bank or Banks as the Committee may direct in the name of the Association. He/She shall make up an Annual Statement of Account and Balance Sheet which shall be fully audited before presenting to the Annual General Meeting.

### **INVESTMENT OF FUNDS:**

- 19. The surplus funds of the Association may from time to time be invested by the Committee in such manner and upon such securities as may be approved by them. All such investments shall be made in the name of the Association or in the name or names of Trustee or Trustees for the Association, to be appointed by the Committee.

### **COMMON SEAL:**

- 20. The Association shall have a Common Seal which shall be kept in the custody of the General Secretary, and shall not be fixed to any document or instrument except in pursuance of a resolution of the Committee and in the presence of the Association President and one member of the Committee, who shall sign every document or instrument to which the seal is fixed.

### **ALTERATION OF RULES:**

- 21. The Rules of the Association including all Technical rules applicable to Mini Seven cars shall neither be repealed nor altered nor shall any new rule be added except at the Annual General Meeting or Special General Meeting called for that purpose. Notice of motion to repeal, alter or add to any of the rules of the Association shall be given in writing, together with the names of the proposer and seconder to the General Secretary of the Association at least 21 days before such Meeting and the Secretary shall give notice thereof at least seven (7) days before the date of each Meeting.

Any written opinion directly concerning the object of the Meeting must be received by the Secretary at least 24 hours before the said Meeting and shall be considered and constitute one vote per financial member.

**BY-LAWS:**

22. The Committee shall have Power to make regulations or by-laws dealing with all matters not provided for by these rules, provided that such regulations or by-laws are not inconsistent with or repugnant to the "Incorporated Societies Act 1908" or to these rules.

**AUDITOR:**

23. The Accounts of the Association shall be audited by an Accountant who shall not be a member of the Committee and who shall be elected annually by a majority of the members present at the Annual General Meeting and entitled to vote.
24. The Association may be voluntarily wound up:
- (a) If the Association in Annual General Meeting or Special General Meeting called for the purpose shall pass a resolution requiring the Association to be wound up.
  - (b) If such a resolution is confirmed by a subsequent Special General Meeting convened for the purpose and held not earlier than thirty (30) days after the Annual General Meeting or Special General Meeting at which the resolution was passed.
  - (c) If the Association in Annual General Meeting or Special General Meeting convened for the purpose, shall pass a resolution requiring the Association to be voluntarily wound up, such resolution shall also direct the method of disposal of the funds of the Association after payment of all the debts of the Association and the disposal of trophies after consultation with the donors.
  - (d) If the resolution requiring the Association to be wound up shall be confirmed in accordance with sub-clause (b) above, notice of such voluntary winding up shall be given to the Registrar of Incorporated Societies by the General Secretary and thereupon the Association shall be deemed to dissolve.

**CLUB TROPHIES:**

25. The Committee shall be responsible for the care, custody and control of the Association's Trophies and at the beginning or any part of each season shall elect an officer or other responsible member to take charge of the same, and the Committee may make and provide for such by-laws and regulations relative to trophies to ensure that the wishes of the donors relative thereto may be maintained.

### **BANKING ACCOUNTS:**

26. All moneys shall be paid by cheque on the Bank where the Association's account is kept, signed by the Treasurer or Secretary and one other member of the Committee duly authorised.

### **INTERPRETATION:**

27. In these rules unless inconsistent with the context, words importing the singular number only, include the plural number provided that if any question shall arise as to the meaning or interpretation of any of the rules herein before contained or hereafter made or of any of the by-laws of the Association or of any other matter affecting the Association, the decision of the Committee therein shall be final.

### **PECUNIARY GAIN:**

28. No member shall receive or obtain any pecuniary gain except as a salaried officer from the property or operations of the Association. This section shall not apply to the salary or honorarium of the General secretary or Treasurer of the Association or prize moneys from events.

### **SCRUTINEERS:**

29. TECHNICAL OFFICER  
The duties of the Technical Officer shall be to advise on all technical matters and to inspect Mini Sevens to ensure conformity with the regulations as prescribed and to submit to the secretary of the Association at the completion of the Championship meeting a technical report sheet.  
The Technical Officer will have the power to –
- (a) Issue statements on rule guidelines, interpretation of rules which will be binding, but may be subject to appeal to the Executive.
  - (b) Seal any component (or components) for possibility of subsequent checking.
  - (c) Co-opt personnel for purposes of technical checking.
  - (d) Receive protests regarding vehicle eligibility.
  - (e) Exercise discretion with regard to tolerances when applying the rules.
  - (f) Impose penalties as prescribed in articles of championship.
  - (g) Allow a minimum of 15 minutes cooling down period (for vehicles) prior to undertaking those technical checks which results may alter with temperatures.

### **MINI 7 CHAMPIONSHIP:**

30. The Mini 7 Championship series shall be governed by the Articles of Championship as determined each season by the Executive of the Association.  
Only 1000cc engines are eligible for any New Zealand Championship/ Challenge.

## **ATTENTION: ALL ENTRANTS AND COMPETITORS**

**For details of the New Zealand Mini 7 Championship you will need a copy of the 2009/10 Bruce McLaren Memorial Championship Portfolio.**

**This portfolio contains –**

**Dates and details of the individual rounds  
Entry forms  
Vehicle eligibility – (1000cc only)  
Permanent race numbers  
Inviting club details**

**If you have a (current) Mini 7 NZ membership then a copy will be sent to you automatically, or otherwise contact Doug Drake (03) 389 1121, or visit the website [www.miniracing.co.nz](http://www.miniracing.co.nz) or e-mail [dougdrake@xtra.co.nz](mailto:dougdrake@xtra.co.nz)**

**Please ensure that space is allocated correctly for sponsors (as required) when planning your painting and sign writing.**

**Bruce McLaren Trust Memorial  
Mini 7 Championship**

***Round 1***  
**Manfeild (Feilding) – TBA**

***Round 2***  
**Ruapuna (Christchurch) – 20-21 March 2010**

**Series Co-ordinator: Phil Deane 021 494 407  
Mini 7 Assn of NZ Inc, P O Box 2789, Christchurch**

**PERMANENT RACING NUMBERS**

**Permanent racing numbers for the 2009/10 season are  
available for competing vehicles from:**

**Chris Parkinson  
Vice President  
Mini 7 Assn of NZ Inc.  
P O Box 2789  
Christchurch**

**Ph (09) 482 0077  
E-mail: [chris@parkinson.co.nz](mailto:chris@parkinson.co.nz)**