

Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 4



www.mini7.co.uk

Mini Miglia:
On top form...

DUNLOP MINI CHALLENGE
supported by MINI SPARES

Libre:
Different strokes for A-Series folks



Racing to Resume!

Mini Se7en:
Premier players...

Revised 2020 calendar gets 'green light'...

- A TOUCH OF CLASS...**
- **Se7en:** 1000cc full race
 - **Miglia:** 1293cc mega tune
 - **S-Class:** 1275cc limited mods
 - **Libre:** up to 1400cc free formula
- * Motorsport & COVID-19 *
- Club news
 - Revised calendar
 - Classic Corgi
- From the Archives*
A-to-Z of drivers pt 3
On Silverstone's GP track



Miglia
50
Years
1970 - 2020

Mini S-Class: Fun feeder formula...



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Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

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www.pipercams.co.uk



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www.curleyuk.com



The views expressed in this newsletter are those of the contributors and are not necessarily the same as those of the Editor, the Committee, or of the Mini Seven Racing Club as a whole •

WHAT IF?

Even now, as we are all gearing up for a long overdue return to the circuits, there is still a lingering doubt at the back of the mind... What if the lifting of full lockdown measures is still too soon? What if this dreadful virus has a sting in the tail? What if..?

We could go on *ad infinitum* looking for reasons why we shouldn't yet be leaving our homes, probably at an un-godly hour and travelling, in some cases, halfway across the country. And, once we get there, compress a normally 2-day meeting into just a few hours and then pack up and go home again the same day... How will that work? Is it really worth all the effort and mental stress in the short term if the end result is a retrograde step in the long term? Both for the M7RC and UK motorsport *per se*...

After all, there is still no definite antidote for the COVID-19 virus, or at least one that will be readily available in the near future, and yes the fears of a 'spike' or upward trend in infections is a possibility if the social distancing guide-

lines are not adhered to. However, it would appear that being outdoors and in 'rude health' so to speak is actually a relatively safe combination for the majority and that the spread of coronavirus is far more likely to occur indoors or in restricted areas of space where people simply can't maintain the current 2-metre rule, or when the weather is perhaps 'unseasonal', or if a person/s have underlying health problems that might make them more susceptible to the effects of this terrible virus, or indeed just a 'common-or-garden' cold or flu symptoms. Now, the provisional restart of UK circuit motorsport has given the M7RC an earlier choice (some may call it 'dilemma') than many other clubs, with an invite to Donington on 11 July. There are many reasons why it might not turn out well, but equally it could go better

than expected, so arguably it may be a risk worth taking for the sake of club racing's future...

RW



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Miglia
50
Years
1970 - 2020

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PREVIEW:
NATIONAL ROUNDS 5+6

SILVERSTONE GP...
13-14 JUNE...

POSTPONED!

**Miglia
Lap Record
to be established**
Time: ...
Ave speed: ... mph
Set: ...
3.6601-mile
Historic GP circuit

FOR THE SECOND SEASON ON THE TROT, THE MG CAR CLUB INVITED THE M7RC TO RACE AT MG LIVE! IN JUNE ON THE 'HISTORIC' GRAND PRIX LAYOUT...

NATIONAL MIGLIA

Based on the previous run out on the full circuit three years ago, Rupert Deeth could be considered to the firm favourite for this year's event. Similarly another National champion, Kane Astin had also won a double-header here although 11 years ago that was in the Se7en category, while three drivers signed up for 2020 have all seen family members take the chequered flag in front, Dave Edgcombe's

brother Craig winning one of the non-points races here in 2009 to celebrate the Mini's half century, as did Jonathan Lewis' brother Chris back in 1994, while a couple of years before that Martin Wager's old man Richard led home a packed grid •

NATIONAL LIBRE

Only Gary Warburton raced in the first season of the semi-invitational class back here in 2017, so the entry should be a pretty open choice •

NATIONAL SE7EN

Of the current registered drivers in the 1-litre category, Darren Thomas would no doubt rate as bookies' choice based on his double victory here three seasons ago. Graeme Davis and Max Hunter are also on the 'form guide' of previous winners although several others have podiums here too, including reigning Se7en Champion Jeff Smith who also has his BTCC experience to call upon •

NATIONAL S-CLASS

An increasingly expanding line-up in the 1275cc feeder formula could well provide much of the talking points in the 2020 season - when it does finally get going... With double champion Scott Kendall moving onwards and upwards to Miglias, that has left erstwhile teammate, and 2019 Winter Champion and National runner-up, Connor O'Brien heading the entry based on most recent form. Andy Dickinson, Thorburn Astin, Greg Daw (in Kendall's old car), Damien Harrington, Stuart Gilby, Bens Butler and Cutler should also be to the fore •

MINI MIGLIA

PREVIOUS WINNERS:

- 2017 R Deeth x2
- 2009 A Hack x2
- C Edgcombe / N Pimenta
- 2005 P Baldwin
- 2000 P Baldwin
- 1994 C Lewis
- 1993 R Wager
- 1987 R Grady
- 1979 B Addison
- 1978 R Cutting
- 1977 R Cutting

**Mini Libre
Lap Record
to be established**

Time: ...
Ave speed: ... mph
Set: ...
3.6601-mile
Historic GP circuit

PREVIOUS CLASS WINNERS:

- 2017 G Warburton x2
- 1978 S Soper (1275 GT)
- 1977 R Saunders (1275 GT)



Photos: M7RC Archive (M Barrington)

...PREVIEW:
...NATIONAL ROUNDS 5+6

SILVERSTONE GP

13-14 JUNE

POSTPONED!

...BUT SADLY LIGHTNING STRUCK TWICE, WITH THIS YEAR'S EVENT CANCELLED DUE TO COVID-19 AFTER THE 2019 EVENT WAS ALSO CALLED OFF DUE TO TRACK RESURFACING FOR THE BRITISH GP!

Se7en
Lap Record
to be established
Time: ...
Ave speed: ... mph
Set: ...
3.6601-mile
Historic GP circuit

MINI SE7EN
PREVIOUS WINNERS:

- 2017 D Thomas x2
- 2009 K Astin x2
G Davis x2
- 2005 M Hunter
- 2000 A Burge
- 1994 M Jackson
- 1993 D Braggins
- 1987 C Tyrrell
- 1979 -
- 1978 R Grady
- 1977 C Tyrrell

Mini-7 S-Class
Lap Record
to be established

Time: ...
Ave speed: ... mph
Set: ...
3.6601-mile
Historic GP circuit

PREVIOUS CLASS WINNERS:

- 2017 S Tarlton / J Cooper
- 2009 J Proctor / J Affleck

KEEPING TRACK

Although this meeting is listed for the 'current' Historic GP layout of 3.661 miles (0.001 difference to the modern GP length), the track has changed dramatically over the years. So much so, that anyone re-visiting for the first time since the early years between 1949 and mid-1980s wouldn't recognise it! The M7RC has been invited to race on the full track on just 11 occasions, the first three between 1977-79 and with the distance at 2.932 miles, including the Woodcote chicane. Eight years later in 1987 the chicane was 'gone' but a newer slower left-right kink at Luffield had been added, making it 2.969 miles.

Major changes from 1991 included a challenging series of 'S' sweeps between Maggotts-Becketts-Chapel onto the Hangar Straight, a new cut-back section called Vale between Stowe and Club, a deviation after Abbey into the infield off of Farm Straight, diving down under the newly created 'Bridge' into the already established National (formerly Club) circuit complex of Priory-Brooklands-Luffield, plus a reprofiled first corner

at Copse, and all adding up to 3.247 miles. However, a year after the M7RC's 1993 event, the length had changed again to 3.412 miles, chiefly due to a shorter run into the complex a new 'slower' dogleg at Abbey and further F1-induced reprofiling at both Stowe-Vale-Club and Copse. Several years passed before a 'long lap' return for Minis in 2000, by which time the Priory-Brooklands-Luffield complex had become one flowing section rather a series of short stabs of throttle and braking, plus yet another easing of Copse, and this was the same 3.1940 miles for the 2005 outing. Four years later, M7RC cars raced on both the GP and Historic GP lengths at 3.1945 and 3.2730 miles respectively, although the only discernible differences were use of 'old' lines into Club and Abbey curves. By 2017 the distance had dramatically altered to 3.6604 miles as the Abbey-Farm-Bridge-Priory bit had since been decommissioned and a new 'Arena' GP circuit, with Wing building/pits, christened •



Photos: M7RC Archive (M Barrington)



TIMETABLE: Silverstone GP

DUNLOP NATIONAL MINI CHALLENGE

Rds 5 + 6

Saturday 13 June

START	FINISH	DURATION	SESSION	CLASS
-	-	10 mins...	Signing-on	All
-	-	1 hour...	Scrutineering	All
-	-	20 mins...	Qualifying	All

Sunday 14 June

-	-	20 mins...	Race - / Rd 5	All
-	-	20 mins...	Race - / Rd 6	All

MGCC LIVE!

The World's largest MG event; 13-14 June 2020 at Silverstone; MGLive! is the MG Car Club's annual international event that has taken place every summer at Silverstone Race Circuit, the home of British Motorsport, for the past 68 years. At this event, you can expect to see anything and everything MG including: **Racing...** and MGs as far as the eye can see! This year we'll be celebrating the 90th Anniversary of the MG Car Club...

MGLive! 2020 postponed

The Covid-19 pandemic has developed rapidly and with news that motor-sport's governing body, Motor-sport UK, has suspended all organising permits and Certificates of Exemption for motor-sport events until at least 30th June, the MG Car Club has been required to postpone MGLive! 2020..." •

www.mgcc.co.uk



LATEST LATEST LATEST LATEST!

Despite the unfortunate cancellation of MGLive! for the second year in succession, the M7RC has retained good communications with the MGCC in a bid to continue on from the successful link-up in early 2019. This was the opening double-header at Silverstone in the newly re-introduced Winter Mini Challenge - the first time since 2003 - and which resulted in a decent Mini entry and welcome recognition from the organisers and commentary team. Thanks to this positive relationship continuing during the coronavirus crisis, the M7RC has now been offered a new slot at Donington on 11 July... •

www.mini7.co.uk



Image: courtesy www.formula1.com

CIRCUIT LENGTH:

3.661 miles Historic GP

Silverstone Circuits Ltd, Towcester,
Northampton, NN12 8TN
Tel: 01327-320280
Email: enquiries@silverstone.co.uk

Driving there:

Silverstone is in central England, approximately 90 minutes north of central London and 60 minutes south of Birmingham. Road access is good along the A43 dual carriageway from either the M40 or M1. During large events such as the F1 British Grand Prix, one-way systems may be put in place in the local area to ease access and egress from the circuit - follow the directions and any other instructions of the police •

www.silverstone.co.uk



ORIGINAL 2020 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

National 1+2	Croft	25-26 April (DDMC) <i>Postponed!</i>
National 3+4	Donington Park	10 May (BARC) <i>Postponed!</i>
National 5+6	Silverstone (GP Historic)	13-14 June (MGCC / MG Live!) <i>Postponed!</i>
National 7+8+9	Zandvoort, NL	3-5 July (CZL-CPZ / British Race Festival) <i>X</i>
National 10+11	Brands Hatch	8-9 July (MSV / Mini Festival South) <i>X</i>
National 12 + 13	Brands Hatch GP	22-23 August (ITR / DTM support) <i>X</i>
National 14+15	Castle Combe	3-4 October (CCRC)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2+3	Silverstone (National)	21-22 March (BARC) <i>Postponed!</i>
Winter Series 4+5+6	Brands Hatch	13-15 November (BARC)
AGM / ATD	Brands Hatch	15 November <i>new venue!</i>
Awards / Dinner Dance	Marriott Forest of Arden	January 2021

National Rounds 5+6

13-14 June

POSTPONED!

Silverstone GP

MGCC

Photo: M7RC Archive (K Ellison)

NEWS NEWS NEWS NEWS

RACING TO RESUME IN 2020!

COVER STORY!

...CAUTIOUS OPTIMISM FOR RENEWED START AT DONINGTON PARK IN JULY

As has been announced in recent weeks in the motorsport press, and after four long months of being 'on hold' due to the COVID-19 pandemic, the 2020 motor racing season in Britain has provisionally been given the 'green light' by Motorsport UK to restart in July (see page 13). With the F1 British Grand Prix double-header having been confirmed at Silverstone, albeit now pushed back from mid-late July to early-mid August, this then has given the impetus for events further down the racing ladder to be planned around the 'big one'. For the M7RC, that includes an invite from the MG Car Club to their re-scheduled season opener, now at Donington Park over the 11-12 July weekend. As with the Grand Prix, however, this comes with caveats, the main one being that the meeting will be run 'behind closed doors'. This means that spectators will not be invited to attend, while competitors will be

restricted to a limited number of helpers/family that can come along too. The list of club officials and organising personnel is also likely to be to a minimum, while alternative methods for signing-on and scrutineering are also being put in place to meet government guidelines on PPE and social distancing. Currently no overnight stays at circuits is a potential stumbling block for entries, although there is hope for a relaxation of that ruling before the first meeting. In the meantime, Colin Peacock, Commercial Manager for the M7RC, recently offered the following info on an updated proposed 5-weekend Mini Challenge calendar... "Donington Park: due to current government restrictions, which while we think will be lifted on July 4th, we have had to plan for a one-day meeting. The grid is filling up, we have 25 entries so far. The max number of starters is 40; Brands Hatch GP: we are hoping for great weather, and three amazing

races, with currently the two Sunday races scheduled for going out live on TV, in between the BTCC races; Snetterton: we are mid-negotiations on whether we can have single or combined races, we are pushing heavily for single races; Castle Combe: this should be a splendid weekend; Thruxton; our chance to shine again and for the champions to be crowned! As ever, everything is provisional, there could be another lockdown, etc. Finally, for November, we are looking at some UK tracks for a Winter/0-Plate meeting but amazingly, have got an offer from Spa that we need you to consider, it will be £450 per car for a qualifying session and two races on November 14-15th..." All competitors will have been sent entry and cost details, but whatever the final calendar, that first lap can't come soon enough! ● Image: M7RC Archive (M Barrington)

M7RC BTCC BOOST

In a major promotional coup, the M7RC was featured in Autosport magazine and on autosport.com last week (Thursday 11 June) with confirmation that it has once again been invited to support the BTCC in 2020: "Mini 7 Racing Club set to feature on Brands Hatch BTCC support bill - The popular M7RC categories are set to again feature alongside the British Touring Car Championship this season after securing a place at the August Brands Hatch meeting. The club's Mini Miglia and Se7en championships proved to be a hit when they joined the BTCC support bill at Thruxton last season and the categories will again benefit from featuring at a BTCC event this year. Prior to the coronavirus outbreak, the club was set to make its second appearance alongside the DTM at Brands but, with the German series focusing on events in its home nation and Benelux countries this year, the Mini 7 Racing Club has instead attracted another high-profile appearance. There is provisionally due to be three races for a combined Miglias & Se7ens field at Brands on the Grand Prix circuit on 8-9 August. "We're really excited about the BTCC - we're very fortunate to get the date," the club's commercial manager Colin Peacock told Autosport. "We expect to get 46 cars on the grid and I'm sure we can put on a good show." The Brands event is due to be the second meeting of a revised Mini 7 schedule that begins at Donington Park on 11 July and also features races at Snetterton, Castle Combe and Thruxton. Peacock says he's been encouraged by the level of interest in the Donington opener - where the categories will again be combined - adding that "people are raring to go. We've got 32 entries already for Donington - that's unprecedented with over four weeks still to go," he said. The classic Minis have secured the Brands BTCC races after the Mini Challenge JCW championship for modern machines - which joins the BTCC support series roster for the first time this year after taking the spot of the Renault UK Clio Cup - has reduced its calendar from 8 to 5 events... ●

LATEST 2020 RACE CALENDAR SCENARIO...

2020 DUNLOP MINI CHALLENGES supported by Mini Spares

Rounds	Circuit	Date	Organiser / Notes
1 + 2	Donington Park	July 11/12	MGCC (Summer Weekend)
3 + 4 + 5	Brands Hatch GP	August 8/9	BARC (BTCC support)
6 + 7	Snetterton 300	September 19/20	BARC (Club Race Meeting)
8 + 9	Castle Combe	Oct 3/4	CCRC (Autumn Festival)
10 + 11	Thruxton	Oct 24/25	BARC (Club Weekend)

Miglia
50
Years
1970 - 2020

NEWS NEWS NEWS NEWS

BTCC STAR ANDREW JORDAN TO RACE IN MIGLIAS

Former BTCC Champion Andrew Jordan is hoping to join the Miglia grid in 2020 having recently acquired a newly built car from longtime Mini racer Jonathan Lewis. Depending on his commitments to BTCC and the family historic preparation business, the 'works' BMW driver is raring to get out among the smaller tin tops for at least one or two meetings. Jordan is no stranger to Minis either, having track-tested the Se7en of Charlie Budd for a magazine article and has also won in FIA Historic-spec Coopers. The Miglia in question was initially meant to be Lewis' 2020 car, but with the COVID-19 hiatus putting that on hold and a busy schedule elsewhere, a deal was struck at a recent Goodwood testing event (below) and Jordan got to have an early seat fitting!

Photos: courtesy Snetterton Speed Shop facebook



PITLANE REVIEW

The M7RC's annual, full colour, 72-page Pitlane Review 2019 magazine has been released in January, so if you haven't yet obtained yourself a copy, contact mike.jackson@mini7.co.uk for all posting details, or pick one up at the race meetings •



MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's history available in print. Chapter 5 'The Last Years of 850' covers 1986 to 1990, and the swansong of the original 850cc Mini Se7en engine, while Chapter 6 'The Green Revolution', from 1991 to 1995, records a new 1000cc Mini Se7en unit, and a move to 1300cc for Mini Miglia, plus the adoption of unleaded fuel and growing ties with RoverSport and Unipart. Archive copies of individual seasons, including 1966 through to 1985, are also available from Mike Jackson on the Club stand or via the www.m7rc.co.uk website. In addition, a further 10 years worth of seasonal reviews are currently in production, and these are due to cover the seasons from 1996 through to 2005 •



OLD TROPHY UNEARTHED



Looking as if it has been hidden away since it was awarded 39 years ago is a rare award from the last season of the original Graham Hill Memorial Trophy. Recipient was Mike Jackson for 4th overall in the Se7ens, his best result 2nd at Mallory Park behind overall class Champion, Steve Mole •

Photo: M Jackson

KENDALL'S MINT CHOICE

Here is the first picture of Scott Kendall's brand new Mini Miglia in which he will make his class debut in 2020. Having wrapped up back-to-back S-Class titles last season, as well as 1.3i Mighty Mini titles before joining the M7RC, Scott was looking for a new challenge but has elected to bypass Se7ens for the more powerful machines. On first glance his new mount is virtually identical to the S-Class as it retains the same blue and pink colourscheme and Icon Autos/Sitra backing, although of course the door squares and windscreen headers have changed as well as the race number, Scott now on the entry list at #78 as opposed #708... •

Photo: M7RC facebook



NEWS NEWS NEWS NEWS



**GET READY FOR
A NEW WAY OF
BEING CHECKED
AT RACE MEETS...**



The M7RC Scrutineers may be observing cars from a little further away than normal at Donington, but they will expect cars to be within the regulations, and will require full cooperation from competitors and/or mechanics with any reasonable request...

TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM



Hi to you all,

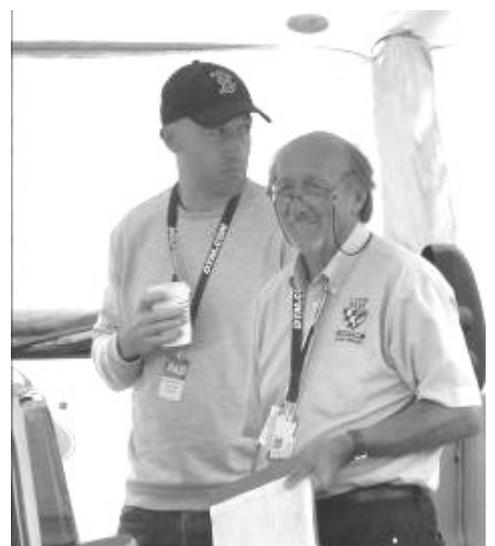
We are looking forward to the Mini 7 Racing Club's first meeting of the year. We will be attending as usual. You have to self-certify that your car and equipment are correct (*as per Pre-Event Declaration form accompanying the Entry form*).

We will be checking when you are belted and suited in the car in the collecting area. As for checks, yes we will still be asking for them. We will stand back while you dismantle things, have a look with a good

zoom on a camera; any problem areas, you can send photos of measurements. Weighing at Donington is not a problem. As you have had many months to prepare we expect to be looking at perfect cars... we can hope!

Keep Safe

Steve Wood & Julian Affleck



As for my workshop, the Porsche is up and running but not yet on the road, playing with fitting extras, heated electric seats, central locking, power windows, etc. It's keeping me entertained... •

Steve Wood

Photos: M7RC Archive (P. May, P. Waller, M. Jackson)



NEWS NEWS NEWS NEWS

'TIGGER' LOOKING GRRRRREAT!



Just missing out on our 'racers in garages' feature in *Pit & Paddock* Issue #3 last month was Gareth Hunt's Mini Se7en, affectionately known as 'Tigger'. As you can see, the car is well on the way to being ready for the first race of the 2020 season, scheduled now for Donington Park in a few weeks, and as it's Gareth's 'local' circuit we confidently expect to see the orange and black machine lining up on the grid on 11 July. Hopefully, unlike the Croft opener last season, the oil will stay in the sump this time... ouch, meeeoowww, put those claws away!

Image: G Hunt



OFF-THE-SHELF EV

Swindon Powertrain's compact HPD 80kW 'crate' motor for electric vehicle conversions is now available to order. Suitable for OEMs, niche vehicle manufacturers, electric car conversion companies as well as the enthusiast home mechanic, prices start at £6400+VAT for the 80kW motor, transmission and differential with options for cooling, inverters and limited slip differential also available. Deliveries will commence in August. Devised as a response to the lack of compact engineered EV systems available to enthusiasts and smaller OEMs, Swindon Powertrain has refined and improved the HPD's specification since it was first announced six months ago. Weighing only 49.9kg

including lubricants, the HPD system features a brushless, permanent magnet motor, transmission, open differential and one metre of cabling. The package size is now just 441mm x 384mm x 228mm, making it the highest power/volume unit for automotive applications on sale. With multiple installation points and now with the ability to site the inverter and cooling packs separately, as well as being waterproof, the HPD offers more flexibility to fit in a wide range of vehicles. Two inverter options, depending on battery voltage, are available though customers can also use their own. Dependent on the tyre size and top speed requirement, buyers can decide between two no-cost gear ratio options using Swindon Powertrain's online free to use calculator... •

www.swindonpowertrain.com



IN BRIEF



PUTTING THE BOOT IN

The Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, and required for Zandvoort (now hopefully in 2021), is available to order via Barry Payne, membership@mini7.co.uk. Tech' Sub-Committee rep Phil Harvey has initially had 30 units fabricated, and cost is £50 plus p&p •

CASTLE COMBE MINI ACTION DAY

The annual all-Mini thrash around Wiltshire's finest is still scheduled for Saturday 12 September, so an opportunity to bed-in racers before the National Challenge event also scheduled there a few weeks later on 3-4 October. As in 2019, the M7RC may have a display pitch where racers can be on show. www.miniactionday.co.uk •

GOODWOOD INTO 2021

After it's postponement in 2020, the 78th Goodwood Members' Meeting will now take place on 10-11 April 2021. Tickets for the 2020 dates remain valid for the rescheduled event. Several M7RC associated racers starred at the 2019 meeting in Historic Minis.

www.goodwood.com •

M7RC WEBPAGE UPDATE

Club webmaster Stephen Colbran has revealed the latest info on the Club's forthcoming website revamp, with a great deal of progress having made over recent weeks:

"It's more easily accessible on mobile, which I thought important for quickly accessing lap records and standings at a race weekend."

So far he has sorted the Lap Records, Race Results archive, About Us page and Join-Up pages. "The Standings page is going to be quite clever, as it will be possible to just input the points scored per round, per driver, per class, and it should automatically re-order into an easy-to-read table." •

www.mini7.co.uk

NEWS NEWS NEWS NEWS

'O-PLATE' WINTER POINTS TABLES - 2020

Pos	No	Driver	1	2	3	4	5	6	Points	Total
									best 5	
MINI MIGLIA										
	0	Colin PEACOCK	ns	ns	ns				-	-
	11	Kane ASTIN	ns	ns	ns				-	-
	15	Gordon POCOCK	ns	ns	ns				-	-
	23	Rupert DEETH	ns	ns	ns				-	-
	40	Jonathan LEWIS	ns	ns	ns				-	-
	78	Scott KENDALL	ns	ns	ns				-	-
	85	Sam SUMMERHAYES	ns	ns	ns				-	-
MINI LIBRE										
	141	Dan LEWIS	ns	ns	ns				-	-
	277	Andrew DEVINY	ns	ns	ns				-	-
MINI SE7EN										
	1	Jeff SMITH	ns	ns	ns				-	-
	11	Adam LEWIS <i>*#12</i>	ns*	ns*	ns*				-	-
	20	Darren THOMAS	ns	ns	ns				-	-
	21	Jordan SIMS	ns	ns	ns				-	-
	39	Glen WOODBRIDGE	ns	ns	ns				-	-
	46	Max HUNTER	ns	ns	ns				-	-
	72	Arnold DUNCAN	ns	ns	ns				-	-
	76	Jo POLLEY	ns	ns	ns				-	-
MINI-7 S-CLASS										
	712	Greg DAW	ns	ns	ns				-	-
	715	Jonnie KENT	ns	ns	ns				-	-
	758	Matthew AYRES	ns	ns	ns				-	-
	787	Connor O'BRIEN	ns	ns	ns				-	-
	795	Stuart GILBY	ns	ns	ns				-	-
	796	Mark CHAPPELL	ns	ns	ns				-	-

1 Silverstone Nat'	21 March	FLs:	n/a	Poles:	n/a	<i>postponed</i>
2 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	<i>postponed</i>
3 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	<i>postponed</i>
4 Brands Hatch	14 November	FLs:		Poles:		
5 Brands Hatch	15 November	FLs:		Poles:		
6 Brands Hatch	15 November	FLs:		Poles:		

Miglia, Se7en & S-Class points as per Challenge regulations: Best 5-scores-from-6 results to count
1st – 20; 2nd – 19; 3rd – 18; 4th – 17; 5th – 16; 6th – 15; etc, down to 3 pts for 18th
2 pts to all other finishers; 1 pt for all non-finishers

Libre points as per Invitation class regulations: Best 4-scores-from-5 results to count
1st – 10; 2nd – 8; 3rd – 6; 4th – 5; 5th – 4; 6th – 3; 2 pts to all other finishers; 1 pt for all non-finishers

note:

THE ABOVE TABLE REPRESENTS A RECORD OF ENTRY FOR SILVERSTONE ON 21-22 MARCH, SHORTLY BEFORE THE MEETING WAS POSTPONED FOLLOWING MOTORSPORT UK'S SUSPENSION OF RACE PERMITS.

IT MAY BE CARRIED FORWARD FOR PROVISIONAL INFORMATION TO A FUTURE TBA/TBC RACE MEETING, WHICH ITSELF COULD BECOME A FULL OR PART-REPLACEMENT FOR THE ABOVE POSTPONED WINTER CHALLENGE ROUNDS 1 + 2 + 3...



QUIZ NIGHT Q&A...

Here are those questions and answers in brief from the most recent Quiz Night:

Sunday 17 May

Round 1 - CELEBRITY MIX-UPS

Spot which Mini racer's face has been replaced with that of a famous name...

- 1 Singer Gareth Gates? **Gareth Hunt**
- 2 TV character 'Phil Mitchell'? **Phil Harvey**
- 3 Comedienne Jo Brand? **Joe Thompson**
- 4 Actor Colin Firth? **Colin Peacock**
- 5 Radio DJ Scott Mills? **Scott Kendall**

Round 2 - FORMULA 1

Questions based on motorsport's top tier...

- 1 Lewis Hamilton top earner? **\$40 million**
- 2 Next highest? **Seb Vettel + Max Verstappen**
- 3 F1 Lap record Silverstone GP? **1m 27s**
- 4 Miglia lap record comparison? **2m 32s...**
- 5 F1 annual entry fee? **\$48 million**

Round 3 - ANAGRAMS

Unscramble the Mini parts...

- 1 'Bum Fears'? **Subframe**
- 2 'Noise Old'? **Solenoid**
- 3 'Lady Ostrich'? **Hydroelastic**
- 4 'Peer Pleasing'? **Grease nipple**
- 5 'Moth Sauce'? **Moustache (Mk1 grille)**

Round 4 - M7RC TRIVIA

A test of the Mini memory banks...

- 1 Where was first Miglia race in 1970? **Thruxton**
- 2 Shortest track raced by M7C, 0.646 miles? **Brands Hatch 'Paddock' circuit (1967-68)**
- 3 England M7 vs which country in 70s/80s? **Ireland M7**
- 4 Both Mini production plants? **Longbridge (Birmingham) & Cowley (nr Oxford)**
- 5 How many Miglia titles for Chris Lewis? **Five (second to Peter Baldwin's 7 National titles)**

Round 5 - GUESS WHO

Mini racers pictured when much younger...

- 1 ?/? **Bill Sallis / Peter Hills**
- 2 ?/? **Paul Thompson / Jo Polley**
- 3 ?/? **Ross Billison / Jonathan Lee**
- 4 ?/? **Duncan Emmett / Simon Martin**
- 5 ?/? **Leon Oil Window / Stephen Colbran**
- 6 ?/? **Max Hunter / Andy Dickinson**

The last round was the suggestion of Alison Dickinson, wife of S-Class racer Andy - more ideas like that please! •



Watch together with friends or with a group START

NEWS NEWS NEWS NEWS

GOOD TO GO...

Motorsport UK opens throttle on restarting motorsport from 4 July

27 May 2020

Motorsport UK has announced that in anticipation of motorsport restarting in the UK from 4 July, it is inviting permit applications from 1 June. Motorsport is currently suspended throughout the UK until 30 June 2020. Following ongoing positive dialogue with the Department for Culture, Media and Sport and having set out its strategy and anticipated conditions for restarting motorsport disciplines, the governing body is now moving to its next phase of getting the sport back on track. Any resumption of motorsport is contingent on event organisers demonstrating that they can plan in accordance with the guidelines of Motorsport UK, while respecting government guidance on social distancing.

Motorsport UK is also acutely aware that different devolved territories of the UK may be moving at different paces in easing restrictions; any application for an event permit will be subject to approval based on the prevailing government advice. The move is also contingent on governments continuing with measures to open up society and that further restrictions resultant of any additional waves of COVID-19 are not required. David Richards, chairman of Motorsport UK, commented, "In March, Motorsport UK moved quickly and in line with government to suspend motorsport, while everyone's priority was restricting the spread of this terrible disease and protecting the NHS. It is now right that, as government has set out plans to ease restrictions, we move in step and introduce the next stage of our phased restart. Unlike many sports, motorsport in the UK is an industry in itself, employing tens of thousands and contributing billions of pounds to the UK economy. We always said that, when the conditions were right, we would take a responsible decision to resume motorsport in order to sustain the sport, jobs and the economy. We have explained our plans to government and are fortunate that motorsport takes place outdoors over large controlled spaces. Our plan is that, subject to government advice and ongoing lifting of restrictions, motorsport will resume from 4 July. We are making this announcement now as event organisers, venues, preparation specialists, the supply chain, volunteer Marshals, Officials and Competitors all need time to put in place their plans."

There will be a number of caveats of granting event permits, including that event organisers commit that their events will be held behind closed doors, appropriate PPE requirements are met, and that each organiser must appoint a COVID-19 officer to ensure compliance with any relevant guidelines. Furthermore, there will be a limit on the number of permits issued for July to 50% of those in the corresponding month of 2019, in order that there are sufficient volunteer Official and Marshal resources available to support the restart in a safe and responsible manner. No national or British championship events will take place in July to reduce potential national and international travel (excludes FIA championships) •

ARE FRIENDS ELECTRIC?

Motorsport UK announces new Electrified Vehicle regulations

19 May 2020

Motorsport UK has issued full Electrified Vehicle technical and safety regulations for the first time as part of its focus on creating a sustainable future for the sport. One of Motorsport UK's key investment pillars focuses on innovation, and a framework for Electrified Vehicles has been in development as a major element of this investment. There are now clear plans to roll out training and allow the new regulations to be implemented. Motorsport UK is the first motorsport National Governing Body to fully develop regulations in this area. The framework and regulations are developed by the Motorsport UK Executive and Technical Committee, with assistance from industry experts, and they cater for all types of Electrified Vehicles including hybrid and full battery electric. They will now allow Motorsport UK to create new future categories for motorsport competition.

At a grassroots level, the new regulations will allow a standard production Electrified Vehicle to compete unmodified in disciplines that allow standard road cars, for example Sprint and Hill climb Road Car Categories, or Autotests and Autosolos.

Hugh Chambers, Motorsport UK CEO said: "Innovation is a crucial area of investment if we are to deliver a sustainable future for motorsport, and clearly Electrified Vehicles are central to this. We have been working on this framework for many months and it is a very exciting area for our sport. This is happening alongside developments in electrified karting and it is now within our grasp to have hybrid or electric power across all levels of motorsport. The development of hybrid power has been in the spotlight in mainstream motorsport such as F1 for some time now, but these regulations will allow unmodified vehicles to compete at a grassroots level at motor clubs across the country, so this is an incredibly important step towards allowing the whole community to embrace hybrid and electric power. This is by no means the end of conventionally powered motorsport, but it is one of the key areas to develop in order for our sport to thrive in the future."

Training and education is also a key phase in the adoption of the new regulations. Updated guidance for event organisers is now available with more practical measures including basic fire-fighting requirements. Motorsport UK has already provided High Voltage Electrified Vehicle awareness training to Scrutineers, and the Online Training Module is now available for all officials on Motorsport UK's new Learning Hub. Further information and training will be provided to Officials coming into close contact with Electrified Vehicles such as rescue and recovery teams. These regulations will also cater for modified production and bespoke competition Electrified Vehicles, while discipline-specific Sporting Regulations will determine which categories of 'EV' can compete in which disciplines •

All Motorsport UK news updates and features can be found on their website www.motorsportuk.org, where you can also view and read the monthly official digital magazine, Revolution

IN BRIEF



S-CLASS ADDS ANOTHER

Another 'new' car for the growing S-Class ranks currently in build is that of newcomer Andy Williams, reputed to an ex-Spencer Wanstall 'shell. Look forward to seeing it out on track... •

Image: M7RC facebook

WEALTH OF WELSH MINIS

Despite the COVID-19 lockdown, it seems that Owens Motorsport down in the far reaches of south-west Wales has never been busier with Mini prep. Former Miglia Champion Endaf Owens has even had his 2019 Mig on the 'rollers' with a newly supplied SH engine courtesy of Dave Wells, while the outfit's latest FIA Historic-spec Cooper has got to be seen to be believed in its, ahem, luscious 'Barbie' pink and contrasting graphite silver colour scheme. Question is, who's going to be the brave soul stepping forward to drive it...? Tasty! •

Images: Owens Motorsport facebook



COMPACT CLASSICS...

OVER THE MANY YEARS THAT THE MINI SEVEN RACING CLUB HAS BEEN RACING AND ENTERTAINING THOUSANDS OF PEOPLE AROUND THE COUNTRY AND ABROAD, WE HAVE BEEN SUPPORTED BY VARIOUS ORGANISATIONS IN THE FORM OF SPONSORSHIP. THIS NORMALLY TAKES THE FORM OF A FINANCIAL PAYMENT AT THE START OF THE SEASON. THE SPONSORSHIP WITH CORGI CLASSICS DID NOT FOLLOW THIS FORMAT. THIS TWO-PART ARTICLE TRACES THE HISTORY OF THIS FAMOUS COMPANY, ALSO WHEN THE SPONSORSHIP BEGAN ALONG WITH ITS ARRANGEMENT AND FINALLY, THE MODELS THAT CORGI CLASSICS HAVE PRODUCED FOR THE CLUB...

Miglia
50
Years
1970 - 2020



A BRIEF HISTORY OF CORGI:

Corgi Classics, as it later became known, started life as Corgi Toys, the toys/models being produced by Mettoy Playcraft Limited. The company made die-cast models in direct competition with the then leaders of die-cast model production, namely Meccano's Dinky Toys. Mettoy, based in Northampton, goes back to 1933 and within six years of the foundation, employed 600 people. Their 'bread and butter' had been the production of tin-plate toys, but seeing an opportunity, started producing die-cast models in 1956 in Swansea, Wales. In recognition of the Welsh dog breed, the name Corgi Toys soon appeared on the High Street. After a few 'ups and downs' over the years, and as a result being bought out by Mattel in 1989, the company was eventually reformed in 1995 as Corgi Classics Limited and moved to new premises in Leicester. The early models boasted plastic 'glazing' and were marketed as 'the ones with windows'. It seems somewhat laughable now, but this to a young toy 'collector' was such an attraction. The first releases in 1956 were all family saloons that would have been seen on the British roads, such as the Ford Consul, Austin A50 Cambridge, Morris Cowley etc.

The image (right) shows two of these family saloons, the Rover 90 in white and the Riley Pathfinder. Two sports cars were also produced in this initial release; the Triumph TR2 and the Aus-

tin-Healey 100. Models were available in free-moving form or with friction-drive motors... all except the sports cars; the low bodies did not allow enough room for the motors! Due to the higher cost of the friction-drive versions, these did not sell as well as expected and were phased out in 1960.

In the early months, British cars were the main production, but in 1957 the first European car was modelled, this was the Citroen DS19. Slowly models of all categories - lorries, buses, cars etc - were released on a monthly basis, with new innovations such as 'Glidomatic' spring suspension and interior features (seats, steering wheels etc). One really novel feature for those days was the use of 'fibre optic-style' illuminating headlights. This was first seen in a Cadillac chassis ambulance in October 1962. It is fair to say that Dinky Toys were being left behind in popularity; Corgi



Toys were the 'ones' to buy. To some degree the Aston Martin DB4 introduced in February 1960 showed how forward thinking the Corgi Toys team was approaching the toy/model market. This particular model had an opening bonnet; this was the first die-cast model to have such a feature. Other additions such as steerable front wheels, jewelled front and rear lights, an opening boot, were added to later models, such as the Bentley Continental in April 1961. The Chrysler-based Ghia L6.4 introduced in October 1963, indicates just how sophisticated toys had become. Selling at 8s 6d (42½p), which was relatively high for those days, the model sold 1.7 million before it was withdrawn in 1969. In 1964 Corgi introduced more detailed models that would appeal to the adult collector. These Corgi Classics were discontinued in 1969, but later in the 1980s the name Corgi Classics was reintroduced.

Corgi has always been associated with modelling competition cars; covering Grand Prix cars, racing saloons, rally cars etc. The first Grand Prix car was the Vanwall produced in July 1957. This was the car driven by the late Stirling Moss.

The Monte Carlo Rally was featured during 1964 and 1967; Paddy Hopkirk's Cooper S, winner of the 1964 rally, being one of many Monte Carlo rally winners and participants to be produced. These are now some of the most expensive models to buy, if they can be found! Prices of immaculate models with original boxes can be around

...COMPACT CLASSICS



The Chrysler based Ghia L6.4

£200 and upwards! I estimate that there were 15 variations of Monte Carlo Mini over these early years! Sometimes just the boxes varied. This, to a collector is 'all important'. These were all of 1:43 scale, as is my 1965 Monte Carlo winner AJB 44 B. (see below). There were several variations on this model alone. For example, mine is worth around £150, but the same version with a roof spotlight is worth around £350! It comes down to rarity

value, at the end of the day. The range of all types of vehicles produced by Corgi was becoming large, with the introduction of gift sets, vehicles associated with TV programs and films; James Bond's Aston Martin is just one of this type of model (above), military vehicles and aircraft. The introduction to this impressive range of cars owned by members of the Mini Se7en Racing Club came about in 2001 •



THE MINI SE7EN RACING CLUB & CORGI:

It was the idea of our Marketing and Press Officer at the time, Jeff Carter, to approach Corgi to see if they would produce models of some of the Club's cars. It should be noted that since 2009, Jeff has worked with the FIA and, from 2012, acted as the Media Delegate for the World Endurance Championship. Corgi were already producing models for the Mighty Minis series, but the idea was of interest to Corgi.

The arrangement in those early days was for Corgi to visit our race meetings to choose cars to model, along with those that had won the previous year's Championships. Corgi then gave the Club 150 models of each car produced to sell at the race meetings or on our website. These models were typically selling for £17 per model in the model shops. The club was selling the same models for around £8 and as a result they tended to be sold very quickly. Often the drivers would sign the boxes too, thus increasing the price that we could ask.

In 2001, four cars were produced; the Mini Miglias of Steve Bell and Peter Baldwin and the Mini 7s of Chris Huck and Dave Braggins. Peter and Dave were Champions in 2000. This started the 'ball rolling' for the next 12 years, bringing considerable income to the Club and giving considerable pleasure to the owners of cars modelled.

The second part of this article will highlight the models produced and give a few stories about some of the models.

For example: How did one model get advertised on e-bay for £700?

Nick Cooke



A sponsorship with a difference...

Photos: N Cooke + C Watkins + courtesy Corgi

VITA-MINS C...



ANOTHER PACKED ROLLCALL IN THE THIRD PART OF OUR DRIVER INDEX, AS YOU CAN C ...

Miglia
50
Years
1970 - 2020



Myk CABLE

The following is the full 'C-list' of driver surnames but if you think there may be more then let the M7RC know and we'll endeavor to add them in the next issue of *Pit & Paddock*...

Myk CABLE ↑
Miglia (1986-92, 94-96) / Se7en (1993)
Triple Miglia champion and former Competition Secretary, also became engine tuner; began racing motorbikes, later tried 1.3i Minis too

Keith CALVER
Miglia (1979-81, 84, 86)
Sporadic Mig appearances, but more widely known as tuning and development expert in A-Series circles

Peter CALVER
Miglia (1977-98)
Longtime racer, top 77 novice, won twice at Donington, including TOCA-support handicap; cars mirrored production anniversary specials

Sue CALVER
Miglia (1981)
One-off in husband Peter's car, 7th place at TEAC Snetterton

Nick CALVERT
Se7en (1977)
Steady performer in solitary season, finished every race he started

Iain CAMERON
Miglia (2012)
Secured name in record books with Novice award from only three starts

Roy CAMERON
Miglia (1982-84, 98-99)
Handful of races, nearly all at Oulton, Donington and Mallory...

Fergus CAMPBELL
Se7en (1997)
Ran among leaders in brief Se7en spell before returning to MGs

Daniel CARD
Miglia (1974-75)
One finish from two starts

Greg CARINI (F)
Invitation (2012, 14)
French Mini tuner who raced at two Mini Festivals

Jim CAROLAN
Miglia (1972-73)
Two DNFs only, later raced 1.3i Mini

Phil CARPENTER
Se7en (1979)
Single DNF from three attempts

Bruce CARPENTIERE
Miglia (1987) / Se7en (1988)
No starts in Mig, one start in Se7en

Douglas CARR
Se7en (1971-72)
Points scorer only in first season

Tony CARTWRIGHT
Miglia (1983)
Best of 5th in class at Brands winter

Dave CARVELL
Miglia (1979-81, 85-86, 95)
Frontrunner in Potter entry, several wins and National runner-up twice, won 95 Donington Winter on return, also raced in BTCC

John CASEY
Miglia (1990-91)
Half a dozen outings in Potter car

Richard CASEY
Miglia (1991-93, 12-14)
Survived huge shunt at 92 Donington after being knocked off by errant Porsche; later stint saw regular podiums in ex-Hack title winner

Gary CASHMAN
Miglia (1974-76)
Top-six scores sealed 74 novice title

Paul CASTALDINI
Se7en (1979-80)
Strong midfield runner, made top 10 overall in 80, class win at Cadwell; now runs historic/classic racers

Ian CAUSON
Se7en (1990-91)
Formed part of multi-racial GW/Midland Mufflers team; plans for a return in 2020-21

Matthew CECIL
Se7en (1996)
A single finish from three starts

Paul CHADWICK
Miglia (1980)
One DNF and one DNS in the stats

Jeffrey CHALK
Se7en (1966-67)
Lydden class win in 66; 7th at Combe in only 67 appearance



Peter CALVER

Photos: M7RC Archive (RW + P Calver Collection)



...VITA-MINS C...



Viv CHURCH

David CHAMPION
Se7en (1980, 82)
Best of 7th in handful of outings

Harry CHAMPION
Se7en (1980)
Crashed in qualifying in single entry

Mark CHANDLER
Miglia (1999-05, 08)
Already Welsh Saloon champ before Miglia switch; since been mechanic for several other Mini competitors

Paul M CHANDLER
Se7en (2003)
DNF and DNS in two-race stint

Simon CHANDLER
Se7en (1980)
Single Lydden entry shows a DNS

John CHAPMAN
Se7en (1973)
Five finishes from five starts

Tim CHAPMAN
Se7en (1974-75)
Couple of 10th places in TEAC series

Mark CHAPPELL
S-Class (2018-19)
Essex racer's first circuit racing spell

John CHAPPELL
1275 GT (1976)
Listed as DNS in only appearance

David CHESTER
Se7en (1969)
One DNF from four attempts

Graham CHILD
Se7en (1974-76)
Podiums by end of third season

Tim CHILDS
Se7en (1971)
Best of class 3rd in Mallory saloons

Graham CHIVERS
Se7en (1982-84) / Miglia (1984-87, 89)
Better results after switch to bigger class; third overall 86, fourth in 87

Viv CHURCH ←
Se7en (1966-70, 77-81)
Early pacesetter, runner-up overall in 68 and a Mini Festival winner; major contributor to M7RC Archive

Mark CINNAMON
Se7en (1981-84)
Novice champion 81, with podium at Snetterton; car went to a B Sollis...

A CLARE
Se7en (1967)
Single Snetterton race lasted 1 lap

Adam CLARK
Se7en (2003)
DNF at Silverstone in one-off race

Howard CLARK
Miglia (1986)
Finished all three races started

Ian CLARK
Miglia (1997, 99)
Competed in three events in Raven Racing entry

Paul CLARK
Se7en (2000-07) / Miglia (2010-15)
A winner in 1.3i Minis before switch to Se7ens saw further front-running pace; less success in Miglias

Brian CLARKE
Miglia (1978)
Eighth in solitary Brands winter race

Larry CLARKE (Irl)
Se7en (1981-82)
Part of Irish Mini-7 team at 81 Mondello and 82 Donington races

Jamie CLARKE
Miglia (1984)
Thruxton DNS in Peter Moore car

Jeremy CLAYDON
Se7en (1980-82)
Generally a top-10 runner, scored a 2nd at Snetterton in TEAC series

David CLAYTON
Se7en (1972)

Couple of National races only

Don CLAYTON
Se7en (1967)
Two starts, finisher at Combe

John CLIFT
Miglia (1976) / Se7en (1977)
One finish in Migs, DNS in Se7ens

Keith CLIPSHAM
Miglia (1976-80, 85)
Runner-up in both 77 TEAC and 79 Graham Hill championships

Peter CLOSE
Se7en (1994-96, 99)
Two races from several attempts

William COATES
Se7en (1967)
Three finishes saw mid-table ranking

Patrick COBB
Miglia (1973)
Won a non-points Combe invite

Steve COBBOLD
Se7en (1973-76)
Took a 2nd place at Mallory in 75

Tim COCKLE
Miglia (1976-82)
Best results came in later Graham Hill campaigns

Darren COE
Se7en (1994-99)
South coast-based racer won qualifying race at 97 Cadwell

Danny COKER
Miglia (1981-84)
Pair of 2nds at Lydden in TEAC series

Stephen COLBRAN
S-Class (2018)
Secured Se7en Novice award; Club's press and online quizmaster too

John COLBURN
Miglia (1982-85)
A 4th only finish in handful of starts

Richard COLBURN
Miglia (1985-92, 96)
Regular top-10 challenger; went on to run Renault tin top squad

Christopher COLE
Se7en (1977-78)
Graham Hill series podium in 78

Mark COLE
Se7en (1998)
DNS at Thruxton for motoring journo

Nick COLE
Se7en (1967-68) / Miglia (1996-97)
Longtime Mini tuning ace, 3rd overall in 96 *MiniWorld* Trophy race

Brian COLES
Se7en (1970)
Sixth at Combe best result

Gary COLES
Se7en (1977-80)
Several top-six finishes, won Graham Hill class at Snetterton in 79

Jamie COLES
Miglia (1987-90)
Mostly Southern series, podiums in 88 before car wrecked at 90 Lydden

Mick COLLARD
Se7en (1967-73, 75, 78-83, 88-91)
Long record in same car, most notably winning inaugural 71 TEAC title

Philip 'Pip' COLLARD
Miglia (1977) / Se7en (1977)
Tried both classes, one finish noted

Mick COLLEY
Se7en (1968)
One race at Snetterton

Peter COLLIER
1275 GT (1979)
On the entry list at Cadwell but DNS

David COLLINS
Miglia (1979-80)
Consistent novice year followed up with higher finishes in 80 season

Dick COLLINS
Miglia (1986-88)
Impressive Novice-winning season, runner-up in 88 Southern series behind team-mate Mark Jones

Josh COLLINS
S-Class (2017)
Won class title at first attempt

Stephen COLLIS (Irl)
Se7en (1982)
Raced in England v Ireland invitation at Phoenix Park

Roger COLSON ←
Se7en (1967-70) / Miglia (1971-72)
Best season 4th overall in 71; ran cars for treble-champ Mick Osborne



Roger COLSON

Photos: M7RC Archive (V Church Collection + P Cobbing Collection)



...VITA-MINS C...

Bev COMBER

Miglia (1983-87, 89-90, 94-95)
Several victories, regular top 6 in both National and Southern tables

Daran CONGRAVE

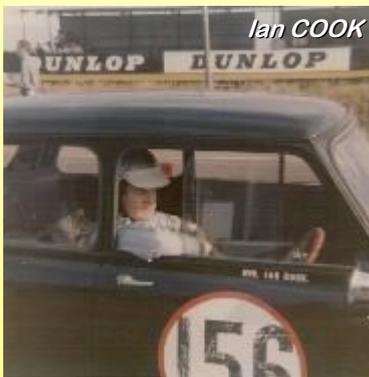
Se7en (2012)
Brands double-header for 3 points

John CONNELL

Se7en (1973-75)
Consistent finisher, mostly in 75

Jim CONROY

Miglia (1970)
Couple of entries in first Miglia year



Ian COOK ↑

Se7en (1966-67)
Top-six results, 8th overall in 67

Paula COOK

Miglia (1995)
Silverstone Winter entry, snowed off

Genny COOKE

Se7en (1990-95, 97) / Miglia (1994)
Rose to high scores in Cookies entry, also a podium in future hubby's Mig

Nick COOKE

Se7en (1990-92, 96)
Reliable finisher in shared car, later became Club Chairman

Geoff COOLEY

Se7en (1967-68)
Three points from three starts

Roger COOMBES

Se7en (1968)
One race in a Mallory heat

Bob COOPER →

Se7en (1991)
Brands practice only for mechanic of Bill Sallis car

Doug COOPER

Se7en (1967)
Best of 8th from four entries

Jim COOPER

Se7en (1977)
DNS at Lydden special saloon mix

Justin COOPER

S-Class (2016-17) / Libre (2018-19)

Wins in both classes plus 1.3i Minis

Steve COOPER

Se7en (1986-89, 94)
Immediately quick in ex-Gould title car, top 87 novice, 88 National runner-up, 89 champ; Tina's brother

Tina COOPER

Se7en (1985-89, 91-93, 95, 15-19)
Former autograsser winner, became 93 National champion, also races in Lotus Elise

Alan CORBISHLEY

Se7en (1971-75)
TEAC series wins, 74 runner-up

Alan CORDERY

Se7en (1973-75)
Rose to top-20 ranking in 74

John CORNEY

Se7en (1981-84, 87)
Handful of starts in four seasons

Mike CORNISH

Se7en (1966)
In non-points Silverstone race report

Eamonn CORRIGAN (Irl)

Se7en (1978, 82)
In Irish M7 squad at 82 Donington

Owen CORRIGAN

Se7en (1975)
DNS at early season Croft meeting

Alan COSBY

Se7en (1970-72)
Scored a best of 4th at 71 Thruxton

Stuart COSGRAVE (Irl)

Se7en (1981-82, 84)
Leading light in Irish racing, owned Mondello, raced at 'home' and in UK

G COTTRILL

Se7en (1966)
Listed as entrant/driver but DNS

R F COTTRILL

Se7en (1966)
Four finishes secured 8th overall

Bernard COUGHLIN

Se7en (1968)
One heat and a consolation race

James Bowers COULSON

Se7en (2005-12) / Miglia (2013-14, 16)
Novice runner-up in 05, several podiums but just short of top step

Monte COUNDLEY

Se7en (1968-69)
Four starts listed in two seasons

Tim 'Richard' COUSINS

Se7en (1974-78)
Non-points class win 77 Silverstone was highlight of 4-season stint

John COVENEY

Se7en (1975)
DNS at Brands TEAC round

Mark COWAN

Miglia (2008-15)
Snetterton win in 15 came in top-line Peter Baldwin hire car

David COWARD

Se7en (1969-70)
Handful of starts, best finish 7th

Barbara COWELL ↗

Se7en (1981-84)
Tigerish driver, top 82 novice, won 83 Lydden series, runner-up 83/84 Nationals & 83 Southern, trio of wins, later in BTCC as (Mrs) Babbage

Guy COWIE

Se7en (1997)
One-off in Silverstone Winter round

Aidan COWLEY

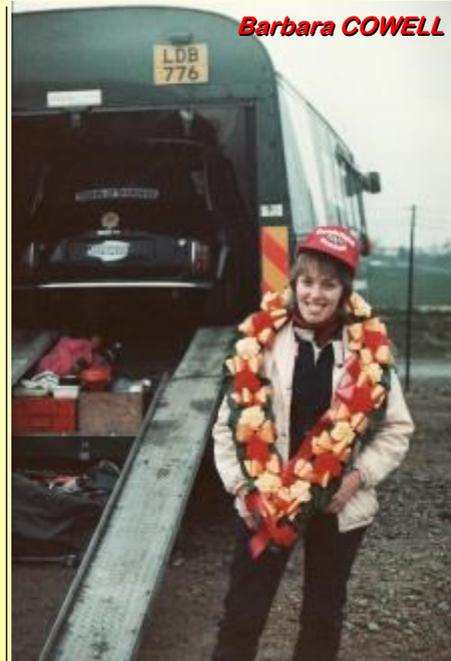
Miglia (1979-83)
Gradual progress to mid-field pace

Barry COWLING

Miglia (1972)
Best finish of 6th in two starts

David COX

Miglia (1991-92)
Steady mid-table first season



Barbara COWELL

Graham COX

Miglia (1995-96)
Half-dozen races for Somerset racer

Ian COX

Se7en (1969)
On entry list for n/c Lydden race

Neil COX

Se7en (2000)
DNF at Brands Winter finale



Diane CRAVEN

Ray COX

Se7en (1968-76)
Sporadic races, best result 3rd in 68

Andrew CRAIG

1275 GT (1976)
Drove Leyland 'Celebrity' car at Mallory Park

Dean CRAVEN

Se7en (1991-92, 94-95) / Miglia (1995-96)
Hard trier in old nail, better in Migs

Diane CRAVEN ↑

Se7en (1992, 94-95)
Decent results in Vickers-built car

Steve CRAVEN

Se7en (1983-85)
Less than a dozen races, best of 7th



Bob COOPER

Photos: MTRC Archive (RW + I Cook Collection + M Jackson)



...VITA-MINS C



Danny CROSBIE

Dave CRAWFORD
Se7en (1974)
One start from three entries

Trevor CRAZE
S-Class (2009)
Ten points from 3-race effort

Peter CREWES
Libre (2017-19)
Inaugural class champion in 7-porter

Alan CRIBB
Se7en (1971) / Miglia (1984-85)
In Miglias well after solo 850 outing

Danny CROSBIE ↑
Se7en (1968-69, 72-74)
Regular top-six by 73; rare feat of being on cover of 72 *Autosport* mag

Geoff CROSS
Se7en (1971-72, 75-77, 79-81)
Two 3rds boosted 81 G Hill ranking

Mick CROWIE
Se7en (1980-82)
Couple of top-6 finishes

Nick CROYDON-FOWLER
Se7en (2016, 18) / S-Class (2017-18)
Ran customer cars, narrowly lost out on 18 S-Class title; return due in 20

Mike CRUST
Miglia (1976-77)
Few starts, 2nd in Brands G Hill race

Jon CULLUM
Se7en (1996, 00-01) / Miglia (2002)
Good results in Se7ens, even better in Migs with 5th overall

Rob CULLUM
Se7en (1994-99) / Miglia (2001-02)

Regularly on leaderboard, close to Miglia title in 01; edited Club mag

Richard CULVERHOUSE
Se7en (1967)
One race; later ran Classic Saloon CC

Ian CURLEY ↗
Se7en (1992-95) / Miglia (1995-00, 02-03)
7-Classic (2014-15)
Multiple champion across both formulae, also raced in BTCC & Historic; leading motorsport and automotive mouldings supplier

Alan CURNOW
Miglia (1975-76, 83) / 1275 GT (1976)
Won 75 National title, runner-up 76 GT, later went into BSCC with Longman team

Mike CURNOW
Miglia (1975-77, 79)
Longman tuning helped win 76 title

James CUTHBERTSON
Se7en (2016) / Miglia (2017-19)
Early step up in power, edging closer to leaderboard

Ben CUTLER
S-Class (2019)
Impressive debut season netted podiums and Under-17 title



Ian CURLEY

Patrick CURRY
Se7en (1993-99)
Steadily improved in Brownspeed-tended car

RAY CURTIS
Se7en (1980-82, 88)
Saved best finish of 6th until 88

Ron CUTHBERT
Se7en (1974-77)
Had pace to run up front, as 77 National win at Llandow testifies

Julian CUTLER
Se7en (1975-82)
Couple of class victories and often overall top-6 ranking in Nationals, also hillclimbs in Se7en; later based at Goodwood

Rick CUTTING ↓
Miglia (1974-84)
Strong title challenger, several victories with a pair in multi-class Leyland invites on Silverstone GP track •

COMING NEXT: over 150 names beginning with D, E + F...



Rick CUTTING

Photos: M7RC Archive (courtesy Autosport + courtesy MiniWorld + J Parish Collection)



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2019 CHALLENGE STANDINGS

NATIONAL POINTS...

Final standings after 15 rounds

Mini Miglia

Pos	#	Driver	Pts	Total before drops
1	1	Aaron Smith	210	(226)
2	23	Rupert Deeth	201	(203)
3	11	Kane Astin	195	(196)
4	92	Jason Porter	173	(201)
5	83	Colin Peacock	167	(170)
6	37	James Cuthbertson	155	(167)
7	42	Paul Simmonds	133	(138)
8	20	Mark Sims	93	
9	85	Sam Summerhayes	88	
10	56	Nick Padmore	79	
11	17	Rick Jessop	78	
12	53	Niven Burge	70	
13	48	Lee Deegan	69	
14	80	Joe Thompson	64	
15	27	Peter Harries	64	
16	44	Darren Moon	61	
17	64	Alex Osborne	56	
18	45	Chris Morgan	55	
19	49	Martin Wager	49	
20	72	Rob Howard	43	
21	12	Wayne Grayer	37	
22	69	Tony Le May	37	
23	26	Peter Arnold	18	
24	60	Endaf Owens	16	
25	22	Stuart Horsfall	1	
26	18	Elliot Stafford	1	
nc	15	Gordon Pocock	-	

Mini Libre

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	86	(89)
2	500	Rob Davis	79	(80)
3	149	Gary Warburton	30	
5	177	Peter Crewes	28	
4	474	Josh Evans	24	
6	115	Steve Baker	21	
7	616	Justin Cooper	19	
8	127	Ian Fraser	18	
9	126	Peter Hills	11	
10	171	Dan Lewis	1	
nc	232	Thomas Berg	-	

Mini Se7en

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	212	(232)
2	4	Joe Thompson	208	(252)
3	28	Dom Burger	197	(229)
4	77	Andrew Deviny	186	(213)
5	94	Lee Roberts	157	(170)

6	22	Graeme Davis	145	(157)
7	27	Leon Oli Window	141	
8	2	Spencer Wanstall	130	(131)
9	20	Darren Thomas	127	
10	95	Julian Proctor	114	(117)
11	39	Glen Woodbridge	114	(117)
12	38	Steven Hopper	77	
13	1	Max Hunter	75	
14	49	Ross Billison	71	
15	0	Leon Wightman	68	
16	76	Jo Polley	58	
17	88	Kieren McDonald	52	
18	57	Philip Gillibrand	42	
19	18	Tina Cooper	41	
20	55	Darren Eaton	40	
21	63	Dave Robinson	23	
22	69	Steve Trench	21	
23	89	Tom Hartwell	2	
24	21	Jordan Sims	2	
25	37	Gareth Hunt	1	
nc	71	Simon Jones	-	

Mini-7 S-Class

Pos	#	Driver	Pts	Total before drops
1	708	Scott Kendall	219	(276)
2	787	Connor O'Brien	210	(212)
3	795	Stuart Gilby	161	
4	742	Ben Butler	160	
5	720	Ben Cutler	158	
6	736	Thorburn Astin	128	
7	796	Mark Chappell	128	(129)
8	711	Damien Harrington	122	
9	715	Jonnie Kent	94	
10	760	Jack Shearing	75	
11	706	Jo Polley	73	
12	733	James Bryan	73	
13	779	Andy Dickinson	36	
14	765	Simon Martin	36	
15	747	Kelvin Edgar	24	

NOVICE POINTS...

Mini Miglia

1	40	Stuart Wright	6
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Mini Se7en

1	39	Glen Woodbridge	34
2	21	Jordan Sims	6
3	26	Nigel Davies	5
4	73	Arnold Duncan	5

Mini-7 S-Class

1	720	Ben Cutler	33
2	760	Jack Shearing	14
3	733	James Bryan	12

Graham Hill Trophy

Under-17 S-Class

1	720	Ben Cutler	27
2	736	Thorburn Astin	21

WINTER POINTS...

Final standings after 5 rounds

Miglia

Pos	#	Driver	Pts	Total before drops
1	83	Colin Peacock	80	(99)
2	40	Stuart Wright	57	
3	80	Joe Thompson	39	
4	99	Richard Wager	33	
5	20	Mark Sims	19	
6	11	Kane Astin	18	
7	69	Tony Le May	18	
8	79	Jon Lee	0	
nc	72	Rob Howard	-	

Libre

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	11	
2	149	Gary Warburton	9	

Se7en

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	80	(99)
2	77	Andrew Deviny	75	(91)
3	28	Dom Burger	75	(93)
4	39	Glen Woodbridge	46	(47)
5	0	Leon Wightman	34	
6	73	Arnold Duncan	33	
7	76	Jo Polley	33	
8	94	Lee Roberts	30	
9	18	Tina Cooper	30	
10	26	Nigel Davies	19	
11	21	Jordan Sims	19	
12	22	Graeme Davis	17	
13=	88	Kieren McDonald	0	
	55	Darren Eaton	0	
nc	20	Darren Thomas	-	
	27	Leon Oli Window	-	

S-Class

Pos	#	Driver	Pts	Total before drops
1	787	Connor O'Brien	80	(100)
2	712	Greg Daw	55	
3	720	Ben Cutler	54	
4	742	Ben Butler	53	
5	706	Jo Polley	38	
6	715	Jonnie Kent	36	
7	778	Charlie Brisker	0	



Photo: M7RC Archive (P Waller)

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2019

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DUNLOP MINI CHALLENGES supported by MINI SPARES

Seasoned pros Mini Se7en

New Winter series!

LET'S GO ROUND AGAIN

Exciting new season ahead

Top guns: Mini Miglia

Silverstone Preview

- 50 Top 50 years road opening
- Angle: This race wide open
- S-Class: Back to back
- Libre: Incoming challenge

Brands D Plate Report

- Latest news
- Awards evening
- Technical updates
- Runners & Riders
- From the Archives
- Second Silverstone

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2019

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Mini Miglia: Scorching pace

Winter Wow!

Cracking Season Opener at Silverstone

Mini Se7en: As close as ever

Top Mini action!

Croft Preview

- Se7en: Death with a vengeance
- Miglia: Right at the top
- S-Class: New focus as form
- Libre: More to come

Silverstone Report

- New cars & colours
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Croft revived

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2019

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6 Croft winners!

Mini Se7en: New records

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia: Even quicker

Thruxton Preview

- Se7en: Thruxton takes lead
- Miglia: Deepen & Smith top
- S-Class: Kevell's pole
- Libre: Adventure Doris

Croft Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Tales of Thruxton

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Mini Miglia: Top Guns

As seen on ITV Sport!

TV TOCA TRIUMPH

Mini Se7en: Fun on Film

Zandvoort Preview

- Se7en: Thruxton advantage
- Miglia: Series lead for Smith
- S-Class: Kevell's control
- Libre: Double-header threat

Thruxton Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Overseas adventures!

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2019

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M7 S-Class: New stars

Zandvoort British Race Festival

Beach Party

Mini Se7en: Winstall wins well

Brands Preview

- Se7en: Thruxton as top
- Miglia: Aaron's advantage
- S-Class: Clearly ranked
- Libre: Heavy rain potential

Zandvoort Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Brands Hatch in summer

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Mini Miglia: More & four

Feisty Festival

Drama packed Mini Festival at Brands!

Survival of the fittest...

Mini Se7en: Single seatman

Mini Se7en: Biggest grid ever!

DTM Brands GP & Cadwell Preview

- Se7en: Inaugural race
- Miglia: Steady Smith
- S-Class: Kevell to keep title?
- Libre: Hawley's pole position

Mini Festival Report

- Full results
- Latest news
- Technical updates
- Runners & Riders

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2019

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DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini Se7en: Pick attack

Cadwell Park recap!

Mini Meisters

Mini-7 S-Class: Honours shared

Combe Preview

- Se7en: Back to back for Smith
- Miglia: Kevell's second title
- Libre: Top-sexy deal

DTM Brands GP Report

- Full results & points
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Cadwell Park

Pit & Paddock

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2019

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Mini-7 S-Class: Kevell steps down

4 National titles sealed!

Kings of the Castle

Mini Se7en: Smith steps forward

Combe reports

- Se7en: Goals to the north
- Miglia: Success-happy stars
- S-Class: Steady in the green
- Libre: Inaugural Round

Cadwell Park review

- Full results & points
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- WMC Wins

Why join the Mini 7 Racing Club?

Receive these full-colour newsletters before and after every race weekend, packed with all the latest race reports, pictures, technical updates and much, much more! Get them via email or directly to your phone - it couldn't be simpler, so why not join today..?!

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ABOUT US



Endurable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50+ years; that averages out to nearly 40 new drivers per season. What other single-make race series can claim this strong support over such a long period?

season in an S-Class car is going to be more affordable. The Graham Hill Trophy is awarded to the leading Under-17-year-old too.

Mini Libre

Introduced in 2017, Mini Libre is a semi-invitational 'Free Formula' category running on the back of the Miglia grid. Catering for original-shaped racing Minis, cars may utilise any A-Series block and gearbox, run on 10in wheels and mandatory Dunlop tyres. Success ballast may be



The Mini 7 Racing Club

Ever since the first Formula Mini-7 race at Brands Hatch in 1966, the Mini 7 Racing Club has always been a favourite for race commentators and spectators alike. The race cars offer excellent performance for money, challenging many of today's more modern car formulae for overall pace. The Se7ens and Miglias are guaranteed to offer overtaking, due to equally matched machinery but mainly to the rather un-aerodynamic body that gives the car behind a straightline advantage. Off the track, the Club has a very friendly atmosphere with willingness to help new members become acquainted with the 'tricks of the trade' and where to get the best advice. Most drivers and supporters stay at the circuit for the weekend races, giving an ideal opportunity to discuss the racing. The cars are ideal for the engineering enthusiast as although the rules strictly stipulate what can be modified on the car, they are specified so that development of the car can be achieved within a tight budget. If you are interested in starting racing, the best advice is to come to a race and chat, then buy yourself an already built car as this is by far the most economic route.

www.mini7.co.uk

Mini 7 Racing History

The UK's longest running one-make motor racing championship was introduced in 1966 as Formula Mini-7; restricted tuning 850 engines, control tyres, designed for low-budget racers starting out. It was the brainwave of the original Mini 7 Club (then a social/racing society, mainly for the Mini) and the 750 Motor club (the pioneers of low-cost motorsport). In 1970, Formula Mini-7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were renamed Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 1275GTs; this lasted five seasons before being superseded by Metros but that's another story... The basic Mini Se7en format remained unchanged for nigh on 25 years before an increase in engine size to 1000cc in 1991. What with the 850cc engine ceasing production in the early 1980s, replacement parts became harder to source and the fact that engines were incredibly highly stressed, the adoption of the more

Mini Miglia

For performance, the Mini Miglia is top of the Mini 7 Racing Club ladder. With a modified 1293cc A-Series engine, the 670kg Mini is propelled from 0-60 in about 4.5 seconds and onto a top speed of around 125mph. On the slick Dunlop rubber the handling is everything you would expect from a Mini and much, much more!

Mini Se7en

Now in its sixth decade, the Mini Se7en Challenge has been providing great racing at an affordable price. Since 1991 the Se7ens have been using a modified 998cc A-Series engine and the 660kg Minis can reach 60mph in 6.6 seconds, with a top speed of around 110mph. Running on treaded racing Dunlop rubber the cars stick to the road like the proverbial go-kart!

Mini-7 S-Class

The Mini-7 S-Class is aimed at drivers on a budget. Whether you're a complete novice or an experienced driver returning to racing, the S-Class is a feeder series to Mini Se7en. With modifications and improvements strictly limited to the 1275cc engines, the budget for a

added. The 'Special Tuning' trophy is awarded to the overall winner •



YOUR MINI SPARES CATALOGUE



THE WORLD LEADERS IN MINISPARTS

mini  *spares*

From the Archives

WHERE
&
WHEN ?



Miglia
50
Years
1970 - 2020



Photos: M7RC Archive (Ferret Photographics/M Harvey)



The Mini 7 Racing Club is pleased to announce a new licencing arrangement. Joining other famous motor sport brands, Dunlop and Honda, the club has teamed up with Dread to create a new, exciting range of merchandising from baseball caps to waterproof track side suits.



Alongside the items featuring the contemporary club logo, there are also some alternative products celebrating the original club logo. The plan is to keep the range fresh by adding new products and deleting the less popular items as we go forward.



The range is now available to browse and purchase online.

<https://shop.dread.cc/mini7>

Please take a look in the next few days

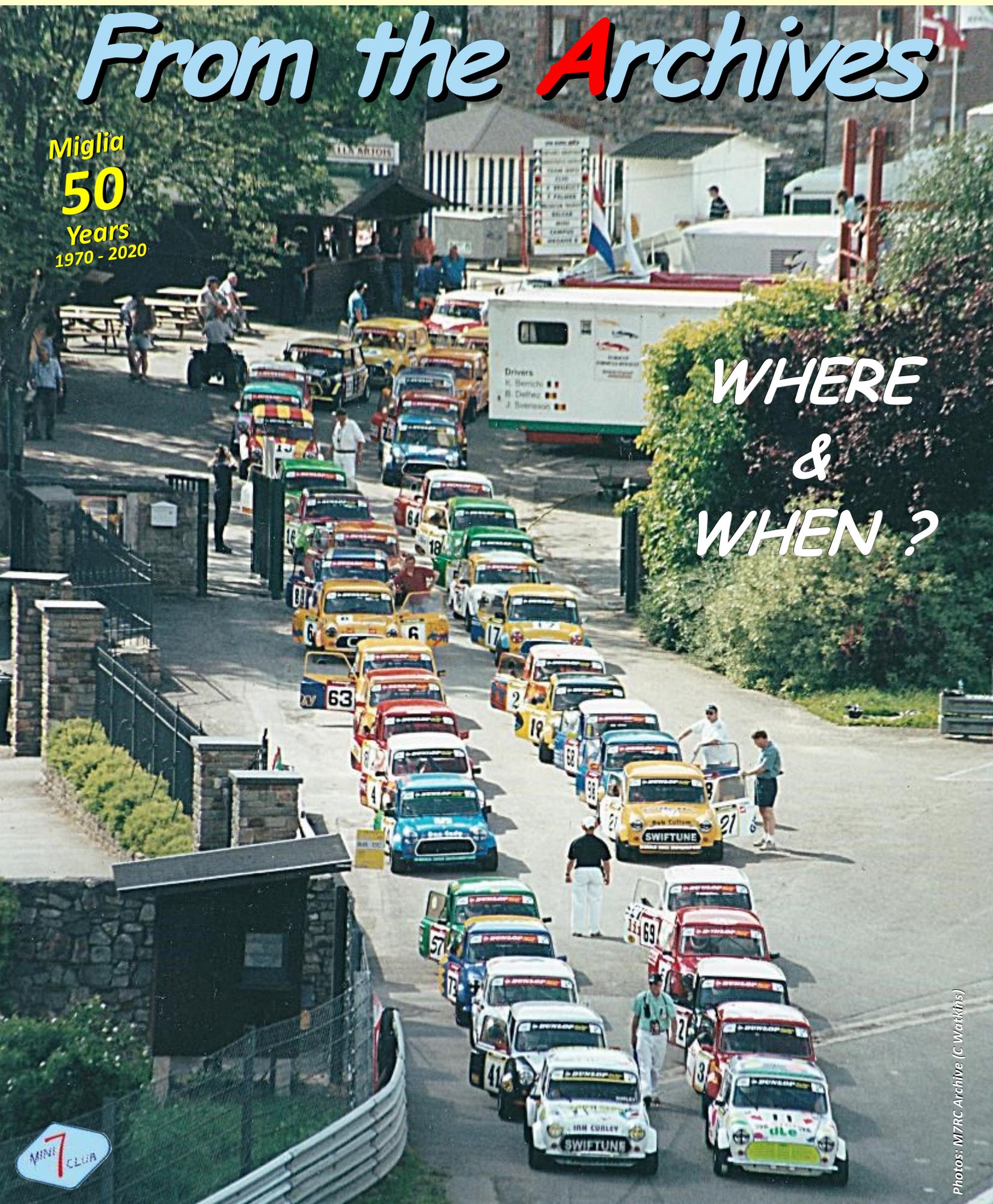
In fact, we would encourage you to think about placing all your orders from the website. Mike and Alan will carry a few of the items at the circuits, but the broadest range and all the sizes will always be available online.



From the Archives

Miglia
50
Years
1970 - 2020

WHERE
&
WHEN?



Photos: M7RC Archive (C Watkins)

From the Archives



20
years ago
2000

Baldwin leads Bell overall (left); Burge got away in Se7ens (below)
Photos: M7RC Archive (C Watkins)
*full info in: Pitlane mag, Winter 2000

THE NATIONAL FINALS CONCLUDED ON THE GRAND PRIX TRACK, WITH BOTH CLASSES SHARING THE GRID

DUNLOP NATIONAL MINI MIGLIA - 7/8 Oct'
DUNLOP NATIONAL MINI SE7EN - 7/8 Oct'

Mixing it up

THE FINAL ROUND of the year enabled Peter Baldwin to further stretch the record books with his 10th win of the season; Dave Braggins sealed the Mini Se7en Championship for the second year on the trot. The mixed Se7en/Miglia race (top 22 from each category) supplied excellent entertainment with two races in one! It wasn't however the easiest report to write; you should have seen how many notes I wrote! Fortunately the help of Dave Older reading out numbers, and it being the on the GP circuit for the first time in six years, did allow me to catch up on the long lap.

Qualifying: was wet, it had been raining all morning although it was only drizzling when the cars took to the track for their 25-mins session. Surprise, surprise, it was Steve Bell first onto the track, Roy and Russell having camped overnight in the premier spot. No

doubt Steve was hoping to get some clear track before those pesky Se7ens get in the way! My notes now say "where are they?". The laps are quite long and with the pack still as one there was a big gap of apart from a freezing pit wall (thank you to the F3 and GT teams that so kindly keep their awnings up for the entire weekend). Setting the immediate pace in the wet conditions was, well, Ian Gunn and Ralph Saunders... OK no offence to Ralph but he really shouldn't be in front of all those Migs. Right, the monitors are all confused, as is the commentary. Apparently Ian and Ralph were the fastest to get from the assembly area to the start/finish line, and that is being counted as the fastest lap. Confused? We were. Does that mean that Ian and Ralph are not very kind to their cars? With no times, points to notice were Saunders tailing and then 'pulling' Braggins, likely to be some ribbing in the bar later! It must have been strange for the Grayers to be on the track together, Wayne looking to give a tow to his Se7ener brother Stuart. Surely it wasn't the day to worry about tows, by the looks of all the muddy cars driving past, staying on the track was hard enough without a ball of spray in front of you! Jon Cullum was noticeably driving well (must have been that tuition!), catching both Saunders and Braggo, and then passing the pair was proof of his speed. OK, the times are back and boy are the commentary team relieved! Lap 7 and Gunny has pole in the Migs followed by Bell, Hayman,

Jackson and Manser. No Baldwin to be seen at the front! In the 7s Kelly Rogers held pole ahead of Barwell, Willoughby, Cullum, Burge, Perrett, Letts, Hunter, Grayer and Saunders. No Braggins or Adams! Lap 8 saw Baldwin pop in a quick one to clamber up to second, a change of tyres seemingly helping the cause, however the experienced racer did not look comfortable in these conditions. Gunn looked to have problems as he coasted past the pit wall, but would retain his impressive pole position. In the 7s there were many improvements on the last lap, with track conditions visibly getting better, so were the times. Carl Willoughby, already well up the grid, judged the conditions and timing the best and snatched a well-deserved pole position. Barwell claimed second followed by Rogers, Cullum (a best ever qualifying result, even if

the commentators thought it was some bloke called Rob?), Simon Adams, Mark Sims, Oli Perrett and a tired Braggo in eighth, (poor old man!). Mike Jackson Nearly ended up T-boning a spinning James Winnifriith! They (the Jacksons) had been helping James all weekend; it was rather a relief to miss! Cullum, pleased, but unhappy about being blocked by a Miglia on potentially Jon's quickest lap, pleased to avoid the grass! Hudson ran on 3 cylinders when the windscreen wipers were on! That meant rather a lot of grass tracking. Ken Eady, never driven a Miglia in the wet, and the last time Ken raced here was in 1979 in a Formula 3. Braggo, relaxed, waiting to go to the pub; Bell, did impressions of a spinning top! Spun three times at Club alone! Not to worry... At least 90% of those I spoke to had had moments on the grass. There was lots of cleaning to be done!

Race: A dry and sunny Sunday was a welcome sight after yesterday's downpours. Race reserves included Chris Lewis, Matt Hayman and James Winnifriith. Sitting in the BRDC grand-



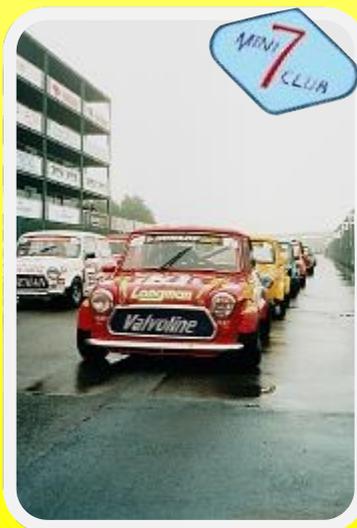
From the Archives



Silverstone GP

stand and looking forward to a good race. Can't be bad! Bell led into Copse for the first time, followed by Baldwin, Gunn, Jackson and Manser. Manser immediately passed Jackson for fourth entering Stowe for the first time. Dave Barwell made it into Copse first for the Se7ens, followed by Willoughby, Braggo, Kelly Rogers and Simon Adams. An accident in the Se7ens at Stowe, caused the black and yellow quartered flag to be shown and all followed Bell as he set the 50mph pace. Tim Sims' and Jim Hall's cars had been seriously damaged and the two drivers would not take part in the next section of the race. Noticeably both these drivers were further down the qualification grid than normally would be expected, they were obviously trying to make up positions fast! Other stragglers due to the Stowe accident included Ralph Saunders and Andrew Deviny. The officials were very quick to clean up the mess and only one lap later they were back on green for the race to continue. Hudson immediately pitched his car into the Copse gravel trap, leaving yellow flags for the Se7en pack. Baldwin tried both sides of Bell along Hanger straight before finally clinching the deal at Stowe to take the lead. These two had made a gap to Gunn in third. The 7s were fantastic, 9-10 cars for the lead and continuous place swapping made the commentary amusing to listen to, the commentator nearest Hanger straight having particular problems in working out who was who! Adams, Woodbridge and Braggo made it three abreast exiting Bridge, and somehow they all managed to stay on the black stuff surprising the entire grandstand. Stuart Grayer crawled into the pit lane to retire. Manser was on the move; lap four and Phil passed both Gunny and Jackson with some excellent driving.

Gunn was left under pressure from Sollis for fifth, but a manoeuvre at Brooklands did not work this time around. OK, I am now struggling to figure out how many laps each formula has completed! If it becomes regular I may have to get two of us, one for each class! Half distance, timewise, and Dan Eady enters the pits at some speed. Willoughby is leading the Se7ens through the complex (who would have predicted that at the beginning of the year!), but very closely followed by Ban well, Braggo, bluuuuurrrrr... Mixed amongst the blur was Phil Harvey in his Miglia, no doubt losing several arches in the battle (those Se7en drivers aren't used to avoiding those sticky-outy things!). Hanger straight and Burge jettisons into the lead, putting Willoughby down to third. Also busy demoting was Mike Jackson, sending Manser down to fourth. A fantastic battle between Wayne Grayer, Kimberley, Simpson and Mason looked likely to end in tears as they went 2 abreast around the complete complex, but all survived to the start



finish straight. At the front of the Se7ens, Willoughby was not going to give up, an effort up the inside of Braggins did not work at the entrance to complex, in fact very nearly ended the race for both drivers, but Braggo managed to control the contact to keep both drivers on the track. Carl, as a result, lost two places, and created a breathing space for Braggo to concentrate on Burge in front. Manser looked to have cooked his tyres and was under pressure from Sollis who was keen to get past the ex-Se7en champion as Jackson was slipping away. Bill's persistence paid off as he eventually took fourth position out of site of the commentators and me! Hugh Ward was having a good race in eighth position pressuring Paul Brown for seventh spot. Baldwin and Bell would soon be lapping the tail-end Se7ens. The fastest Se7ens had stabilised at the front with Burge holding a reasonable gap over Braggo who in turn had a reasonable gap to third spot. Contact between Adams and Barwell left a gap that Rogers did not waste any time in taking. Willoughby had disappeared with mechanical gremlins. Starting the last lap for the Migs was Baldwin, closely followed by Bell, a big gap to the tussling Jackson, Sollis and Manser, a further gap to a lonely Gunn and then a gap to the best battle between Brown, Ward (who disappeared on the last lap), Kimberley, Simpson (Mason had disappeared), Ken Eady (a misfire no doubt not helping his hangover!) and Edgell. Phil Harvey was still mixing it with the front-running Se7ens, an engine problem not helping his progress. Bell tried for the lead down Hanger straight, but just couldn't quite make it. Again at Luffield it didn't work and Steve would have to settle for second spot behind a Baldwin, but only just! In the Se7ens, Braggins had settled for second and the championship, whilst Burge stormed away to take the win. Third spot was chaos, an under-pressure Adams made a mistake at Brooklands dropping a couple of positions, Neil Johnson was quick to snatch third from Banwell on the same corner to take an excellent podium finish •

report by Rob Cullum

Scrabbling Se7en bunch headed by Stuart Grayer from Alan Letts, Joe Tandy, Mark Sims et al (top); wet qualifying saw Steve Bell first in line in the assembly lane (left)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane magazine, Winter 2000 edition



RESULT:		7/8 October	(BRDC)
		Miglia/Se7en	Rd 13
		9 Laps	
1	2	Peter Baldwin m	21:17.923 / 81.11 mph
2	3	Steve Bell m	
3	10	Mike Jackson m	
4	4	Phil Manser m	
5	8	Bill Sollis m	
6	6	Ian Gunn m	
7	25	Paul Brown m	
8	26	Colin Simpson m	
9	12	Dave Kimberley m	
10	41	Ken Eady m	
11	61	Andy Burge 7	23:22.012 / 73.93 mph
12	51	Dave Braggins 7	
13	60	Neil Johnson 7	
14	83	Dave Barwell 7	
15	74	Oli Perrett 7	
16	79	Kelly Rogers 7	
17	54	Simon Adams 7	
18	90	Geoff Letts 7	
19	13	Phil Harvey m	
20	58	Dick Hunter 7	
21	59	Paul Woodbridge 7	
22	85	Andrew Deviny 7	
23	70	Duncan Emmett 7	
24	73	Jon Cullum 7	
25	84	Ian Deviny 7	
26	78	Paul McGarry 7	8 laps
27	95	Alan Letts 7	8
28	67	Paul Frankcom 7	8
dnf	16	Hugh Ward m	7 laps
dnf	77	Joe Tandy 7	7
dnf	17	Kevin Mason m	6
dnf	18	Wayne Grayer m	5
dnf	80	Carl Willoughby 7	5
dnf	98	Andrew Pilkington 7	5
dnf	14	Dan Eady m	4
dnf	57	Mark Sims 7	3
dnf	69	Ralph Saunders 7	3
dnf	62	Stuart Grayer 7	3
dnf	32	Jonathan Hudson m	2
dnf	76	James Hall 7	0
dnf	63	Tim Sims 7	0
dq	28	Mike Edgell m	9 laps
ns	5	Matt Hayman m	
ns	20	Chris Lewis m	
ns	9	Colin Peacock m	
ns	56	James Winnifrieth 7	
ns	1	Ian Curley m	
ns	71	Denise Manderscheid 7	
ns	83	Peter Felix 7	
ns	99	Rupert Hinde 7	
FL/m:	P Baldwin 2:15.149 - 85.07 mph (record)		
FL/7:	N Johnson 2:29.064 - 77.13 mph (record)		
Pole/m:	I Gunn		
Pole/7:	C Willoughby 3.1940-mile GP circuit		

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10 NEW ISSUES

- Mini Se7en bids farewell to the 850cc engine...
plus
- Going green on unleaded fuel as RoverSport raises the image...

From the Archives

Silverstone GP



40
years ago
1980

Battle for 5th between Groves, Cutler, Gaymer & Coles (left); Richardson & Coles on the grid (below)
Photos: M7RC Archive (E Groves Collection + J Parish Collection/Ferret Photographics-J Gaisford)

*full info in: M7RC Archive 1980 issue

THE M7RC MADE SEVERAL VISITS FOUR DECADES AGO BUT ONLY ONE TOOK PLACE ON THE FULL CIRCUIT LENGTH

Austin Morris National Mini 850 - 10 May

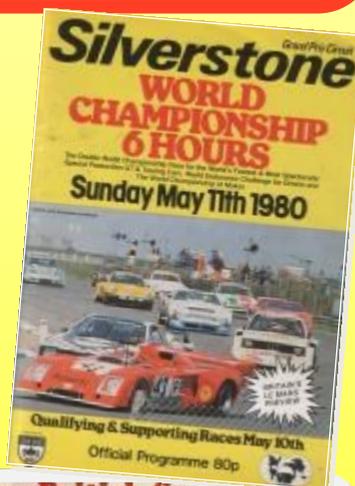
Grady's grand day out

A RACE ON the full Grand Prix circuit, supporting the 6-Hour World Sportscar race, saw the Mini 850s put on an entertaining show, with Russell Grady narrowly taking victory

As part from FF frolics, the other supporting race on Saturday belonged to the Austin Morris Mini Challenge regulars, practice for which had been enlivened by a mammoth end-over-end display by Stephen Johnson who emerged from the wreckage with a broken wrist. Championship leader and Silverstone record holder Russell Grady was third fastest, headed by second placed points man Jonathan Lewis and poleman Chris Tyrrell. Tyrrell led from the line with Lewis and Grady at his heels. Lewis

forced his way into the lead after three of the 10 laps, and despite some rather wayward lines was able to maintain his slight advantage. However, a short-cut at Woodcote chicane on lap 8 saw Lewis take a 10s penalty, leaving Grady and Tyrrell to fight it out, Tyrrell had headed Grady for most of the race, but at the flag Grady was ahead. Lewis at least had the satisfaction of taking fastest lap, and despite his penalty was officially placed third •

report courtesy Motoring News



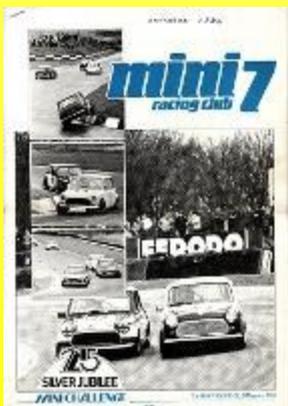
RESULT:	10 May	(BRDC)
Mini 850	Rd 6	10 Laps
1	5	Russell Grady 21:14.45/ 80.82 mph
2	3	Chris Tyrrell
3	12	Jonathan Lewis
4	17	Roy Finlay
5	23	Julian Cutler
6	4	Nigel Gaymer
7	18	Eric Groves
8	54	Gary Coles
9	11	Nick Bailly
10	47	Colin Richardson
11	82	Mark Timlett
12	93	John Barnard
13	79	David Ide
14	108	Paul Longfield
15	98	Roger Veall
16	84	Ian Hunter
dnf	20	Graham Hobbs 8 laps
dnf	59	John Mawby 2
dnf	86	Dick Hannay 2
ns	28	Gerald Dale
ns	94	Stephen Johnson
ns	103	Rob Selby
ns	77	Gay Parker
ns	2	Gary Hall
ns	14	Chris Gould
ns	37	Johnny Thorne
ns	44	Edward Wells
ns	85	David Tankard
ns	88	Nick Jennings
ns	92	Glenville Harrington
FL:	J Lewis	2:05.42 - 84.16 mph
Pole:	C Tyrrell	

2.932-mile GP circuit

Archive Library

ROLL OF HONOUR

The Champions



NATIONAL MINI SE7EN

- 1966 Bob Fox
- 1967 Bob Fox
- 1968 Mick Osborne
- 1969 Paul Gaymer
- 1970 Len Brammer
- 1971 Graham Wenham
- 1972 Reg Armstrong
- 1973 Mick Moss
- 1974 Chris Tyrrell
- 1975 Graham Wenham
- 1976 Graham Wenham
- 1977 Martin Goodall
- 1978 Steve Hall
- 1979 Patrick Watts
- 1980 Jonathan Lewis
- 1981 Gary Hall
- 1982 Gerald Dale
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Russell Grady
- 1986 Chris Tyrrell
- 1987 Chris Tyrrell
- 1988 Malcolm Joyce
- 1989 Steve Cooper*
- 1990 Bill Sollis*
- 1991 Bill Sollis*
- 1992 Mike Jackson*
- 1993 Tina Cooper*
- 1994 Ian Curley
- 1995 Mike Jackson*
- 1996 Phil Manser*
- 1997 Steve Bell
- 1998 Matthew Hayman
- 1999 Dave Braggins
- 2000 Dave Braggins
- 2001 Tim Sims*
- 2002 Tim Sims
- 2003 Tim Sims
- 2004 James Hall
- 2005 Paul Thompson
- 2006 Andrew Deviny
- 2007 Max Hunter
- 2008 Paul Thompson
- 2009 Kane Astin
- 2010 Paul Spark
- 2011 Paul Spark
- 2012 Paul Spark
- 2013 Andrew Deviny
- 2014 Andrew Deviny
- 2015 Paul Spark
- 2016 Ashley Davies
- 2017 Charlie Budd
- 2018 Max Hunter
- 2019 Jeff Smith

* Overall Champion Award:
Rover Mini Cooper to National
Champion with highest points

NATIONAL MINI MIGLIA

- 1970 Mick Osborne
- 1971 Len Brammer
- 1972 Mick Osborne
- 1973 Phil Spurling
- 1974 Russell Dell
- 1975 Alan Curnow
- 1976 Mike Curnow
- 1977 Paul Gaymer
- 1978 Phil Spurling
- 1979 Phil Spurling
- 1980 Roland Nix
- 1981 Chris Hampshire
- 1982 Chris Lewis
- 1983 Chris Lewis
- 1984 Mike Fry
- 1985 Mike Fry
- 1986 Russell Grady
- 1987 Russell Grady
- 1988 Russell Grady
- 1989 Myk Cable
- 1990 Owen Hall
- 1991 Myk Cable
- 1992 Myk Cable
- 1993 Ian Gunn
- 1994 Chris Lewis*
- 1995 Chris Lewis
- 1996 Stewart Drake
- 1997 Bill Sollis*
- 1998 Ian Curley*
- 1999 Ian Curley*
- 2000 Peter Baldwin*
- 2001 Peter Baldwin
- 2002 Chris Lewis
- 2003 Peter Baldwin
- 2004 Peter Baldwin
- 2005 Peter Baldwin
- 2006 Bill Sollis
- 2007 Andrew Hack
- 2008 Andrew Hack
- 2009 Andrew Hack
- 2010 Paul Thompson
- 2011 Endaf Owens
- 2012 Peter Baldwin
- 2013 Peter Baldwin
- 2014 Rupert Deeth
- 2015 Kane Astin
- 2016 Shayne Deegan
- 2017 Rupert Deeth
- 2018 Aaron Smith
- 2019 Aaron Smith

MINI-7 S-CLASS

- 2006 Tristen Knight
- 2007 Nathan Burge
- 2008 Nathan Burge
- 2009 Julian Affleck
- 2010 Julian Affleck
- 2011 Julian Affleck
- 2012 Julian Proctor
- 2013 Julian Proctor

- 2014 Shaun Tarlton
- 2015 Ian Deviny
- 2016 Josh Collins
- 2017 Shaun Tarlton
- 2018 Scott Kendall
- 2019 Scott Kendall

MIGLIA S-CLASS

- 2006 Phil Harvey
- 2007 Phil Harvey
- 2008 Phil Harvey
- 2016 Jim Burrows
- 2017 Jim Burrows

MINI LIBRE Invitational

- 2017 Peter Crewes
- 2018 Phil Harvey
- 2019 Phil Harvey

NATIONAL 1275 GT

- 1976 Roger Saunders
- 1977 Steve Soper
- 1978 Jeremy Hampshire
- 1979 Steve Soper
- 1980 Steve Harris

GRAHAM HILL MEMORIAL TROPHY - SE7EN / MIGLIA

- 1977 Steve Hall / Peter Hill
- 1978 Roy Finlay / Ken Brown
- 1979 Tim Lester / Tony Edmonds
- 1980 Gordon Levett / John Simpson
- 1981 Steve Mole / Stewart Fowler

GRAHAM HILL MEMORIAL TROPHY - S Class Under 17

- 2018 Thorburn Astin (U-17)
- 2019 Ben Cutler (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES

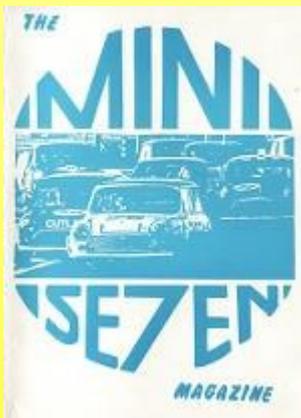
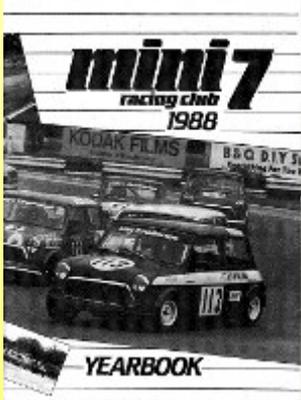
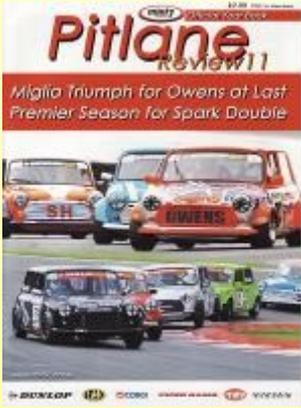
- 1983 Mike Fry (overall)

LYDDEN SERIES - 7 / MIG

- 1983 Barbara Cowell / Peter Moore
- 1984 Chris Gould / Dave Titmuss
- 1985 Peter Kavanagh/Grant Munday
- 1986 Chris Tyrrell / Bev Comber
- 1987 Bill Sollis / Bev Comber
- 1988 Bill Sollis / Mark Jones

Miglia
50
Years
1970 - 2020

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

- 1971 Mick Collard
- 1972 David Sambell
- 1973 Geoff Gilkes
- 1974 Geoff Gilkes
- 1975 Graham Wenham
- 1976 Bob Addison
- 1977 Richard Hamlyn
- 1978 Jim McDougall
- 1979 Roy Finlay
- 1980 Gerald Dale
- 1981 Richard Hamlyn
- 1982 Chris Gould
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Steve Mole
- 1986 Bill Sollis
- 1987 Bill Sollis
- 1988 Guy Sims
- 1989 -
- 1990 Alan Rogers
- 1991 Kelly Rogers
- 1992 Kelly Rogers
- 1993 Ian Curley
- 1994 Kelly Rogers + Matthew Hayman
- 1995 Dave Braggins
- 1996 James Hayman
- 1997 Alan Waite
- 1998 Dave Banwell
- 1999 Ian Deviny
- 2000 Andrew Deviny
- 2001 James Winnifrieth
- 2002 Andy Hack
- 2003 Nick Tandy
- 2019 Jeff Smith

SOUTHERN/WINTER - MIGLIA

- 1979 Paul Rowland
- 1980 John Meale
- 1981 John Meale
- 1982 Jim McDougall
- 1983 Peter Moore
- 1984 Mike Fry
- 1985 Gerald Dale
- 1986 Mark Jones
- 1987 Mark Jones
- 1988 Mark Jones
- 1989 -
- 1990 Tony Parker
- 1991 Tony Parker
- 1992 Chris Lewis
- 1993 Jonathan Lee
- 1994 Dave Hancock
- 1995 Peter Baldwin
- 1996 Wayne Grayer
- 1997 Tony Higgins
- 1998 David Abbott
- 1999 Jonathan Lewis
- 2000 Kevin Mason
- 2001 Kelly Rogers

- 2002 Paul Brown
- 2003 Martin Wager
- 2019 Colin Peacock

NOVICE AWARD - SE7EN

- 1973 Hugo Shipley
- 1974 John West
- 1975 Jeremy Wheatley
- 1976 Chris Lewis
- 1977 Tristan Batch
- 1978 Rob Selby
- 1979 Jonathan Lewis
- 1980 Derek Miller + Peter Lawton
- 1981 Mark Cinnamon
- 1982 Barbara Cowell
- 1983 Jeremy Ormerod
- 1984 Dave Banwell
- 1985 Bill Sollis
- 1986 Alan Jackson
- 1987 Steve Cooper
- 1988 Andy Hack
- 1989 Bill Boyle
- 1990 Niven Burge
- 1991 Tim Stanbridge
- 1992 Shaun King
- 1993 Matthew Hayman
- 1994 John Pearson
- 1995 James Hayman
- 1996 Paul Woodbridge
- 1997 Sarah Munns
- 1998 Tom Francis
- 1999 Peter Weston
- 2000 Duncan Emmett
- 2001 James Loukes
- 2002 Max Hunter
- 2003 Lewis Selby
- 2004 Alex Myall
- 2005 Lee Jones
- 2006 Ricky Horne
- 2007 Thomas Knight
- 2008 Neil Robins
- 2009 Terry Barringer
- 2010 Mike Rayner
- 2011 Ashley Davies
- 2012 Ross Billison
- 2013 Justin Drury
- 2014 Shaun Tarlton
- 2015 Lewis Fox
- 2016 Leon Oli Window
- 2017 Joe Thompson
- 2018 Stephen Colbran
- 2019 Glen Woodbridge

NOVICE AWARD - S-CLASS

- 2019 Ben Cutler

NOVICE AWARD - MIGLIA

- 1973 Kelvin May
- 1974 Gary Cashman
- 1975 Colin Davies

- 1976 Bryan Dugdale
- 1977 Peter Calver
- 1978 Paul Earley
- 1979 Keith Vinycomb
- 1980 Bryan Slark + Marco Del Pizzo
- 1981 Gordon Pocock
- 1982 Miles Johnston
- 1983 Brian Quinn
- 1984 Grant Munday
- 1985 Mark Jones
- 1986 Richard Collins
- 1987 Owen Hall
- 1988 Steve Holtom
- 1989 Eamonn Moran
- 1990 Bob Pearson
- 1991 Jonathan Lee
- 1992 Steve Blunt
- 1993 Jonathan Lloyd
- 1994 Nick Reynolds
- 1995 David Lawrence
- 1996 David McGuinness
- 1997 Tony Higgins
- 1998 Endaf Owens
- 1999 Stephen Dalby
- 2000 Adrian Young
- 2001 Andrew Howard
- 2002 Paul Simmonds
- 2003 -
- 2004 Phil Anning
- 2005 Keith Allington
- 2006 Paul Baird
- 2007 Andrew Worsley
- 2008 Owen Stinchcombe
- 2009 Dave Drew
- 2010 Mark Cowan
- 2011 -
- 2012 Iain Cameron
- 2013 -
- 2014 -
- 2015 Ian Briscall
- 2016 -
- 2017 Alfie Brown
- 2018 Richard Jessop
- 2019 Stuart Wright



LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Max Hunter 17 April 2016 1:53.194 77.38 mph	Shayne Deegan 17 April 2016 1:44.463 83.85 mph	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Rob Davis 11 August 2019 1:46.024 82.62 mph
CADWELL PARK	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Andrew Deviny 24 August 2014 1:29.372 79.76 mph	Shayne Deegan 18 June 2016 1:20.922 88.04 mph	Zack Booth 18 June 2016 1:30.174 79.00 mph	
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestalozzi (hillclimb) 0.514	Paul Frankcom 17 August 1995 0:40.40 45.80 mph	Martin Pester 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	Paul Thompson 27 September 2008 1:42.815 67.92 mph	Rupert Deeth 20 September 2017 1:34.260 74.09 mph	Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph	Peter Crewes 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	Andrew Deviny 22 March 2003 1:14.398 79.30 mph	Tony Le May 7 April 2007 1:08.137 86.60 mph	Connor O'Brien 30 March 2019 1:16.065 77.63 mph	Phil Harvey 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	Andrew Deviny 7 October 2018 1:25.242 78.16 mph	Aaron Smith 7 October 2018 1:17.406 86.08 mph	Nick Croydon-Fowler 7 Oct' 2018 1:25.876 77.59 mph	David Franks 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	Darren Thomas 25 June 2017 2:47.198 78.81 mph	Rupert Deeth 25 June 2017 2:32.369 86.48 mph	Ben Butler 28 June 2017 2:52.185 76.53 mph	Gary Warburton 25 June 2017 2:38.213 83.29 mph
Silverstone (Oval) 0.406	Ian Curley 24 July 1994 0:24.59 36.93 mph	Jonathan Lee 24 July 1994 0:23.54 38.58 mph		
SNETTERTON (200) 1.9843	Ashley Davies 14 May 2017 1:33.597 76.31 mph	Rupert Deeth 14 May 2017 1:24.360 84.66 mph	Justin Cooper 14 May 2017 1:35.809 74.70 mph	Peter Crewes 13 May 2017 1:28.181 80.99 mph
SNETTERTON (300) 2.9689	Andrew Deviny 10 May 2015 2:26.720 72.84 mph	Rupert Deeth 11 September 2016 2:12.348 80.75 mph	Nick Croydon-Fowler 13 May 2018 2:28.331 72.05 mph	Justin Cooper 13 May 2018 2:20.784 75.91 mph
SPA-FRANCORCHAMPS, Bel 4.3349	Paul Clark 4 June 2006 3:13.408 80.69 mph	Paul Thompson 11 June 2011 2:58.885 88.09 mph	Julian Affleck 12 June 2011 3:21.721 77.36 mph	
THRUXTON 2.356	Paul Thompson 21 August 2005 1:37.933 86.60 mph	Nick Padmore 19 May 2019 1:28.646 95.67 mph	James Bull 2 June 2018 1:38.447 86.15 mph	Phil Harvey 19 May 2019 1:29.809 94.44 mph
ZANDVOORT, Ned 2.676	Jeff Smith 7 July 2019 2:11.495 73.26 mph	Rupert Deeth 7 July 2019 2:00.192 80.15 mph	Scott Kendall 7 July 2019 2:14.187 71.79 mph	Phil Harvey 7 July 2019 2:02.839 78.42 mph
ZOLDER, Bel 2.492	Darren Thomas 17 August 2013 2:05.782 71.32 mph	Aaron Smith 17 August 2013 1:54.818 78.13 mph	Julian Proctor 17 August 2013 2:13.915 66.99 mph	

THE ABOVE LAP RECORDS IN BOLD ARE FOR CURRENT CIRCUIT LAYOUTS - OTHER VENUE LENGTHS LISTED HAVE NOT ALTERED SINCE LAST VISITED BY THE M7RC BUT ARE UNLIKELY TO BE USED AGAIN

Lap records for previous circuit lengths are on file in the M7RC Archives, both for current engine specs in Se7en (1.0-litre), Miglia (1.3-litre), S-Class (1275cc) and also for older engine specs for Se7en (850cc) & Miglia (998cc)

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DUNLOP
Mini Libre

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Mini Se7en

#	Driver
1	Jeff SMITH
2	Joe THOMPSON
5	Lee ROBERTS
6	Graeme DAVIS
7	Leon Oli WINDOW
10	Julian PROCTOR
11	Adam GOULD
18	Tina COOPER
20	Darren THOMAS
21	Jordan SIMS
38	Steven HOPPER
39	Glen WOODBRIDGE
46	Max HUNTER
49	Ross BILLISON
57	Philip GILLIBRAND
63	Dave ROBINSON
72	Arnold DUNCAN
76	Jo POLLEY
77	Andrew DEVINY
8	Spencer WANSTALL
16	Andy KING
19	Tom SANDERSON
26	Nigel DAVIES
28	Dom BURGER
37	Gareth HUNT
45	Leon WIGHTMAN
55	Darren EATON
69	Steve TRENCH
71	Simon JONES
89	Tom HARTWELL
??	tba
??	tba
??	tba



Mini Miglia

#	Driver
0	Colin PEACOCK
1	Aaron SMITH
4	Jason PORTER
11	Kane ASTIN
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
29	Dave DREW
32	Endaf OWENS
37	James CUTHBERTSON
40	Jonathan LEWIS
42	Paul SIMMONDS
43	Dave EDGECOMBE
49	Martin WAGER
53	Niven BURGE
62	Chris LOVETT
69	Tony LE MAY
72	Rob HOWARD
78	Scott KENDALL
80	Joe THOMPSON
85	Sam SUMMERHAYES
86	Jason BALDING n
12	Wayne GRAYER
22	Stuart HORSFALL
44	Darren MOON
45	Chris MORGAN
48	Lee DEEGAN
56	Nick PADMORE
64	Alex OSBORNE
99	Richard WAGER

Miglia
50
Years
1970 - 2020

Mini-7 S-Class

#	Driver
711	Damien HARRINGTON
712	Greg DAW
715	Jonnie KENT
720	Ben CUTLER
729	Darren JEREMIAH n
733	James BRYAN
736	Thorburn ASTIN
742	Ben BUTLER
747	Kelvin EDGAR
748	Mal DICKINSON n
758	Matthew AYRES n
779	Andy DICKINSON
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
760	Jack SHEARING
765	Simon MARTIN
766	Stephen COLBRAN
778	Charlie BRISKER

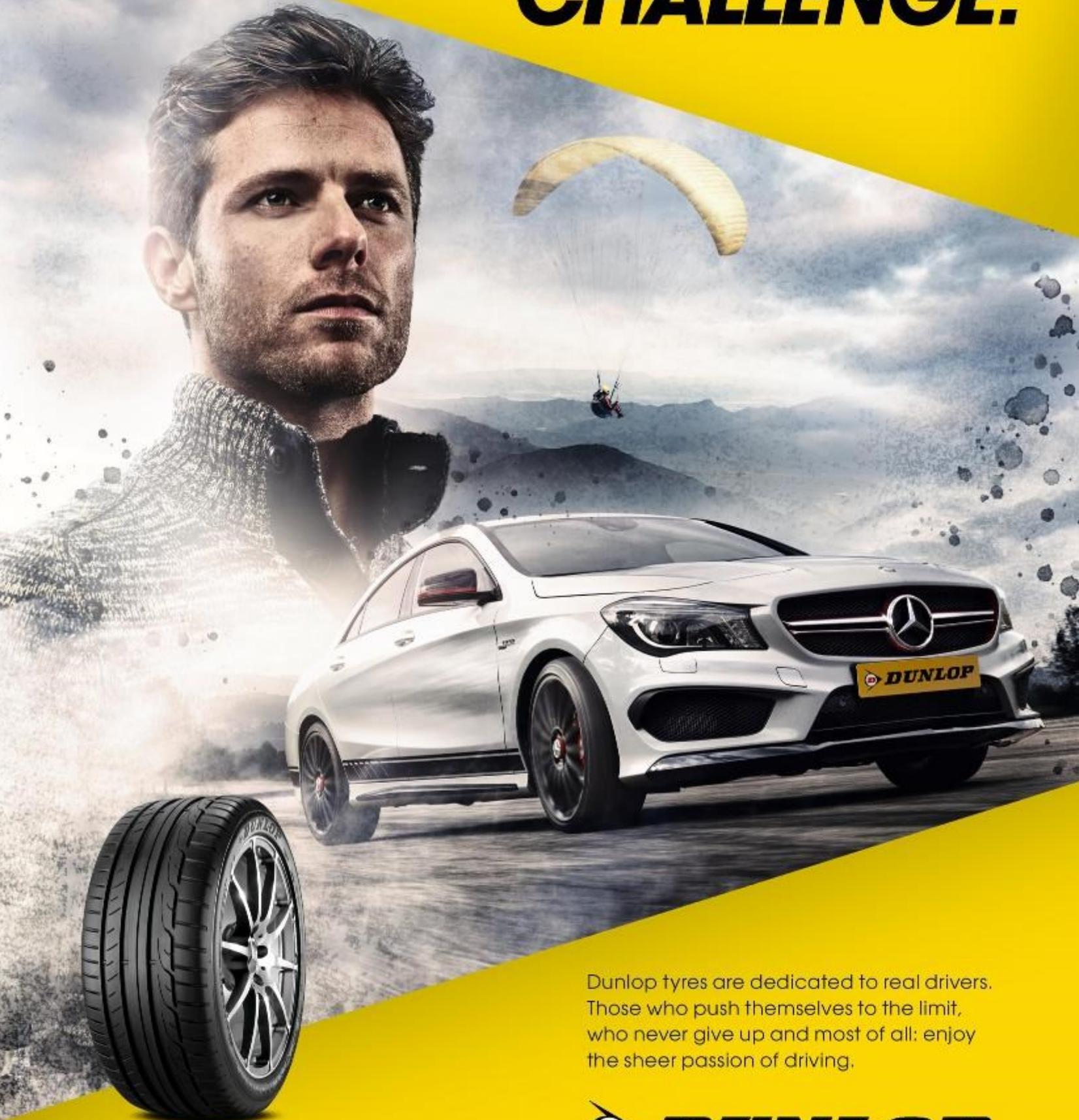


Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
133	Les STANTON
149	Gary WARBURTON
171	Dan LEWIS
186	David FRANKS
277	Andrew DEVINY
616	Justin COOPER
123	Huw TURNER
126	Peter HILLS
127	Ian FRASER
177	Peter CREWES
474	Josh EVANS
500	Rob DAVIS
??	tba



MY GOAL? THE NEXT CHALLENGE.



Dunlop tyres are dedicated to real drivers. Those who push themselves to the limit, who never give up and most of all: enjoy the sheer passion of driving.

SPORT MAXX RT

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