

# Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 8



[www.mini7.co.uk](http://www.mini7.co.uk)

**DUNLOP MINI CHALLENGE**  
supported by MINI SPARES

Miglia  
**50**  
Years  
1970-2020

M-7 S-Class:  
Lots on offer...



## Saviours at Snetterton

Mini racers lift fans' spirits...

Mini Libre:  
Mixing it up...



Combe preview...

- **Se7en:** 1000cc full race
- **Miglia:** 1293cc mega tune
- **S-Class:** 1275cc limited mods
- **Libre:** up to 1400cc free formula

Latest Club news  
Revised 2020 calendar  
Technical updates  
Runners & riders

From the Archives

A-to-Z of drivers... I,J,K  
Miglia Champions Gallery pt 4



Mini  
Se7en:  
Double  
delight

Mini Miglia: Three-way thrills



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Mini Spares Forged Crankshaft

Forged Steel  
Lightweight Con Rods

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Parts available online at [www.minispares.com](http://www.minispares.com) or by mail order on 01707 607 700

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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 •

## NORMAL SERVICE ?

Snetterton was definitely a turning point in the M7RC season and for so many reasons too. Firstly, it marked the halfway point and beyond of the 2020 National Challenge, with three of the five re-scheduled meetings (or seven of the 11 rounds) completed, so plenty of points on the board for serious title contenders to fine-tune their tactics in the remaining two fixtures. If the season ended suddenly before Thruxton, or even Combe, there is now a tangible set of sums tabulated to actually divvy out overall trophies (with a dropped score, or two...). Secondly, it underlined how well race organiser, BARC, has 'pulled out all the stops' by completely revising its 2020 calendar from scratch and provided our Challenge with excellent dates and race timetables to boot; and we are not even one of their dedicated championships! Thirdly, and perhaps most importantly, Snetterton was the first time this season that a race meeting, and specifically the paddock and surrounding areas, felt something close to 'normal'. By that I mean the presence of paying punters through the gates made a huge difference to the overall atmosphere before, during and after the weekend. Despite contradictory information on the circuit owner's website and from online motorsport channels and local insider knowledge as to exactly what public allowances and restrictions were going to be, the sight of cars queueing to get in the circuit and populated spectator banks, albeit with a semblance of 'social distancing' before a wheel had even turned for qualifying induced a note of early *bonhomie*. Late summer weather in Norfolk further boosted the 'feel good' factor, and the sight of ice creams and cold beers on sale all added to the feeling that we had somehow got our 'normal' race weekend back after months of somewhat dis-connected, almost 'clinical' events. As for brilliant Mini races, well that *is* simply a 'normal' race weekend!

RW



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Miglia  
**50**  
Years  
1970-2020

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**PREVIEW:**  
NATIONAL ROUNDS 8+9

**CASTLE COMBE...**  
3-4 OCTOBER...

Miglia  
**50**  
Years  
1970-2020

Photos: M7RC Archive (M Barrington + P Harvey)

**Miglia Lap Record**  
**Aaron Smith**  
Time: 1:17.094  
Ave speed: 86.38 mph  
Set: 17 April 2017  
1.85-mile circuit

THE M7RC ROADSHOW CONTINUES TO ENTERTAIN MOTORSPORT FANS, WITH PACKED GRIDS AND BREATHTAKING ACTION LAP AFTER LAP, SO EXPECT NOTHING LESS AROUND COMBE!

**NATIONAL MINI MIGLIA**

**R**eigning 2018 and 2109 class Champion Aaron Smith heads the full-race 1293cc standings after Snetterton, but Honda CRX titleist Lee Deegan is hard on his heels, along with another former double-champ', Rupert Deeth and local racer Sam Summerhayes who

won both races here last year. BTCC star Andrew Jordan is set for his second meeting in Migs having won on his debut at Brands Hatch in August. Indeed, in its 50th Anniversary season, the formula has seen a whole raft of drivers lining up to take on the established runners, and Combe should see the first appearances from Clio racer James Coburn in the ex-Dave Drew car, plus newcomer Darren Mason •

**NATIONAL MINI LIBRE**

**T**he semi-invitational 'Free Formula' also continues to see increased numbers, with either bored-out 5-ports, or a mix of 16-valvers and 7- and 8-port variations of the A-Series engine. Phil Harvey holds the class title having won overall in 2018 and 2019, plus the lap record at Combe, but Rob Davis and Dan Lewis are ahead on points after 7 rounds. Also on the entry list is former Miglia racer and Westbourne team boss, Richard Colburn •



**Mini Libre Lap Record**  
**Phil Harvey**  
Time: 1:18.790  
Ave speed: 84.52 mph  
Set: 14 Sept' 2019  
1.85-mile circuit

**PREVIOUS CLASS WINNERS:**

2019	I Fraser / R Davis
2017	P Crewes ↑
2016	J Burrows (Mig S-Class)
2015	S Jones (7-Class)
2014	G Warburton x2 (Invitation)
	B Sollis / I Curley (7-Class)
2012	-
2010	-
2009	-
2008	-
2007	P Harvey (Mig S-Class)

**MINI MIGLIA PREVIOUS WINNERS:**

2019	S Summerhayes x2
2017	A Smith
2016	S Deegan x2
2015	R Deeth / K Astin
2014	D Wheeler / K Astin
2012	K Astin / P Baldwin (nc)
2010	P Thompson
2009	A Hack
2008	A Hack
2007	E Owens x2



...PREVIEW:  
...NATIONAL ROUNDS 8+9

CASTLE COMBE  
3-4 OCTOBER



**Se7en  
Lap Record  
Jeff Smith**  
Time: 1:23.701  
Ave speed: 79.56 mph  
Set: 14 Sept' 2019  
1.85-mile circuit

...AS WITH THE PREVIOUS SNETTERTON MEETING IN NORFOLK, THE WILTSHIRE CIRCUIT IS AIMING TO ALLOW SOME SPECTATORS, SO HOPEFULLY THE ATMOSPHERE MAY BE CLOSER TO 'NORMAL'

**NATIONAL  
MINI SE7EN**

In the 1000cc category, Jeff Smith brings BTCC experience to the Challenge and claimed the 2019 Se7en title at his first attempt, but trails Spencer Wanstall in 2020, the latter having been on the podium in all seven races so far this season. Three-time champion Andrew Deviny is sure to be in the mix too, while expect a gaggle of cars to be in their mirrors, with Lee Roberts likely to be at the forefront, along with Jo Polley and Graeme Davis, while Glen

Woodbridge is out for only his second meeting of the season, the 2019 Novice Champion having emulated dad Paul's feat from 1996 •

**NATIONAL  
MINI-7 S-CLASS**

The entry-level 1275cc 'Scholarship' class continues to grow and Connor O'Brien is

the one on form with four wins so far. Plymouth-based Greg Daw heads the points though, while Thorburn Astin has chipped in with a couple of victories too. Ben Butler heads the chasing pack standings, but look out too for current Under-17 titleist, Ben Cutler who unfortunately missed Snetterton. Having rolled out of the last round in Norfolk, Jonnie Kent is aiming to use his 'track day' car at Combe instead - go Jonnie go! •



**Mini-7 S-Class  
Lap Record  
Scott Kendall**

Time: 1:25.008  
Ave speed: 78.34 mph  
Set: 14 Sept' 2019  
1.85-mile circuit

**PREVIOUS CLASS WINNERS:**

- 2019 C O'Brien x2
- 2017 J Cooper x2
- 2016 J Collins x2 / L Wightman x2 (Inv')
- 2015 I Deviny x2
- 2014 S Tarlton / I Deviny ↑
- 2012 J Proctor / R Pavey
- 2010 J Affleck
- 2009 J Affleck
- 2008 -
- 2007 T Knight x2

**MINI SE7EN  
PREVIOUS WINNERS:**

- 2019 J Thompson / J Smith
- 2017 L Selby x2
- 2016 M Hunter x2
- 2015 D Thomas / P Spark
- 2014 A Deviny / D Thomas
- 2012 G Hunt / A Deviny (nc)
- 2010 M Hunter
- 2009 M Hunter
- 2008 P Thompson
- 2007 M Hunter x2



Photos: M7RC Archive (M Barrington)



**AUTUMN CLASSIC RACING FESTIVAL**  
**T**his year's theme will be that Castle Combe Circuit is celebrating 70 years of Racing at the track. Expect to see lots of vintage motor racing action from the following races:

On Saturday:  
 F3 500  
 Mini Miglia + Sevens  
 FJHRA/HSCC Formula Juniors  
 Pre 66 Jaguars  
 Frazer Nash  
 GTSCC

On Sunday:  
 HRDC Allstars  
 HRDC Coys  
 HRDC Alfa  
 VSCC Formula Vintage (Owner Driver Mechanic Award, Allcomers Scratch Race)  
 Mini Miglia + Sevens  
 Fiscar •

[www.ccracingclub.co.uk](http://www.ccracingclub.co.uk)



**LATEST LATEST LATEST LATEST!**

**DUNLOP TYRES FOR COMBE...**

**A**s before, please give plenty of notice on your rubber requirements by calling or emailing:

HP Tyres  
 E: [office@hptyres.com](mailto:office@hptyres.com)  
 T: 01327-301887  
[www.hptyres.com](http://www.hptyres.com)

*\*Please be aware all fitting and collection at the workshop is strictly by appointment only\** •



[www.mini7.co.uk](http://www.mini7.co.uk)

## TIMETABLE: Castle Combe

**DUNLOP NATIONAL MINI CHALLENGE Rds 8 + 9**

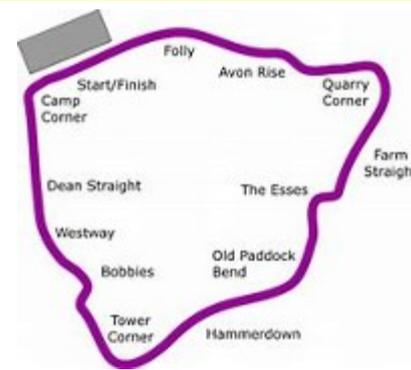
# Saturday 3 October

START	FINISH	DURATION	SESSION	CLASS
...	...	pre-event	Signing-on	All
...	...	pre-event	Scrutineering	All
09.00	09.20	20 mins	Qualifying	Miglia + Libre
10.10	10.30	20 mins	Qualifying	Se7en + S-Class
13.30	13.50	20 mins	Race 2 / Rd 8	Miglia + Libre
14.50	15.10	20 mins	Race 4 / Rd 8	Se7en + S-Class

# Sunday 4 October

11.45	12.05	20 mins	Race 9 / Rd 9	Miglia + Libre
13.40	14.00	20 mins	Race 11 / Rd 9	Se7en + S-Class

**\* Please note that this event remains provisional and subject to change in accordance with the latest government guidelines and the situation regarding COVID-19.**



## CIRCUIT LENGTH:

**1.85 miles circuit**

Grid limit (saloons): 42

Castle Combe Circuit, Castle Combe Ltd, Chippenham, Wiltshire, SN14 7EY  
 Tel: 01249-782417 Email: [info@castlecombecircuit.co.uk](mailto:info@castlecombecircuit.co.uk)

Driving there:

The Castle Combe Circuit is 5 miles west of Chippenham on the B4039, just half a mile from the village of Castle Combe. The circuit is situated close to Junctions 17 & 18 of the M4 motorway and is clearly signposted using the brown tourist signs marked with a chequered flag. London is approximately 90 miles, Birmingham 80 miles and Cardiff 60 miles •

[www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)



# REVISED 2020 CALENDAR

## **DUNLOP MINI CHALLENGES** SUPPORTED BY MINI SPARES

National 1+2	Donington Park	11 July ( <i>MGCC / Resumption of Racing meet</i> )
National 3+4+5	Brands Hatch GP	8-9 August ( <i>BARC / BTCC-TOCA support</i> )
National 6+7	Snetterton 300	19-20 September ( <i>BARC / Club meeting</i> )
<b>National 8+9</b>	<b>Castle Combe</b>	<b>3-4 October (<i>CCRC / Autumn Festival</i>)</b>
National 10+11	Thruxton	24-25 October ( <i>BARC / Club weekend</i> )

### **ADDITIONAL DATES FOR YOUR DIARY**

Winter Series 1+2	TBA / TBC	(tbc)
Winter Series 3+4	TBA / TBC	(tbc)
AGM / ATD	TBA	November 2020 (tbc)
Awards / Dinner Dance	Marriott Forest of Arden	January 2021 (tbc)

**National Rounds 8+9**

**3-4 October**



**Castle Combe**

**CCRC**

Photo: M7RC Archive / G Penn Collection / Ferret Photographics - M Harvey

# NEWS NEWS NEWS NEWS

## SPECTATOR BOOST



**MAIN STORY!**

*...recovery signs for UK racing as fans gradually return trackside*

For the first time in several months since the COVID-19 pandemic began, limited numbers of paying public have been admitted to spectate at UK club racing meetings, highlighted by a noticeable attendance at the recent Snetterton 300 meeting on 19-20 September. Fortunately, the Norfolk circuit was bathed in sunshine for most of the weekend, and the headlining Trucks certainly have a dedicated following, but with other races on the bill offering a mouth-watering selection of classic saloons, including Escorts, Mini Coopers and even a monstrous Ford Falcon, plus the lively Legends series, single-seaters, and high-tech sports racers then the choice from race organiser BARC definitely had an allure. Of course, we would naturally argue that the M7RC's quartet of Mini categories are crowd-pullers in their own right, and the action from all four races for Rounds 6 and 7 in the 2020 National Challenges was absolutely stunning - witness the incredibly close finish in Sunday's Mini Miglia result, in which Lee Deegan won the drag to the finish line ahead of Aaron Smith by just 1/1000th of a second. Now that is what the punters pay for! While it is wonderful to have spectators once more looking on in person from the sidelines rather than remotely from their armchairs via a phone app, laptop or TV screen (much thanks again to *ITV Sport* and to MED for the live coverage from Brands and Snetterton respectively), it is hard to ignore the ever-changing

situation regarding coronavirus, and the ominous recurrence of infections that have again raised the possibility of a total lockdown across the British Isles. This has already begun to occur in several cities and regions, but the hope remains that 'outdoor pursuits', of which motorsport is one, will be allowed to continue for the benefit of everyone involved, both physically and mentally, no matter how restrictive the operating practices have to be. M7RC members will already have received the message (see sidebar, right) requesting a collective effort for the highest standards for a COVID-safe paddock - it can never be perfect - but the rewards for doing so to achieve and maintain that high standard will be all the more worthwhile when, and not if, we finally return to some sort of normality. Let's face it, racing behind closed doors is simply not the same - just ask those spectators who came through the gates at Snetterton... •



## SETTING THE STANDARD

As you will have read elsewhere, the possibility of motor racing carrying on is dependent on everyone following the 'rules'. We believe that as one of the most highly respected clubs in the motorsport world we should aim to set ourselves up as an example to all other clubs by following these guidelines, which to be clear are not that different to those communicated by the sport's governing body, MsUK (see article on p9). The difference is that it is *our* Club that will follow them completely to the letter and we thus become *the* standard on compliance and safety:

1. M7RC members must make very effort to wear face coverings outside of their awnings at all times. Members are also encouraged to wear face coverings within their awnings, to further protect those around them, but this is not mandatory;
  2. No M7RC member should enter anyone else's awning unless they really have to. If they do have to, then a face covering must be worn by them and everyone else within that awning;
  3. The gathering of more than six, either in a M7RC member's awning or outside, is not acceptable;
  4. Every M7RC team/awning must have sanitiser available for everyone in their team, and for visitors, to use;
  5. M7RC competitors must remain in their vehicle when they enter *parc fermé*, with helmet on, and await any direction from officials. Should the competitors need to or be asked to exit the vehicle, they must use a face covering and adopt social distancing.
- Of course, the Club does not have any enforcement powers or fines to issue, so we rely on your goodwill and our collective spirit to follow these rules. Most of all we do not want the 'failure' of the M7RC to follow the rules to be a reason for motorsport in the UK to be closed down •

Colin Peacock  
on behalf of the M7RC Committee

**Mini 7 Racing Club**  
*"Our rules, our standards"*

**Miglia**  
**50**  
**Years**

Photos: M Barrington

situation regarding coronavirus, and the ominous recurrence of infections that have again raised the possibility of a total lockdown across the British Isles. This has already begun to occur in several cities and regions, but the hope remains that 'outdoor pursuits', of which motorsport is one, will be allowed to continue

# NEWS NEWS NEWS NEWS

## MOTORSPORT UK COVID-19 UPDATE

27 September 2020

The roots of all sports governing bodies lie in the fabric of rules and regulations; and of course, they emerged as people wanted to make sure that things were kept fair, and enjoyable. And in the case of motorsport – safe. Danger has always been an unwelcome ingredient of motorsport – albeit our ability to manage it has quite impressively kept up with our increasing inability to countenance its existence. So, the subject is never far from the forefront of discussion, and all of us are well versed in planning and mitigating danger in all its forms for those competing in a vehicle. With that in mind, it has not been a great surprise that the community has dealt with the dangers and consequences of COVID-19 in such an effective and successful way. When the pandemic first struck, I was not alone in fearing that motorsport would not return at all in 2020. So, it is a massive thank you to everyone in the whole of our motorsport community that we have been able to get racing, rallying and competing in every other discipline this summer. In fact, the level of events and entries is not too far behind this time last year, which is a wonderful endorsement of everyone’s passion and enthusiasm. It also shows how safe people feel to be back in their respective venues. We took a lot of time crafting the ‘Back to Racing’ guidelines, and that has a good deal to do with why the events have been able to restart; but it also demonstrates how brilliantly organisers, officials and marshals have risen to the challenge. However, we always said that it may be necessary to review aspects of the guidelines as circumstances change. The spectre of a second wave of the pandemic has always been there, and now it is emerging in significant numbers. It is different to the first wave, and thankfully at the moment it is not proving to be as disastrous; but we are heading into winter and all that brings. We are allowed to run motorsport events under special permission of the Government (via the Department of Culture, Media and Sport), based upon the premise that we are able to implement mitigations to the

effects of what can only be termed a ‘mass gathering’ in most events. And now the goalposts have moved, and in the wrong way. The ‘rule of six’ could, in theory, stop sports events overnight, even though we operate in the open air with plenty of space. The reality is that the sport does need people to come together in clusters, whether it is the paddock, event administration, marshalling, or in the pits. And some disciplines are more challenged than others, especially karting. We have listened carefully to the feedback over the summer, and one subject that kept coming to the fore was the concerns expressed around face coverings. From the restart on the 4th July, we adopted a somewhat less than prescriptive approach to the wearing of face coverings, with advisories in certain areas and circumstances. However, it left a large number of our community feeling very nervous and vulnerable. We need to recognise that a significant proportion of our volunteer workforce is somewhat older and therefore quite rightly needs to observe greater care than the young. Perhaps the most worrying thing was that even in areas where we had become prescriptive (such as on a kart dummy grid), there were some who refused to comply and flaunted the need to cover their face. So, the combination of the Government changes imposed on the 14th September, and the feedback from our community, led us to a new position that we have implemented to tie in with the new Government legislation. Our first priority has always been to keep you and everyone in our community safe, but also those we come into contact with externally, and ultimately the key workers that have managed the crisis so well. But beyond this we seek to protect our ability to compete. The Government has made it clear that they will do whatever needs

to be done to control the infection rate, and that there are certain sectors, such as schools, that need to be preserved as long as possible. Sport is recognised as having great social benefits, and generates billions for the economy, but it would be easy for us to be closed down in favour of other sectors. We need to make sure that our particular sport is doing everything it can to justify being allowed to run, and if that means going above and beyond what is technically allowed across the country then we will do so. None of the decisions have been taken lightly and all with the advice of experts, led by Dr Paul Trafford, who is our Chief Medical Officer and COVID-19 Medical Officer. We have already had feedback and made some tweaks to the guidelines, but the broad message is that we all need to be wearing face coverings, where required, at motorsport events. It is frustrating, but better this than run the risk of passing on infection or for our sport to be closed down. Motorsport is the thing that brings us all together in a vibrant community of 65,000 people, with a shared passion. I know that together we can ensure that the sport can be run safely – it is in our DNA – and that we can lobby the authorities to permit us to carry on looking after everyone’s interests. We really need your support to make sure this is successful, and to demonstrate that to everyone watching. Stay safe and secure, with best regards to you and your families.

Kind regards,

Hugh Chambers  
CEO, Motorsport UK

Image: courtesy MsUK



## WEAR THE MASK IS ALL WE ASK



With the likelihood of the COVID-19 virus affecting how we all go motor racing for some while yet, it is prudent to follow official PPE advice. A face mask is one of the most instantly accessible ‘safety’ items in the fight against coronavirus and has arguably become a ‘fashion’ statement too. In which case, what better way to both keep yourself, and others around you, safer and promote the Club at the same time than with the M7RC-logged face mask: one-size-fits-all, lightweight, stretchy and breathable, and can be washed quite easily in warm soapy water. Cost is £6 each or two for a tenner, and available from the Club stand. Social distancing and COVID-secure measures have been further tightened recently. In light of this development, Motorsport UK and event organisers have been given a strict mandate to carry out spot-checks at race meetings, so make sure you have a mask to hand if requested to wear it. Drivers must put on a mask if not wearing a crash helmet and fire-proof balaclava, so wearing the M7RC colours, either in the paddock, *parc fermé*, on the podium or receiving trophies is more likely to get your picture selected for inclusion in this newsletter or annual *Pitlane* magazine too! •



Photos: M Barrington + S Roche

# NEWS NEWS NEWS NEWS



## TECHNICAL UPDATES from the M7RC SCRUTINEERING TEAM

**F**ollowing Snetterton, several technical & safety issues came to light, while please take note of the reminder on COVID-19 guidelines for Castle Combe for 3-4 October and beyond:

### Scrutineers Report Snetterton 19th & 20th September

Due to recent MsUK guidelines for scrutineering, we did not ask for any checks in the paddock, most checks were carried out in *parc fermé*.

#### What did we do and what did we find?

Weight of cars; Rear Track checks; 'Shocker' Seals checked; measurement across Rear Turrets; Carburettor & Inlet Manifold checks plus Restrictor sizes; Diff checks; and Rear Brake checks; also a Cylinder Head while undergoing a gasket change.

If you have an engine issue over a weekend and are stripping parts off, then please let one of us know, we do like to check parts whenever we can.

No problems, with everything in order, as it should be...

We also carried out some checks re. Self-Certification of the car and your Equipment - random checks to make sure what you declare IS correct!

Unfortunately a set of Seat Belts were found to be out of date; clarification on Seat Belts can be found in the current MsUK 'Blue Book' under K 2.1.7 (page 160): FIA-standard 8853-2016 may be used for up to FIVE (5) years after the year stated on the label. This is ONLY for National events. Belts MUST be in-date for Zandvoort, as over there it is run to FIA rules. Belts with FIA numbers 8853/98 and 8854/98 DO NOT get the extra FIVE years and must be replaced at the end of the year stated on the label. When filling in your Self-Certification, please put the Belt Date on the form and state if you are using the FIVE year extension on the form.

Overall, a great weekend with excellent weather and superb racing.

Best wishes to all, see you at Castle Combe •  
Steve Wood & Julian Affleck  
M7RC Technical Scrutineers

**B**elow is the latest Motorsport UK guidance re. drivers in *parc fermé*:

*"When vehicles enter parc fermé, competitors are to remain in their vehicle, helmet on, and await direction from officials. Should competitors need to exit the vehicle, this must be done whilst obeying social distancing measures.*

*Instructions on parc fermé procedures must be detailed in drivers briefing and supplementary instructions.*

*Eligibility checks must be selected and carried out to minimise contact with the vehicle as much as possible. Visual checks are strongly recommended. Any work to be undertaken by or on behalf of the entrant (obeying social distancing measures)."*

On top of this I also received an e-mail stating that *"...drivers should put on a mask on exiting the car (similar to F1), no drivers getting together for a chat..."*

This last part is difficult for us to police, as the drivers want to take off helmets and talk about the race - please leave chats until you have returned to the paddock. We are officially observed at times in *parc fermé*... •

Steve Wood  
MsUK Technical Scrutineer



Miglia  
**50**  
Years  
1970-2020

Photo: J Rayne

# NEWS NEWS NEWS NEWS

## CHECK YOUR WHEELS !

**D**uring Sunday's Mini Se7en/S-Class race at Snetterton, the safety car was brought out for the beached S-Class of Greg Daw, which had come to rest on the grass on the infield section after the o/s front wheel parted company from the hub. The alloy in question was one of the older Rimstock/100+ versions which first came into use with the M7RC in the early 1990s, and it had fractured around the spokes/centre boss section. Reminder bulletins and newsletter updates to check all wheels, especially the 100+ model, have been issued in recent seasons and can be found on the M7RC website, but here is a further reminder below:

All drivers/entrants and car preparers are reminded about the 100+/Rimstock (STR1082) 10x5" alloy wheel for Mini Se7en/S-Class. If you have any of these wheels, you are strongly advised to check them thoroughly for signs of fatigue and, better still, subject them to crack-testing (see below). Bearing in mind this particular alloy wheel was first introduced to the M7RC back in 1990/91, and is no longer available new-off-the-shelf, then the newer Minilite (MA1050D) and Mini Spares (C-21A1901A) alternatives - example above right, with more rounded outer rim edge and meatier centre boss making it slightly heavier than the older 100+ version - should be strongly considered for use in place of any 100+ items.

Further, the following crack-testing info as issued in 2018 Pit & Paddock Issue #5 newsletter and in 2015 Bulletin #6 is also suggested for all race wheels:

"The area to look for is at the root of the spoke as it joins the hub. Check all around the radius for a crack, if you cannot see a crack then it doesn't mean that the wheel is crack-free. The best way to check is using a flaw-detector kit, this is easy to use and comes in aer-



osol form in 3 cans. After cleaning your wheels, spray the suspected area with the dye penetrant and leave for 10 minutes (or as directed in the instructions). Then use the cleaner to remove all of the excess dye. Finally, spray with the developer and wait, the developer draws out the dye from any crack and shows as a fine line contrasting against the white developer.

As an example Ambersil make a kit, available from RS Components - a kit of the 3 aerosols should be easily enough to check a set of wheels.

Part/Stock Numbers:  
Cleaner 6190005600/495-4967 @ £5.89  
Penetrant 6190006510/495-5027 @ £7.61  
Developer 6190007510/495-4995 @ £7.75"

The above is only a guideline reminder and items/supplier/prices are at time of original 2015 Bulletin •

## TURN IT OFF !

**A**lthough not proven, a rumour circulated at Snetterton, and maybe before that too, that one car, perhaps more, may have been operating with an in-car radio signal. You are all reminded of the following wording in the current M7RC Regulations on page 9:

**SR.2.14 RADIO EQUIPMENT:**  
Any radio equipment fitted to the vehicle for training purposes ('pits-to-car communication') must be removed for all official Practice, Qualifying practice and Race sessions, as per Q8.1.10 (b) of current Motorsport UK Regulations.

So, while it may be ok to be fitted and to be in use during unofficial/private testing, it is not ok to be fitted and in use during a meeting at which the competitor and car is signed-on for and/or being timed. This is a direct MsUK regulation and transgression will be subject to all relevant judicial penalties from either the MsUK, event organisers or the M7RC •

## BARELY GRILLES

**A**nother area of concern raised at Snetterton was the major 'adapting' of front grilles on one or two cars, and again you are reminded to read the current M7RC Regulations thoroughly:

**TR.5.1 INTRODUCTION:**  
...it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot...

**TR.5.6.1.5** - The standard pattern and material grille, surrounds and bumpers must be retained. The grille must not be spaced from the surrounding bodywork.

Grille slats that have been modified to the point of being almost horizontal may indicate a cooling issue (sort out your radiator/engine set-up!) or a way of ingesting more 'ram-effect' air to the carb'. Overtly modified standard pattern grille is not allowed •

## TECH TIDBITS

**LOGGING ON**  
**T**he Vehicle Log system previewed in the last issue (#7) of Pit & Paddock had a few of you in a bit of a tiz. Panic ye not, for the above proposed system of recording technical conformity and development with the race cars is provisionally planned for introduction in the 2021 season, leaving the remainder of 2020 for healthy discussion and tweaking to finalise the details. A draft example was doing the rounds at Snetterton and was well received in most quarters... •

**STICKY NOT TRICKY DECALS**  
**A** few cars have been short of one or two of the required Challenge stickers, so as a reminder:  
Two (x2) DUNLOP / MINI SPARES Title Sponsor / Co-Sponsor door number panels and one wind-screen header;  
In addition, one (x1) MINI SPARES decal each side of the car; one (x1) MINI SPARES decal inside the car and clearly visible when viewed on camera in-car footage;  
Two (x2) M7RC decals, one forward-facing & one rearward-facing;  
One (x1) PIPER CAMS decal, forward facing;  
One (x1) SPAX decal, on both front wings - Se7en & S-Class only;  
One (x1) CURLEY decal, on both front wings;  
Couldn't be simpler! •

**FANCY THE BAR MADE?**  
**T**he Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, and required for Zandvoort (hopefully in 2021) and possibly even Spa too, is still available to order via Barry Payne [membership@mini7.co.uk](mailto:membership@mini7.co.uk). Cost is £50 (unpainted) plus p&p. There are only a few left in stock however, so please contact Libre rep Phil Harvey at [motley.mini@outlook.com](mailto:motley.mini@outlook.com) or Barry for pre-payment as money transactions at Combe may be limited •



Image: P Harvey

# NEWS NEWS NEWS NEWS

## GO JONNIE GO GO GONE...

Here is a dramatic sequence of images posted to M7RC via *Instagram* revealing exactly how S-Class racer Jonnie Kent ended up on the DNF list at Snetterton in Sundays' race. Having been in 3rd position (below), a safety car intervention bunched the field for a 1-lap 'shootout' to the flag, and in a determined effort to retain the place unfortunately caught the Esses 'sausage' kerbing at the wrong angle, after which Johnny was a passenger in a crazy rollover ride, thankfully emerging with nothing more than a hefty dig to the ribs from the race seat, testament to a well built 'cage'... ●

Photo below: M Barrington



Main photos sequence: courtesy Jack Chevelle

# NEWS NEWS NEWS NEWS

## CLASSIC MINI RACING ROUND-UP...



Since the last issue #7 of *Pit & Paddock*, several more race meetings have taken place featuring classic Minis in other series, and again with representation from M7RC drivers...

The first of these came at Lydden in Kent on 13 September, the HRDC/LHMC-promoted 'Historics on the Hill'. A pair of Cooper S Mk1s appeared in the hands of Nick Jesty and Richard Colburn, the former Miglia racer now also registered for Mini Libre. From a field of 23, including BTCC and Miglia winner Andrew Jordan, in addition to musician Chris Rea, Colburn was classified 5th overall over the 2-part Jack Sears Trophy, with Jesty 10th.

Sharing the same bill as the M7RC at Snetterton on 19-20 September was a double-header for the Classic Touring Car racing Club's combined Pre-66 and Pre-83 multi-classes, 28 cars in all. Quickest of a trio of 1293cc Cooper S and a lone Austin Mini Seven in qualifying was former Se7en champion and Miglia/Libre racer, Jonathan Lewis. Having taken 7th in the first race won overall by a 5-5-litre Jag XJ12, he failed to start the second, leaving Kevin Bottomley ahead of Nathan Williams in both events, with Andy Messham only managing 1 lap overall.

Cadwell Park on the same weekend saw Nick Jesty's Cooper S out once more, this time in the HSCC's Historic Touring Car Challenge

(mixed in with 1980s Production Cars), taking an 8th and 9th from a dozen starters.

The National circuit at Donington Park played host to the CSCC's Swinging Sixties series on 27 September, an impressive 10 Minis plus a Jem variant lining up in a huge 43-car field. Third overall behind an MG Midget and Beemer 1600Ti was the Howell/Brooks pairing in an 1380cc Austin Mini, then the 1293 Cooper Ss of Lawrence Warr and Simon Evans next up, with S-Class racer Jonnie Kent 7th in a similar example. Also among the Mini brigade was occasional M7RC Invitation runner Chris Watkinson in another 1380. In the similar Mintex Class K event, Evans was the leading Mini in 15th overall in among a selection of TVR Griffiths, Lotus Elans, Triumph TR4s, MGB Roadsters and big-bore Fords.

Finally, BARC's Mighty Mini championship amassed 22 entries for its second race meeting of the season with a double-header at Castle Combe on 19-20 September. In Saturday's race, Steven Rideout was the 'filling' in the Kirkpatrick brothers 'sandwich', Neven taking the overall win with David in 3rd in the Super class, Paul Ogborn heading the Standards from Darren Nightingale and Matthew Baker. The following day, Ian Slark came through to demote the Kirkpatricks into the Super 'medal' positions, Ogborn and Nightingale again the leading Standard runners, with Graham Sheppard joining them on the class podium •

Image: courtesy Swiftune

## MOTORSPORT DAYS LIVE 2020

Lockdown permitting, racers, track day users, performance car buyers and industry professionals can meet and source from exhibitors, plus network with

teams, championships and manufacturers whilst sampling cars and products 'live' on Silverstone's Int. circuit on 20-21 Nov'. Mark Wanstall [rightline@btinternet.com](mailto:rightline@btinternet.com) in partnership with KAD is coordinating a M7RC effort •

Image: courtesy MSDLive!



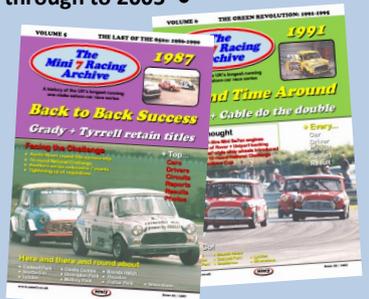
## PITLANE REVIEW

The M7RC's annual, full colour, 72-page *Pitlane Review* 2019 magazine was released in January, so if you haven't yet obtained yourself a copy, contact [mike.jackson@mini7.co.uk](mailto: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](http://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 •



# NEWS NEWS NEWS NEWS

RACE REPORT: **SNETTERTON 300** 19-20 SEPT'...

## Saviours at Snetterton...



...Mini 7 Racing Club season continues to lift the spirits

Appreciative motorsport fans were treated to another superb weekend of Mini racing action on 19-20 September in sunny East Anglia, with separate double-headers for Rounds 6 and 7 in the National Mini Challenges producing four equally entertaining battles around the longer 300 Snetterton circuit. The Se7ens and S-Class cars were out together first on Saturday mid-afternoon, reigning champion Jeff Smith taking a narrow victory and new lap record ahead of points leader Spencer Wanstall, with early leader Andrew Deviny right on their tails at the chequered flag. It was the same order on Sunday morning, although Smith only clinched it on a 1-lap slip-streamer restart following a safety car intervention.

In the 'Scholarship' class which elected to start 10s behind the Se7ens, Connor O'Brien was back to winning ways, although he was made to work hard for both victories by Thorburn Astin, the latter setting a new class lap record in the second race, while Ben Butler and Damien Harrington completed the trophy positions on Saturday and Sunday respectively, the latter after Jonnie Kent tumbled over the Esses kerbs, thankfully emerging with only slight bruising from a rather beaten-up 'shell.

Honours in the shared Mini Miglia with Libre events were possibly even closer fought, and the head of the field gradually whittled down to a three-way fight between Rupert Deeth, reigning champion Aaron Smith and Lee Deegan, Deeth winning on Saturday by a nose, then Deegan on Sunday by a breathtaking 0.001s on the run to the flag as Smith maintained his series lead with a brace of 2nds, not to mention a new lap record too.

The semi-invitational Libres saw a back-of-the-grid charge from Dan Lewis to win the class on Saturday, including a new lap record, ahead of reigning class titleist Phil Harvey from Rob Davis who recovered from a big 'moment', while Davis and Lewis then traded Sunday's lead before the latter's 8-port began trailing a smoky trail of oil vapour which led to his demise, Davis spinning off and stalling, and then newcomer Craig Cox who stopped near the end when in front, leaving Peter Hills to collect maximum points in his 16V •

### NOTES ON THE CARS:

#### Se7en

- #1 - Two wins and lap record a good weekend's work; led most of R1, chased mostly in R2 but perfectly timed pass on 'last lap'
- #5 - Shadowed leaders throughout in R1, same again in R2 but had closer battle among chasing pack
- #6 - Off the pace in R1, found over 1s in R2 to snatch 5th
- #7 - Dropped back into S-Class battle in R1, improved pace in R2 to be in the main pack
- #10 - Late DNF in R1, 'easy repair' for entertaining battle in R2
- #20 - On initial entry list but withdrew early...
- #31 - Broke engine in R1, spare fitted for R2 & good run to 8th
- #33 - Suspected broken crank in qualifying, sadly game over...
- #73 - Maintained unbeaten run of podiums in 2020, but 0.864s in R1 & 0.186s in R2 show how close the battle was for top spot
- #76 - Strong qualifying in 4th, lost time in R1 but salvaged 5th, better in R2 but shuffled back to 6th on 1-lap 'restart' to flag
- #77 - Led R1 before 'nudge' dropped him to a recovering 3rd; in contention for R2 win also but short of ultimate pace at flag

## RESULTS: ROUND 6

### Mini Se7en & S-Class

Pos#	Driver	9 Laps
1	1 Jeff Smith <b>7</b>	22:11.292 / 72.25 mph
2	73 Spencer Wanstall <b>7</b>	
3	77 Andrew Deviny <b>7</b>	
4	5 Lee Roberts <b>7</b>	
5	76 Jo Polley <b>7</b>	
6	6 Graeme Davis <b>7</b>	
7	7 Leon Window <b>7</b>	
8	787 Connor O'Brien <b>S</b>	22:59.560 / 69.72 mph
9	736 Thorburn Astin <b>S</b>	
10	742 Ben Butler <b>S</b>	
11	715 Jonnie Kent <b>S</b>	
12	712 Greg Daw <b>S</b>	
13	711 Damien Harrington <b>S</b>	
14	796 Mark Chappell <b>S</b>	
15	729 Darren Jeremiah <b>S</b>	
16	716 Julian Beavis <b>S</b>	
dnf	10 Julian Proctor <b>7</b>	7 laps
dnf	31 Jordan Sims <b>7</b>	6
dnf	758 Matthew Ayres <b>S</b>	3
dnf	795 Stuart Gilby <b>S</b>	0

ns 33 Adam Gould **7**

wd 20 Darren Thomas **7**

wd 720 Ben Cutler **S**

FL/7 J Smith  
2:25.650 - 73.38 mph (record)

FL/S C O'Brien  
2:28.789 - 71.83 mph

Pole/7 J Smith  
Pole/S C O'Brien

### Mini Miglia & Libre

Pos#	Driver	9 Laps
1	23 Rupert Deeth <b>M</b>	20:09.086 / 79.55 mph
2	21 Aaron Smith <b>M</b>	
3	48 Lee Deegan <b>M</b>	
4	80 Joe Thompson <b>M</b>	
5	0 Colin Peacock <b>M</b>	
6	54 Tom Bell <b>M</b>	
7	171 Dan Lewis <b>L</b>	20:38.736 / 77.65 mph
8	37 James Cuthbertson <b>M</b>	
9	113 Phil Harvey <b>L</b>	
10	500 Rob Davis <b>L</b>	
11	126 Peter Hills <b>L</b>	
12	133 Craig Cox <b>L</b>	
13	42 Paul Simmonds <b>M</b>	
14	17 Rick Jessop <b>M</b>	
15	86 Jason Balding <b>M</b>	
dnf	69 Tony Le May <b>M</b>	7 laps
dnf	11 Kane Astin <b>M</b>	4

ns 85 Sam Summerhayes **M**

wd 32 Endaf Owens **M**

wd 43 Dave Edgecombe **M**

wd 72 Rob Howard **M**

wd 78 Scott Kendall **M**

wd 616 Justin Cooper **L**

FL/M A Smith  
2:12.216 - 80.83 mph (record)

FL/L D Lewis  
2:14.269 - 79.60 mph (record)

Pole/M R Deeth  
Pole/L P Harvey

2.9689-mile 300 circuit

\* full official results @ [www.tsl-timing.com](http://www.tsl-timing.com)



# NEWS NEWS NEWS NEWS

## ...RACE REPORT: SNETTERTON 300 19-20 SEPT'



## ...Saviours at Snetterton

### S-Class

#711 - Overheating issues saw him off the pace in R1; improved for R2 and secured 3rd when #715 rolled out at Esses  
 #712 - Also off the pace in R1, then wheel 'fell off' in R2 to bring out safety car; commendably retrieved wheel from track...  
 #715 - Nearly a R1 podium, then was on for 3rd in R2 before clouting Esses 'sausage' kerb and rolling, car heavily bent...  
 #716 - Debut for Novice in 'track day' car; steady runs despite R1 spin; initially R1 'DNF' as waved-in early, result amended  
 #720 - Withdrew, possibly due to regional lockdown...  
 #729 - Followed up Brands debut with two more 'learning' runs, edging ahead in the Novice standings too  
 #736 - Took lead fight all the way, swapping 1st regularly but edged out by a length in both races; new class lap record in R2  
 #742 - Excellent duel with #715 to take 3rd in R1, alarming 'grasstrack' moment in R2 signalled brake failure, DNF...  
 #758 - Huge R1 spin into chicane, then overheating led to DNFs in both encounters  
 #787 - Back in winning form after Brands, despite intermittent 'throttle' problem in R1  
 #795 - Weekend of woe, firstly off in R1 bent subframe, mammoth effort to replace overnight then R2 suspension failure...  
 #796 - Narrowly avoided teammate's off in R1 but recovered to 7th, good battle with novices in R2 and welcome 4th in class

### Miglia

#0 - On leaders' tails in both events, but dropped out of R2  
 #11 - Well in contention before oil pressure issues resulted in a double-DNF for the weekend  
 #17 - Hairy moment in R1 dropped him back, but determined effort in R2 made it another pair of excellent scores  
 #21 - Pipped in both races but new lap record made up for that  
 #23 - Great battle to win R1, equally close in R2 but 'only' 3rd  
 #32 - Entry withdrawn, car sold...  
 #37 - Broke engine in Friday testing, borrowed #85 spare for R1  
 #42 - Damaging off in qualifying, repaired for R1, pitted in R2 for "handling" issue, more probably due to oil on track...  
 #43 - Entry withdrawn...  
 #48 - Felt the car was "almoat there" in R1, proved it in R2  
 #54 - Historic racer in ex-#72 car, still acclimatising to Mig characteristics; good run in R1 before stopping in R2  
 #69 - Battled with Libres in R1 before engine let go; DNS R2  
 #72 - Withdrew, car sold to #54...  
 #78 - Late withdrawal, busy running other team cars...  
 #80 - First outing in 2020, felt a bit "rusty" but pair of excellent 4ths proved he could be up front if racing regularly  
 #85 - Main engine broke in qualifying, sat out R1 as spare loaned to #37, excellent charge from Row 7 up to 5th in R2  
 #86 - Recovered from off in R1, spun & stalled R2 but got going again to remain unlapped and score points for top-10 ranking

### Libre

#113 - Quickest in qualifying, took 2nd in R1 but oil pressure in R2 saw him drop out early  
 #126 - Testing helped sort 16V beforehand, almost took a podium in R1 before solid run to inherit 'victory' in R2; very happy!  
 #133 - In contention for R1 podium but dropped back, then leading R2 before late DNF, possibly from contact with #171  
 #171 - 'No time' saw back row start in 8-port, but ran strongly to win R1, then leading R2 before DNF from oil leak/collision  
 #500 - Offs in both races, the second a DNF, however 3rd in R1 enough to keep him on top of points table  
 #616 - Late entry then no show as unable to get 16V running, pity as based only a stone's throw from circuit! ●

## RESULTS: ROUND 7

### Mini Se7en & S-Class

Pos#	Driver	7 Laps
1	1 Jeff Smith <b>7</b>	21:50.441 / 57.09 mph
2	73 Spencer Wanstall <b>7</b>	
3	77 Andrew Deviny <b>7</b>	
4	5 Lee Roberts <b>7</b>	
5	6 Graeme Davis <b>7</b>	
6	76 Jo Polley <b>7</b>	
7	7 Leon Window <b>7</b>	
8	31 Jordan Sims <b>7</b>	
9	10 Julian Proctor <b>7</b>	
10	787 Connor O'Brien <b>S</b>	21:58.152 / 56.75 mph
11	736 Thorburn Astin <b>S</b>	
12	711 Damien Harrington <b>S</b>	
13	796 Mark Chappell <b>S</b>	
14	729 Darren Jeremiah <b>S</b>	
15	716 Julian Beavis <b>S</b>	
dnf	715 Jonnie Kent <b>S</b>	6 laps
dnf	742 Ben Butler <b>S</b>	2
dnf	712 Greg Daw <b>S</b>	2
dnf	758 Matthew Ayres <b>S</b>	2
dnf	795 Stuart Gilby <b>S</b>	1

ns 33 Adam Gould **7**

wd 20 Darren Thomas **7**

wd 720 Ben Cutler **S**

FL/7 J Smith

2:25.891 - 73.25 mph

FL/S T Astin

2:28.129 - 72.15 mph (record)

Pole/7 J Smith

Pole/S C O'Brien

### Mini Miglia & Libre

Pos#	Driver	9 Laps
1	48 Lee Deegan <b>M</b>	20:16.572 / 79.06 mph
2	21 Aaron Smith <b>M</b>	
3	23 Rupert Deeth <b>M</b>	
4	80 Joe Thompson <b>M</b>	
5	85 Sam Summerhayes <b>M</b>	
6	17 Rick Jessop <b>M</b>	
7	126 Peter Hills <b>L</b>	21:29.029 / 74.62 mph
8	86 Jason Balding <b>M</b>	
9	42 Paul Simmonds <b>M</b>	8 laps
dnf	133 Craig Cox <b>L</b>	8 laps
dnf	0 Colin Peacock <b>M</b>	7
dnf	171 Dan Lewis <b>L</b>	5
dnf	11 Kane Astin <b>M</b>	3
dnf	500 Rob Davis <b>L</b>	3
dnf	54 Tom Bell <b>M</b>	2
dnf	113 Phil Harvey <b>L</b>	0

ns 37 James Cuthbertson **M**

ns 69 Tony Le May **M**

wd 32 Endaf Owens **M**

wd 43 Dave Edgecombe **M**

wd 72 Rob Howard **M**

wd 78 Scott Kendall **M**

wd 616 Justin Cooper **L**

FL/M A Smith

2:12.514 - 80.65 mph

FL/L R Davis

2:16.749 - 78.15 mph

Pole/M A Smith

Pole/L D Lewis

2.9689-mile 300 circuit

\* full official results @ [www.tsl-timing.com](http://www.tsl-timing.com)



# NEWS NEWS NEWS NEWS

GALLERY:

SNETTERTON 300

19-20 SEPT'...



Images: M Barrington + J Payne + P Harvey

# NEWS NEWS NEWS NEWS

...GALLERY:

SNETTERTON 300

19-20 SEPT'



Images: M Barrington + P Harvey + J Payne

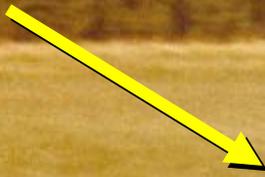
# THE LIKELY LADS...



...AND LASSES - PART 7 OF OUR DRIVER-BY-DRIVER HALL OF FAME...

The following is the full 'I, J, K-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 a future issue of *Pit & Paddock*...

Miglia  
**50**  
Years  
1970-2020



David Ide

**David IDE** ↑  
Se7en (1979-81)  
Best of 4th, at 80 Silverstone

**Chris INCH**  
1275 GT (1978-80)  
Won on trip to Phoenix Park; sadly died of heart attack at Combe; Fastest Lap trophy in his memory

**Paul INCH**  
Miglia (1982-83)  
Top 15 overall in 82; engine builder

**Pat INGOLD**  
Miglia (1979-81)  
Handful of Graham Hill Trophy races

**JM IVORY**  
Se7en (1968)  
One start, at Silverstone

**Chris IVORY**  
Se7en (1980-81)  
Four races recorded, best of 4th

**Alan JACKSON**  
Se7en (1986-87)

Top 86 Novice, mechanic on brother Mike's multi-title winning car

**Andy JACKSON**  
Se7en (1968)  
Half a dozen starts

**Charlie JACKSON**  
Se7en (2005)  
One-off at Oulton Park

**Mike JACKSON**  
Se7en (1976-78, 80-86, 88-96)  
Miglia (1994-04)  
Double National champion 92+95, helped develop 'green' 1.0 Se7en engine; M7RC ambassador along with brother

**Paul JACKSON**  
Miglia (1988-92, 94-96)  
Some decent results in Winter series

**Richard JAGGERS**  
Miglia (1977)  
DNS at Mallory National opener

**Pete JAMES**  
Se7en (2001)  
Class 6th in one-off Winter Brands

**Philip JAMES**  
Se7en (1977-78)  
Best of 4th at 78 Silverstone invite

**James JAY**  
Se7en (1967)  
More usually entrant for T Jay

**Thomas JAY**  
Se7en (1967-68)  
Pair of 3rds in second season

**Dennis JELLETT**  
Miglia (1980-81)  
Solid mid-table rankings

**Alan JENKINS**  
Miglia (1976-77, 82)  
Handful of starts, one-off in 82

**Nick JENNINGS**  
Se7en (1979-80, 82)  
Five starts all came in second season

**Keith JERWOOD**  
Se7en (1974-75)  
Best of 5th in handful of races

**Rick JESSOP**  
Miglia (2018-19)  
Novice honours in 18, edging up grid

**Richard JOCKEL** ←  
Se7en (1967-68)  
Two podiums for 4th overall in 68

**Arthur JOHNSON**  
Se7en (1967-68)  
Five starts recorded, best of 6th



Richard Jockel

Photos: M7RC Archive (J Parish Collection + M Magee)



# ...THE LIKELY LADS



Simon Jordan

**Chris JOHNSON**  
Se7en (2001)  
Decent mid-table Winter Challenge

**Daniel JOHNSON**  
Se7en (1999-01)  
Best ranking in 99 Winter series

**David JOHNSON**  
Se7en (1976)  
Couple of starts in National series

**Derek JOHNSON**  
Miglia (1987-88)  
Southern podiums in 88 before big Brands shunt sent him to hospital

**Melvyn JOHNSON**  
1275 GT (1978-80)  
2nd in 79 Silverstone Leyland invite

**Neil JOHNSON**  
Se7en (1985-96, 98-02)  
Rose to regular top-3 overall, won first ever Pembrey Mini 7 race

**Rick JOHNSON**  
Se7en (1972-73)  
Less than a handful of starts

**Steven JOHNSON**  
Se7en (1980)  
Donington and Mallory only starts

**Terry JOHNSON**  
Miglia (2013)  
Single race at Oulton Park

**Kevin JOHNSTON**  
Miglia (1974-76)  
Won class in 75 Lydden saloons mix

**Miles JOHNSTON**  
Miglia (1981-83)  
Podiums in Lewis-run car; single-seater career too

**Phil JOHNSTONE**  
Miglia (1973-74)  
Leading runner, 4th then 3rd overall

**Tony JOLLEY**  
Se7en (1969)

One start at December Brands finale

**Brian JONES**  
Miglia (1985-86, 88-89, 91-92)  
Occasional races in Manx-tuned car

**Evan JONES**  
Se7en (2008)  
Five starts from Welsh novice

**Lee JONES [#1]**  
Miglia (2001, 04, 12)  
Good results for mid-table rankings

**Lee JONES [#2]**  
Se7en (2005-07, 17)  
Top 05 Novice; fiery 18 Brands shunt in Mini special saloon

**Mark JONES**  
Miglia (1985-89)  
Three-time Southern champion and 85 Novice title; later raced Rover GTI

**Mick JONES**  
Se7en (1968-69), 1275 GT (1980)  
Top-6 scores from few M7 races; full season in 1275s netted 13th o/a

**Robert 'Bob' JONES**  
Se7en (1967-68)  
Podiums aided 9th overall rank in 68

**Simon JONES**  
Se7en (2016-19)  
Limited appearances so far

**Steve JONES**  
7-Classic (2014-15)  
Class wins in Historic-spec invite

**Trevor JONES**  
Miglia (1978-82)  
Won G Hill series race at 80 Combe

**Peter JOPP**  
1275 GT (1976)  
Top-6 finishes for 9th in standings

**Mike JORDAN**  
Miglia (1991-96)  
Top results in Winter series, won at Brands in 91

**Simon JORDAN** ←  
Miglia (1992-93, 95-96)  
Best results in first season

**Mike JORDY**  
Miglia (1970-73)  
Won 71 Thruxton season opener

**Phil JOSE**  
Se7en (1989-90)  
Top-6 results in Southern series

**Tim JOSLYN**  
S-Class (2006-07), Se7en (2007-08)  
Similar results in both classes

**Malcolm JOYCE**  
Se7en (1987-88)  
Won National title in second season

**Fred JURY**  
Se7en (1971)  
Class 2nd in non-points Brands

**Matt KANE**  
Libre (2017)  
Brief double-header, at Combe

**Peter KAVANAGH**  
Se7en (1984-86)  
Several 2nds, Southern runner-up 85

**Mike KEARON**  
Miglia (1981, 98-00)  
Also raced 1.3i Minis in between

**Malcolm J KEAT**  
Se7en (2002-17)  
Longtime racer, some top-10 scores

**Alan KEEFE**  
Se7en (1967)  
Listed for one race at Snetterton

**M KEEN**  
Se7en (1972)  
DNS for only entry, at Thruxton

**Cliff KENDALL** ↓  
Miglia (1985-88)  
Best result of 7th at Silverstone

**Scott KENDALL**  
S-Class (2018-19)  
Double class champion, previously won Mighty Mini titles

**Jonnie KENT**  
S-Class (2018-19)  
Several podiums from Historic racer

**Gerry KEOGH (Irl)**  
Se7en (1978)  
Irish racer at Phoenix Park M7 invite

**Luke KISDLEY**  
Se7en (2002-03)  
Pacey novice, 3rd overall 03 Winters

**Dave KIMBERLEY**  
Se7en (1995-96), Miglia (1996-04)  
Podium in 00 Winter series

**Robin KING**  
Miglia (1986-87), Se7en (1990, 95-98)  
Steady results in Dale-tended cars

**Shaun KING**  
Se7en (1992-96), Miglia (1999)  
Came close to Se7en title in mid-90s

**Tom KINSELLA (Irl)**  
Se7en (1982)  
DNF in Phoenix Park Anglo-Irish race

**Brian KIPPAX**  
Miglia (1988-91)  
Couple of wins in immaculately prepared Ripspeed-backed car

**Miles KIRWIN**  
Se7en (1994-95), Miglia (1995-96)  
Promising results in both classes

**John KNIGHT**  
Se7en (1979)  
Handful of starts, couple io finishes

**Richard KNIGHT**  
Se7en (1995-97)  
Well up the mid-order in busy grids

**Tom KNIGHT**  
Se7en (2007-08), S-Class (2007)  
Some decent results in short stint

**Tristen KNIGHT**  
S-Class (2006-07), Se7en (2008-13), Miglia (2013, 15-17)  
Inaugural S-Class champion

**Roy KWEI**  
Miglia (1974-81)  
Top-6 runner, one win listed ●



Cliff Kendall

Photos: M7RC Archive (RW + M&A Jackson Collection)



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# 2020 CHALLENGE STANDINGS

## NATIONAL CHALLENGE

Provisional standings after 7 rounds



## Mini Miglia

Pos	#	Driver	Pts
1	21	Aaron Smith	137
2	48	Lee Deegan	122
3	23	Rupert Deeth	107
4	85	Sam Summerhayes	87
5	0	Colin Peacock	76
6	17	Rick Jessop	71
7	37	James Cuthbertson	67
8	4	Jason Porter	61
9	86	Jason Balding	58
10	77	Andrew Jordan	57
11	56	Nick Padmore	53
12	11	Kane Astin	53
13	32	Endaf Owens	49
14	78	Scott Kendall	43
15	69	Tony Le May	41
16	80	Joe Thompson	34
17	53	Niven Burge	33
18	42	Paul Simmonds	26
19	29	Dave Drew	25
20	54	Tom Bell	16
21	72	Rob Howard	10
22	27	Peter Harries	2
23	26	Peter Arnold	0
nc	20	Mark Sims	-
	43	Dave Edgecombe	-
	62	Chris Lovett	-
	88	Kieren McDonald	-



## Mini Libre

Pos	#	Driver	Pts
1	500	Rob Davis	53
2	171	Dan Lewis	45
3	474	Josh Evans	31
4	113	Phil Harvey	22
5	132	Darren Cox	19
6	126	Peter Hills	15
7	616	Justin Cooper	6
8	131	Craig Cox	5
nc	149	Gary Warburton	-
	283	Harvey Death	-



## Mini Se7en

Pos	#	Driver	Pts
1	73	Spencer Wanstall	132
2	1	Jeff Smith	129
3	77	Andrew Deviny	127
4	6	Graeme Davis	104
5	5	Lee Roberts	97
6	31	Jordan Sims	78
7	10	Julian Proctor	67
8	76	Jo Polley	64
9	7	Leon Oli Window	47
10	49	Ross Billison	38
11	46	Max Hunter	37
12	38	Steven Hopper	28
13	57	Philip Gillibrand	20
14	33	Adam Gould	18
15	20	Darren Thomas	16
16	39	Glen Woodbridge	2
nc	37	Gareth Hunt	-



## Mini-7 S-Class

Pos	#	Driver	Pts
1	712	Greg Daw	107
2	787	Connor O'Brien	100

3	736	Thorburn Astin	81
4	742	Ben Butler	73
5	720	Ben Cutler	72
6	729	Darren Jeremiah	70
7	796	Mark Chappell	63
8	758	Matthew Ayres	57
9	715	Jonnie Kent	53
10	711	Damien Harrington	51
11	716	Julian Beavis	27
12	795	Stuart Gilby	18

## NOVICE POINTS

Provisional standing after 7 races

## Mini Miglia

1	86	Jason Balding	13
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## Mini Se7en

1	31	Jordan Sims	13
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## Mini-7 S-Class

1	729	Darren Jeremiah	10
2	758	Matthew Ayres	10
3	716	Julian Beavis	4

## Graham Hill Trophy U17 S-Class

nc	-	-	-
----	---	---	---

## WINTER CHALLENGE

Provisional entries to date

## Miglia

-	0	Colin Peacock	-
-	11	Kane Astin	-
-	15	Gordon Pocock	-
-	23	Rupert Deeth	-
-	40	Jonathan Lewis	-
-	78	Scott Kendall	-
-	85	Sam Summerhayes	-

## Libre

-	171	Dan Lewis	-
-	277	Andrew Deviny	-

## Se7en

-	1	Jeff Smith	-
-	20	Darren Thomas	-
-	31	Jordan Sims	-
-	33	Adam Gould	-
-	39	Glen Woodbridge	-
-	46	Max Hunter	-
-	72	Arnold Duncan	-
-	76	Jo Polley	-

## S-Class

-	712	Greg Daw	-
-	715	Jonnie Kent	-
-	758	Matthew Ayres	-
-	787	Connor O'Brien	-
-	795	Stuart Gilby	-
-	796	Mark Chappell	-

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 1  [www.mini7.co.uk](http://www.mini7.co.uk)

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

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 2  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

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

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 3  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

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: Deegan & Smith top
- S-Class: Kevill's pole
- Libre: Adventure Doris

### Croft Report

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

From the Archives: Tales of Thruxton

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 4  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

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: Kevill's control
- Libre: Double-header threat

### Thruxton Report

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

From the Archives: Overseas adventures!

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 5  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

M7 S-Class: New stars

Zandvoort British Race Festival

## Beach Party

Mini Se7en: Wansfell wins well

### Brands Preview

- Se7en: Thruxton on 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

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 6  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini Miglia: More & four

## Feisty Festival

Drama packed Mini Festival at Brands!

Survival of the fittest...

### DTM Brands GP & Cadwell Preview

- Se7en: Thruxton's home
- Miglia: Steady Smith
- S-Class: Kevill to keep close?
- Libre: Hawley's pole position

### Mini Festival Report

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

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 7  [www.mini7.co.uk](http://www.mini7.co.uk)

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: Kevill's second mile
- Libre: Top-heavy duel

### DTM Brands GP Report

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

From the Archives: Combe Combe

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 8  [www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini-7 S-Class: Kevill steps down

4 National titles sealed!

## Kings of the Castle

Mini Se7en: Smith steps forward

### Combe reports

- Se7en: Goals to the north
- Miglia: Successes ahead
- S-Class: Kevill 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..?!

membership@mini7.co.uk  
www.mini7.co.uk

# ABOUT US



## 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](http://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

durable, 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



Photos: M7RC Archive

## 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 •



# From the Archives

Photos: M7RC Archive + courtesy Autosport

Miglia  
**50**  
Years  
1970-2020

## CHAMPIONS GALLERY

1977 Peter Hill (Graham Hill Trophy)

1978 Ken Brown (Graham Hill Trophy)

1980 John Simpson (Graham Hill Trophy)

1979 Tony Edmonds (Graham Hill Trophy)

1981 Stewart Fowler (Graham Hill Trophy)

# From the Archives

1979 Paul Rowland (TEAC)



Image wanted for M7RC Archive...

1980 John Meale (TEAC)



Photos: M7RC Archive

1981 John Meale (TEAC)

Miglia  
**50**  
Years  
1970-2020



1982 Jim McDougall (TEAC)



1983 Peter Moore (Southern)



1984 Mike Fry (Southern)



# From the Archives

1985 Gerald Dale (Southern)

## CHAMPIONS GALLERY

Miglia  
**50**  
Years  
1970-2020

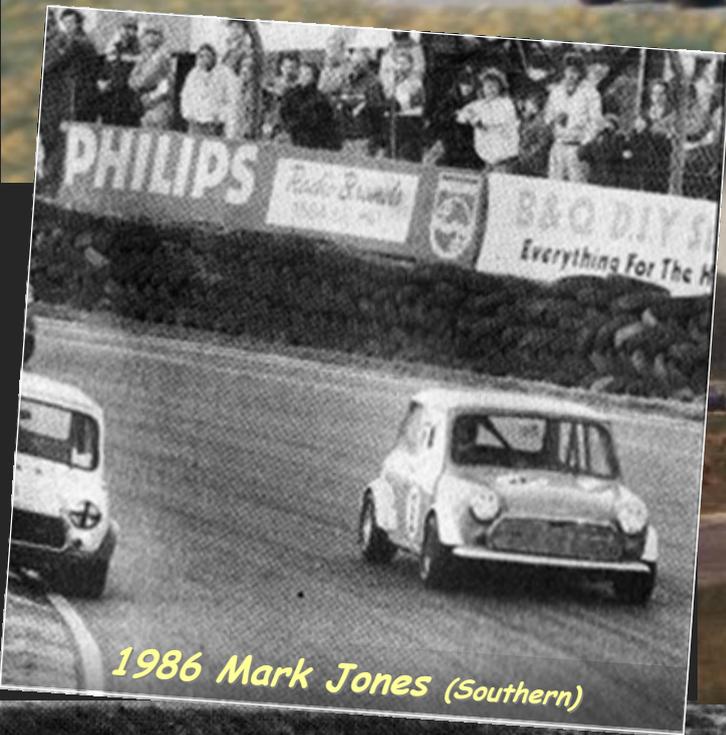
Photos: MZRC Archive + courtesy Autosport



1987 Mark Jones (Southern)



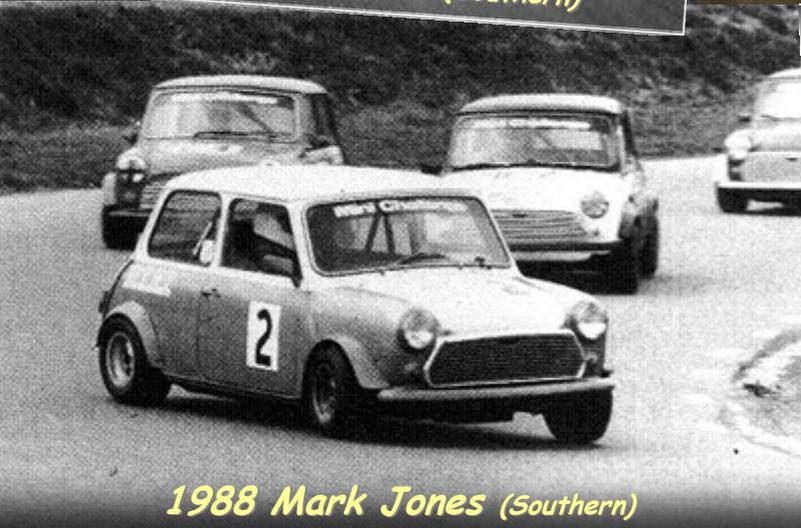
1986 Mark Jones (Southern)



1990 Tony Parker (Southern)



1988 Mark Jones (Southern)



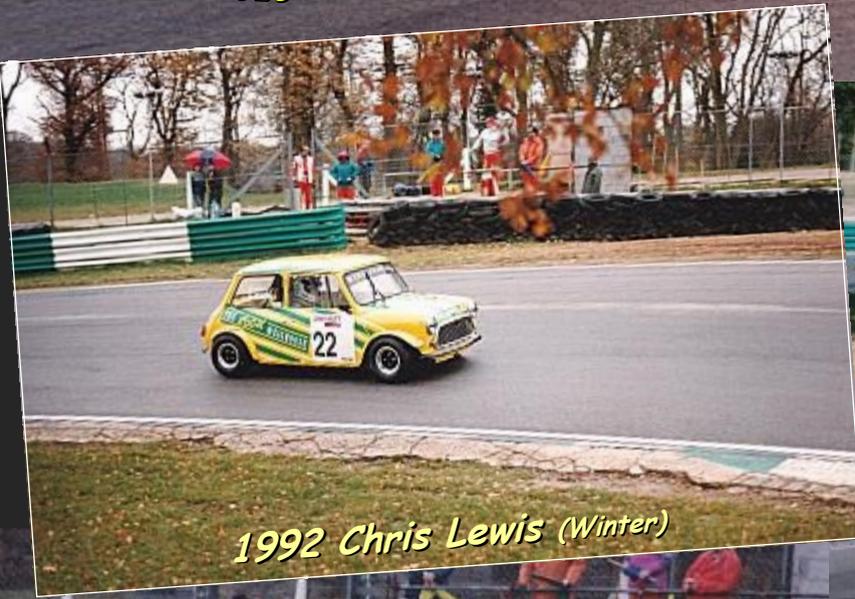
# From the Archives

1991 Tony Parker (Southern)



Photos: M7RC Archive

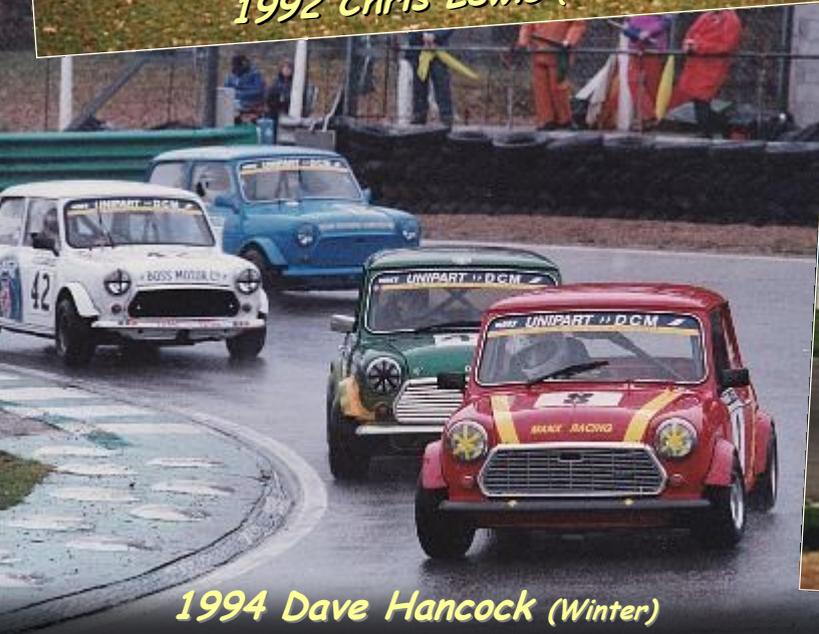
Miglia  
**50**  
Years  
1970-2020



1992 Chris Lewis (Winter)



1993 Jonathan Lee (Winter)



1994 Dave Hancock (Winter)



1995 Peter Baldwin (Winter)

# From the Archives

50  
years ago

TWO VISITS TO WILTSHIRE IN 1970 FOR SE7ENS ONLY  
THOUGH DESPITE A NEW 'MILLE' MIGLIA CHALLENGE

## CASTLE COMBE



750 Motor Club 27 June 1970

NATIONAL MINI SE7EN Round 5

Pos # Driver 10 Laps  
1 66 Len Brammer 14:13.4 / 77.62 mph

2 82 John Wroe  
3 73 Ian Briggs  
4 78 Anthony Fisher  
5 70 Ian French  
6 83 Richard Williams  
7 69 Graham Wenham  
8 86 James Burrows  
9 80 Richard Walden  
10 87 Alan Cosby  
11 85 David Coward  
12 71 Mick Bowring  
13 67 Frank Gillibrand  
14 72 Paul Beckham  
15 84 Roy Bull 9 laps  
16 65 Chris Tyrrell 8

dnf 76 Brian Coles 9 laps  
dnf 81 Roger Colson\* 8  
dnf 75 Ray Cox 7  
dnf 68 John Digby 2

dns 74 Mike Walters  
dns 77 Peter Lambourne  
dns 79 Dudley Fisher  
dns 88 Ray Spring  
dns 89 Eric Groves  
dns 91 Mick Osborne\*

FL: L Brammer + R Colson  
1:23.8 - 79.05 mph

1.84-mile circuit

### MINI SE7EN 27 June 1970 National Challenge

## Len's fully focused

WELSHMAN Len Brammer kept up the pressure on his Mini 7 rivals with a polished performance at the fast, open Wiltshire track. Roger Colson led the chase, sharing fastest lap, but ultimately retired

Now we came to the ritual dance of the 'fun bugs', a gentle game in which few rules are observed. Len Brammer (MRL Downton) nipped away from the centre spot to led 20 other tightly

packed Minis in a devastating charge upon Quarry bend, and as they snarled off in that general direction they looked for all the world like some colossal, animated paint advertisement. Brammer was never headed but the pressure was continually on him. For six hairy laps Roger Colson (Mayfield), Richard Williams, John Wroe and Anthony Fisher circulated in each others boots, taking copious helpings of grass and tarmac in their stride and always threatening Brammer. Unfortunately Williams had himself a moment at Old Paddock on the seventh, then Colson's donk went sick on the next, and this left Wroe nicely placed to follow Brammer home five seconds adrift •

report courtesy Motoring News

### MINI SE7EN 15 Aug' 1970 National Challenge

## Briggs swigs the bubbly

NOT SINCE round 2 had anyone other than Len Brammer got to glug the proverbial winner's fizz, but this time Ian Briggs came through to taste victory after the runaway Mini-7 series leader dropped out

After achieving a near perfect start and leading clearly for two laps a plug in Len Brammer's Mini

Burrows heads Hollman on 15 Aug (top)  
Photo: J Burrows Collection

# From the Archives

50  
years  
ago

to retire at the end of the third lap. This left the race squarely in the pocket of arch rival Ian Briggs (Libspeed Mini), who motored on to a comfortable win and some very useful points. Second place was contested throughout by James Burrows (Swiftune Mini) and Vic Hollman (Samco Mini), the latter losing a little ground on the seventh lap at Old Paddock, enough in this company to prove the decisive factor at the finish. Some light drizzle heralded

an outbreak of spins, Frank Gillibrand (Morris Mini) gyrating crazily from the middle of an eight-car bunch to clobber both bank and bales, luckily with little damage. Another spinner was Richard Williams, revolving at Tower on the second lap, although he scrapped furiously to make up ground from fifteenth to fifth by the finish • *report courtesy Motoring News*

\* All 1970 season race articles, full results and tables can be found in: *M7RC Archive 1970 issue*

dropped into the cylinder, and gently, but inexorably, slipped back through the field

*Monoposto RC 15 August 1970*

**NATIONAL MINI SE7EN Round 8**

Pos	#	Driver	10 Laps
1	67	Ian Briggs	14:22.0 / 76.84 mph
2	77	James Burrows	
3	65	Vic Hollman	
4	58	Eric Groves	
5	64	Richard Williams	
6	73	Brian Coles	
7	70	David Sambell	
8	61	Tony Fisher	
9	69	John Digby	
10	68	Alan Cosby	
11	72	Ian French	
12	66	David Coward	
13	59	Paul Beckham	
14	74	Frank Anderson	
15	71	Tony Styles	
16	76	Ken Everden	9 laps
17	56	David Gregory	9
18	62	Frank Gillibrand	8
dnf	60	Len Brammer	3 laps
dns	57	John Wroe	
dns	75	Chris Tyrrell	
dns	78	Roy Bull	
dns	79	Dan Bull	
dns	165	Roger Colson	

FL: R Williams 1:23.2 - 79.62 mph

1.84-mile circuit

## Miglia moments



THERE WERE no Challenge rounds at Combe for the new 998cc formula, but a few cars turned out in the other tin-top races

John Holloway was listed as a reserve in the Special Saloon entry on 27 June, while on 15 August Mick Osborne took his Mayfield car (left) to second in the Special Saloon up-to-1000cc class mostly up against 999cc and 850cc Minis, with Rod MacDonald's Macron version sixth in class, and David Angless a non starter •

Miglia  
50  
Years  
1970-2020

*Mini Se7en grid on 27 June (below)  
Photos: J Burrows Collection + D Cobbing Collection*



## CASTLE COMBE





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.

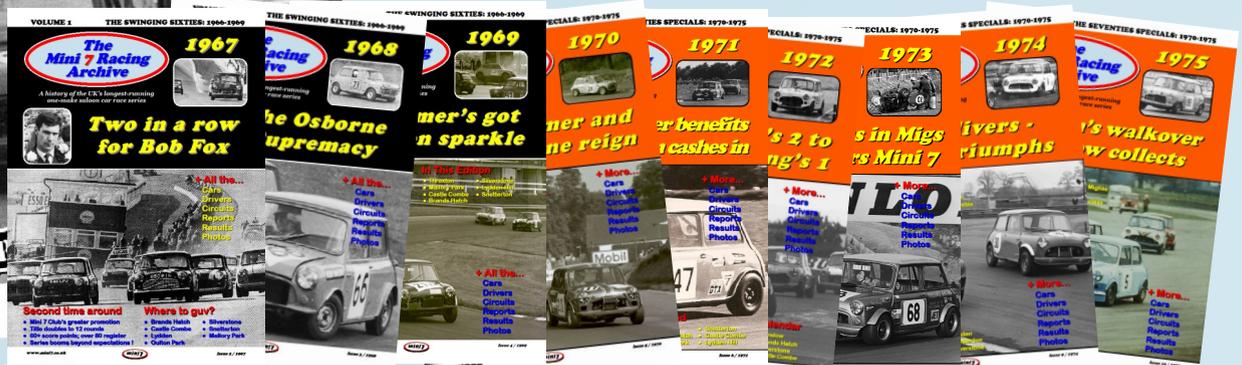


# Mini Racing History

at your fingertips!

For over half a century Mini 7 racing has been a bedrock of UK club motorsport, and to celebrate the rich heritage of these on-track Mini marvels, their history is captured in *The Mini 7 Racing Archive* annual reviews. Packed with rare photos, race reports, driver features, regulations, results and full championship standings. No other amateur racing series has been covered in such depth, and the first 30 years are available to order through the M7RC:

Simply logon to: [www.mini7.co.uk](http://www.mini7.co.uk) and click on the **Shop** section for details



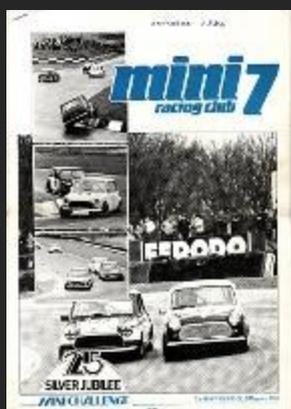
Out Now!

10 NEW ISSUES

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

# 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

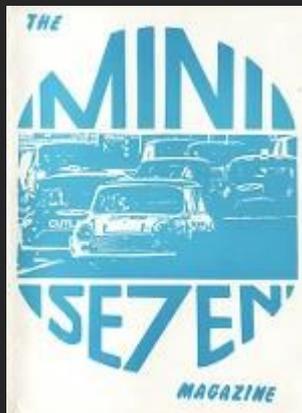
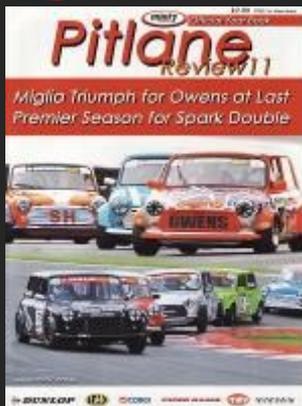
- 1983 Mike Fry (overall)

### 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 Winniffrith
- 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 Monday
- 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	<b>Jeff Smith</b> 10 November 2019 0:59.185 73.47 mph	<b>Nick Padmore</b> 25 August 2018 0:54.331 80.03 mph	<b>Connor O'Brien</b> 10 November 2019 1:00.287 72.13 mph	<b>David Franks</b> 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	<b>Jeff SMITH</b> 8 August 2020 1:53.023 77.50 mph <b>new!</b>	<b>Kane Astin</b> 9 August 2020 1:44.086 84.15 mph <b>new!</b>	<b>Connor O'Brien</b> 11 August 2019 1:55.091 76.11 mph	<b>Dan Lewis</b> 9 August 2020 1:44.713 83.65 mph <b>new!</b>
CADWELL PARK 2.1869	<b>Andrew Deviny</b> 15 May 2016 1:49.168 72.12 mph	<b>Bill Sollis</b> 15 May 2016 1:39.628 79.02 mph	<b>Scott Kendall</b> 9 September 2018 1:50.680 71.13 mph	<b>Phil Harvey</b> 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	<b>Jeff Smith</b> 14 September 2019 1:23.701 79.56 mph	<b>Aaron Smith</b> 17 April 2017 1:17.094 86.38 mph	<b>Scott Kendall</b> 14 September 2019 1:25.008 78.34 mph	<b>Phil Harvey</b> 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	<b>Leon Wightman</b> 14 April 2019 1:43.056 74.23 mph	<b>Joe Thompson</b> 14 April 2019 1:33.326 81.97 mph	<b>Scott Kendall</b> 14 April 2019 1:44.892 72.93 mph	<b>Josh Evans</b> 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	<b>Paul Thompson</b> 2 July 2005 1:07.844 62.61 mph	<b>Peter Baldwin</b> 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	<b>Jeff Smith</b> 11 July 2020 1:29.141 79.92 mph <b>new!</b>	<b>Rupert Deeth</b> 11 July 2020 1:20.154 88.48 mph <b>new!</b>	<b>Zack Booth</b> 18 June 2016 1:30.174 79.00 mph	<b>Rob Davis</b> 11 July 2020 1:22.041 86.84 mph <b>new!</b>
DONINGTON PARK (GP) 2.5	<b>Ashley Davies</b> 4 June 2017 2:00.643 74.22 mph	<b>Rupert Deeth</b> 4 June 2017 1:49.163 82.02 mph	<b>Shaun Tarlton</b> 4 June 2017 2:02.566 73.05 mph	<b>Peter Crewes</b> 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	<b>Oli Perrett</b> 12 May 2002 1:05.952 70.89 mph	<b>Endaf Owens</b> 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	<b>Niven Burge</b> 29 September 1991 0:51.6 69.75 mph	<b>Jonathan Lee</b> 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	<b>Mark Hunt</b> 25 April 1999 0:57.91 83.92 mph	<b>Jonathan Lloyd</b> 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	<b>Spencer Wanstall</b> 19 August 2017 1:16.776 77.55 mph	<b>Rupert Deeth</b> 19 August 2017 1:09.042 86.24 mph	<b>Shaun Tarlton</b> 19 August 2017 1:18.791 75.57 mph	<b>Paul Thompson</b> 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	<b>Paul Thompson</b> 28 May 2007 1:48.280 75.13 mph	<b>Colin Peacock</b> 28 May 2007 1:38.804 82.34 mph	<b>Nathan Burge</b> 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	<b>Lewis Selby</b> 20 August 2016 2:09.730 74.69 mph	<b>Shayne Deegan</b> 20 August 2016 1:57.609 82.39 mph	<b>Shaun Tarlton</b> 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	<b>Paul Spark</b> 26 June 2010 1:11.716 73.08 mph	<b>Endaf Owens</b> 27 June 2010 1:05.855 79.59 mph	<b>Julian Affleck</b> 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	<b>Darren Thomas</b> 21 April 2018 1:19.147 67.77 mph	<b>Rupert Deeth</b> 21 April 2018 1:12.209 74.28 mph	<b>Nick Croydon-Fowler</b> 21 April 2018 1:19.531 67.44 mph	<b>Alex Osborne</b> 21 April 2018 1:13.117 73.36 mph
Pestalozzi (hillclimb) 0.514	<b>Paul Frankcom</b> 17 August 1995 0:40.40 45.80 mph	<b>Martin Pester</b> 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	<b>Paul Thompson</b> 27 September 2008 1:42.815 67.92 mph	<b>Rupert Deeth</b> 20 September 2017 1:34.260 74.09 mph	<b>Nick Croydon-Fowler</b> 30 Sept' 2017 1:43.711 67.34 mph	<b>Peter Crewes</b> 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	<b>Andrew Deviny</b> 22 March 2003 1:14.398 79.30 mph	<b>Tony Le May</b> 7 April 2007 1:08.137 86.60 mph	<b>Connor O'Brien</b> 30 March 2019 1:16.065 77.63 mph	<b>Phil Harvey</b> 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	<b>Andrew Deviny</b> 7 October 2018 1:25.242 78.16 mph	<b>Aaron Smith</b> 7 October 2018 1:17.406 86.08 mph	<b>Nick Croydon-Fowler</b> 7 Oct' 2018 1:25.876 77.59 mph	<b>David Franks</b> 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	<b>Niven Burge</b> 24 May 2009 2:27.332 78.05 mph	<b>Peter Baldwin</b> 8 October 2000 2:15.149 85.07 mph	<b>Julian Affleck</b> 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	<b>Darren Thomas</b> 25 June 2017 2:47.198 78.81 mph	<b>Rupert Deeth</b> 25 June 2017 2:32.369 86.48 mph	<b>Ben Butler</b> 28 June 2017 2:52.185 76.53 mph	<b>Gary Warburton</b> 25 June 2017 2:38.213 83.29 mph
Silverstone (Oval) 0.406	<b>Ian Curley</b> 24 July 1994 0:24.59 36.93 mph	<b>Jonathan Lee</b> 24 July 1994 0:23.54 38.58 mph		
SNETTERTON (200) 1.9843	<b>Ashley Davies</b> 14 May 2017 1:33.597 76.31 mph	<b>Rupert Deeth</b> 14 May 2017 1:24.360 84.66 mph	<b>Justin Cooper</b> 14 May 2017 1:35.809 74.70 mph	<b>Peter Crewes</b> 13 May 2017 1:28.181 80.99 mph
SNETTERTON (300) 2.9689	<b>Jeff Smith</b> 19 September 2020 2:25.650 73.38 mph <b>new!</b>	<b>Aaron Smith</b> 19 September 2020 2:12.216 80.83 mph <b>new!</b>	<b>Thorburn Astin</b> 20 September 2020 2:28.129 72.15 mph <b>new!</b>	<b>Dan Lewis</b> 19 September 2020 2:14.269 79.60 mph <b>new!</b>
SPA-FRANCORCHAMPS, Bel 4.3349	<b>Paul Clark</b> 4 June 2006 3:13.408 80.69 mph	<b>Paul Thompson</b> 11 June 2011 2:58.885 88.09 mph	<b>Julian Affleck</b> 12 June 2011 3:21.721 77.36 mph	
THRUXTON 2.356	<b>Paul Thompson</b> 21 August 2005 1:37.933 86.60 mph	<b>Nick Padmore</b> 19 May 2019 1:28.646 95.67 mph	<b>James Bull</b> 2 June 2018 1:38.447 86.15 mph	<b>Phil Harvey</b> 19 May 2019 1:29.809 94.44 mph
ZANDVOORT, Ned 2.676	<b>Jeff Smith</b> 7 July 2019 2:11.495 73.26 mph	<b>Rupert Deeth</b> 7 July 2019 2:00.192 80.15 mph	<b>Scott Kendall</b> 7 July 2019 2:14.187 71.79 mph	<b>Phil Harvey</b> 7 July 2019 2:02.839 78.42 mph
ZOLDER, Bel 2.492	<b>Darren Thomas</b> 17 August 2013 2:05.782 71.32 mph	<b>Aaron Smith</b> 17 August 2013 1:54.818 78.13 mph	<b>Julian Proctor</b> 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)

# KNOW YOUR RIVALRS

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Mini Se7en Challenge

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**DUNLOP**  
Mini Miglia Challenge

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**DUNLOP**  
Mini Se7en S Class

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**DUNLOP**  
Mini Libre

# 0

www.minispares.com  
www.mini7.co.uk

## Mini Se7en

#	Driver
0/1	Jeff SMITH
2	Joe THOMPSON
5	Lee ROBERTS
6	Graeme DAVIS
7	Leon Oli WINDOW
10	Julian PROCTOR
18	Tina COOPER
20	Darren THOMAS
22	Graeme DAVIS
31	Jordan SIMS
33	Adam GOULD
37	Gareth HUNT
38	Steven HOPPER
39	Glen WOODBRIDGE
46	Max HUNTER
49	Ross BILLISON
57	Philip GILLIBRAND
63	Dave ROBINSON
72	Arnold DUNCAN
73	Spencer WANSTALL
76	Jo POLLEY
77	Andrew DEVINY
3	Dom BURGER
4	Andrew DEVINY
8	Spencer WANSTALL
9	Darren THOMAS
11	Adam GOULD
16	Andy KING
22	Graeme DAVIS
26	Nigel DAVIES
27	Leon Oli WINDOW
28	Dom BURGER
35	Jeff SMITH
45	Leon WIGHTMAN
55	Darren EATON
69	Steve TRENCH
71	Simon JONES
88	Kieren MCDONALD
89	Tom HARTWELL
94	Lee ROBERTS
95	Julian PROCTOR



## Mini Miglia

#	Driver
0	Colin PEACOCK
1	Aaron SMITH
4	Jason PORTER
11	Kane ASTIN
15	Gordon POCOCK
17	Rick JESSOP
19	James COLBURN
20	Mark SIMS
21	Aaron SMITH
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
48	Lee DEEGAN
49	Martin WAGER
53	Niven BURGE
54	Tom BELL
56	Nick PADMORE
62	Chris LOVETT
69	Tony LE MAY
72	Rob HOWARD
77	Andrew JORDAN
78	Scott KENDALL
80	Joe THOMPSON
82	Darren MASON
85	Sam SUMMERHAYES
86	Jason BALDING n
88	Kieren MCDONALD
2	Rupert DEETH
3	Kane ASTIN
5/83	Colin PEACOCK
6	James CUTHBERTSON
7	Paul SIMMONDS
8	Mark SIMS
9	Sam SUMMERHAYES
10	Nick PADMORE
12	Wayne GRAYER
18	Elliot STAFFORD
22	Stuart HORSFALL
44	Darren MOON
45	Chris MORGAN
64	Alex OSBORNE
92	Jason PORTER

## Mini-7 S-Class

#	Driver
711	Damien HARRINGTON
712	Greg DAW
715	Jonnie KENT
716	Julian BEAVIS n
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
784	Ryan TAYLOR n
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
760	Jack SHEARING
765	Simon MARTIN
766	Stephen COLBRAN
778	Charlie BRISKER
?	tba

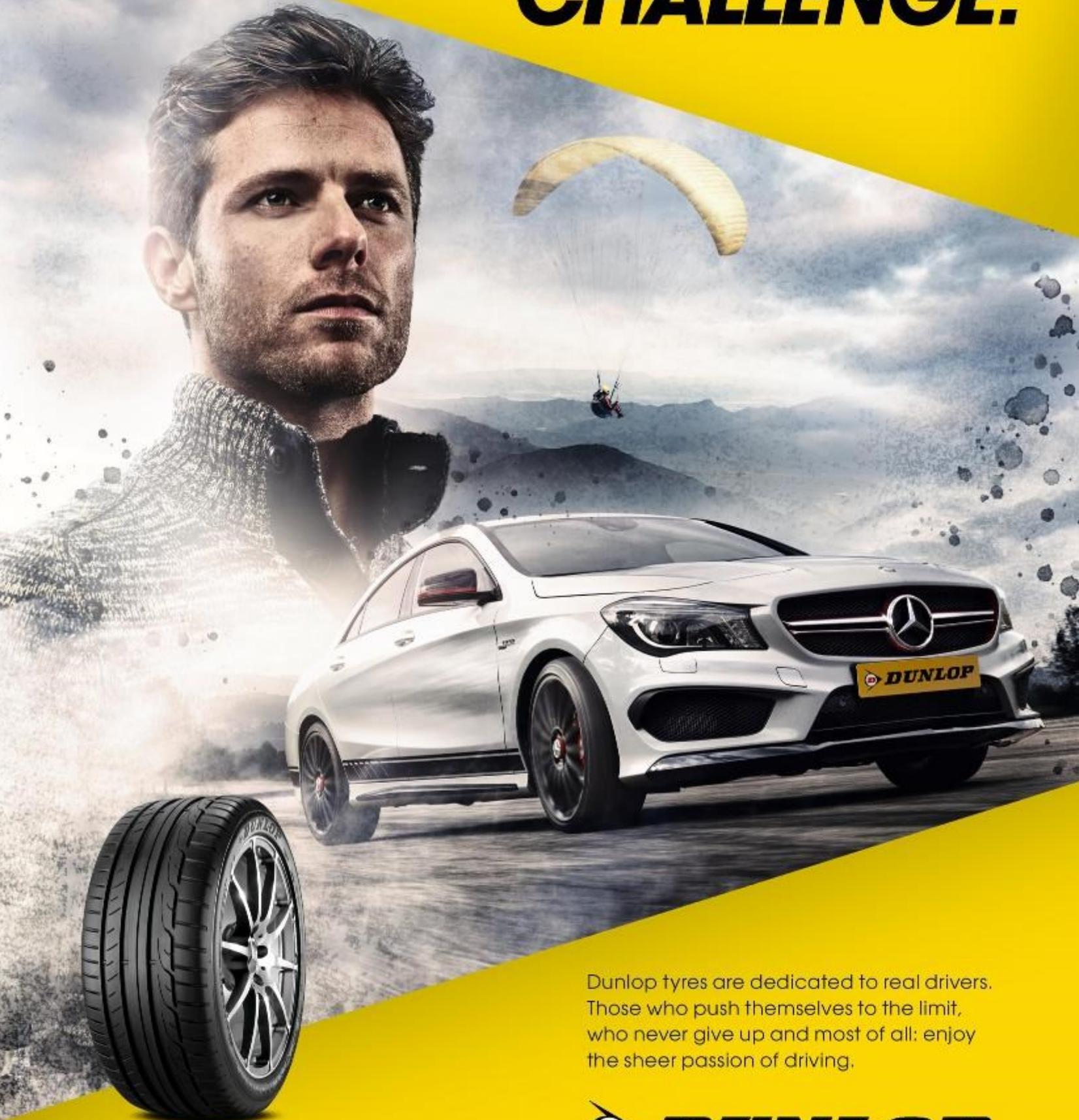


## Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
126	Peter HILLS
131	Craig COX
132	Darren COX
133	Les STANTON
149	Gary WARBURTON
171	Dan LEWIS
177	Peter CREWES
186	David FRANKS
219	Richard COLBURN
277	Andrew DEVINY
283	Harvey Death *invitation
474	Josh EVANS
500	Rob DAVIS
616	Justin COOPER
123	Huw TURNER
127	Ian FRASER
232	Thomas Berg *invitation
?	tba
?	tba
?	tba



# MY GOAL? THE NEXT CHALLENGE.



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