

Pit & Paddock

2020



Official Newsletter of the Mini Seven Racing Club

2020: Issue 10



www.mini7.co.uk

Mini Se7en:
Going the distance...

DUNLOP MINI CHALLENGE
supported by MINI SPARES

Mini
Libre:
8-port
prevails

Full-on Finals

National season concludes at Thruxton...

Mini S-Class: *Scholars on song*

Miglia
50
Years
1970-2020



Mini Miglia:
Easy does it...

XMAS ISSUE...

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

Latest Club news

2021 calendar unveiled

Technical updates

Runners & riders

From the Archives

A-to-Z of drivers: M & N

50 years ago: 1970 season



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TESTING TIMES

The phrase "Can't wait to go testing..." is a motorsport cliché; that New Year anticipation after long winter months with race cars in garages, being stuck at home with relatives over the Xmas break and leftover tubs of Quality Street to indulge in. However, 2020 has been like no other year in recent living memory, and for most people the phrase "testing" has an altogether more urgent appeal. The latest surge in COVID-19 infections in many UK regions has brought into sharp focus the perilous state of healthcare and the economy, and so the rolling-out of a nationwide vaccination campaign is hopefully the first clearly progressive step in any recovery process, for those at high risk both personally or professionally. Once the vaccines begin to show a proven effect on people's health, then slowly but surely everything else will follow on, from the longterm re-opening of shops and businesses, to the re-commencement of social and sporting venues and events. This last point brings us back to motorsport and a return to normality in 2021, or at least as close to a normal racing season as possible. Then again, changes in procedure and how we learned to go about a race weekend in 2020 may bring a 'new normal' anyway. Pre-event electronic signing-on is arguably a time-saver, and many will see the reduction in paper use as a boost to environmental credentials. Personally I'm not so sure about 'remote' scrutineering, and a race result on a mobile phone will never replace a tactile paper copy on which to scribble points and driver excuses, no matter how many tree-dwellers it might save! Yet, pared-down race meetings have boosted entry levels to the point where any series worth its salt now has to be on its game to warrant an invitation from financially-pressed race organisers looking to fill grids. On that basis, the M7RC is in far better 'health' compared to many others, but for now we should put our faith in vaccine testing to begin the healing process... •

RW



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Miglia
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1970-2020

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Miglia
50
Years
1970-2020

• T • H • E •
MINI7
Magazine



***Merry
Christmas***

***Here's
to a great
season
in
2021!***



December 1987

PROVISIONAL 2021 CALENDAR

DUNLOP MINI CHALLENGES *SUPPORTED BY MINI SPARES*

Winter 1+2+3	Silverstone Int (Wing)*	27-28 March	BARC (Spring Championships)
National 1+2	Croft	10-11 April	BARC (Season Opener)
National 3+4	Snetterton 300	8-9 May	BARC (Delmonte Festival)
National 5+6	Silverstone GP Historic*	12-13 June	MGCC (MG Live!)
National 7+8	Cadwell Park	10-11 July	MSV (Mini Festival)
National 9+10	Brands Hatch Indy	21-22 Aug'	MSV (Mini Festival)
National 11+12	Pembrey	11-12 Sept'	BARC (BBQ/Karaoke Night)
National 13+14	Donington Park	23-24 Oct'	BARC (Dunlop Festival)
Winter 4+5+6	Brands Hatch Indy*	13-14 Nov'	BARC (Winter Championships)

* combined grids



Winter Rounds 1+2+3

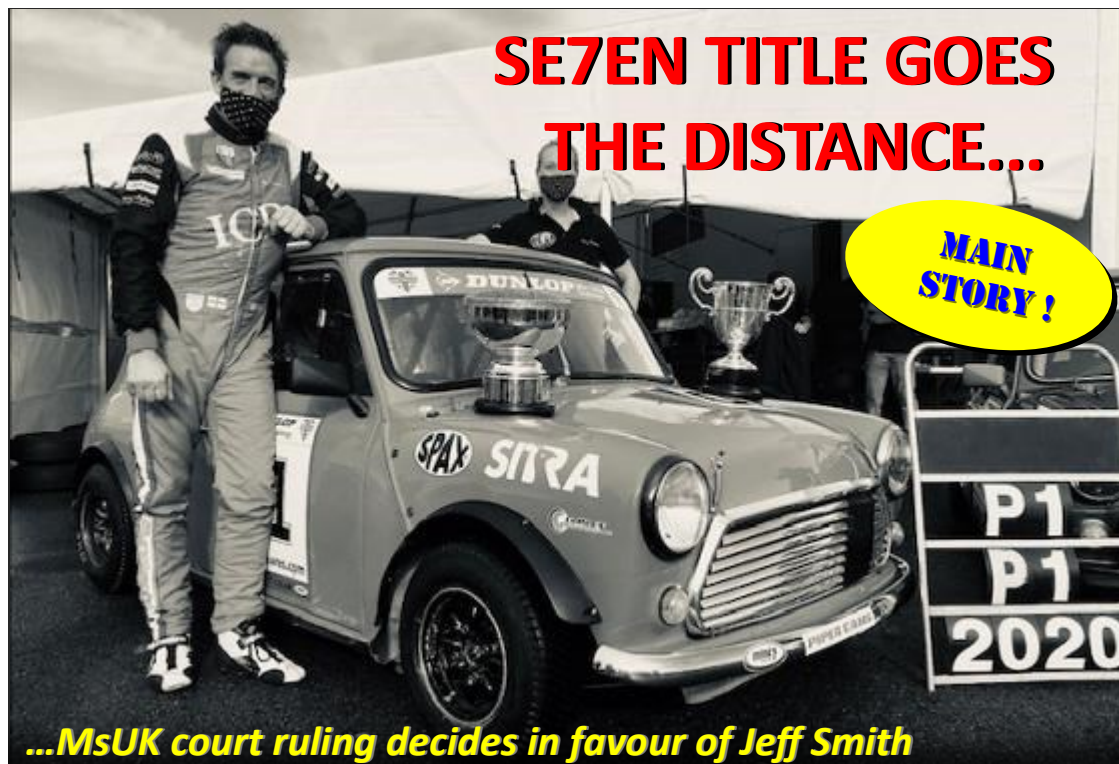
Silverstone Int.

27-28 March 2021

BARC

Photo: MPRC Archive (M Barrington)

NEWS NEWS NEWS NEWS



SE7EN TITLE GOES THE DISTANCE...

MAIN STORY!

...MsUK court ruling decides in favour of Jeff Smith

After a long, drawn-out process the destination of the 2020 National Mini Se7en Challenge title has finally been decided in favour of Jeff Smith, the reigning class champion from 2019.

The Motorsport UK Council eventually met on Tuesday 15 December - nearly two months after the final Challenge round at Thruxton - and following the National Court sitting an eligibility panel decided to uphold the former BTCC driver's appeal against exclusion from the results of Round 11 held on Sunday 25 October (Race 9 on the Thruxton weekend timetable). Initially Smith had won that particular event to secure back-to-back titles, but was later excluded following a non-compliance issue, a decision that relegated him to third in the overall points and elevated Spencer Wanstall to top spot. However, the 2020 National Mini Se7en standings remained provisional until the outcome of any appeal, one which was duly put into process with the MsUK and now concluded just before the Xmas/New Year break.

Naturally, the whole affair has been very frustrating from several quarters, on top of an already difficult

year due to the COVID-19 pandemic, but it appears all parties are keen to put 2020 behind them and look forward to a more promising 2021 season.

Well before the MsUK Council decision however, all other outstanding technical eligibility checks had been carried out, and all engines declared to comply with the 2020 Regulations, including that of Smith's #01 car. In addition, #21 Aaron Smith was confirmed National Mini Miglia Champion for the third straight year, while #787 Connor O'Brien followed up his 2019 Winter S-Class award with the 2020 National S-Class title. In the semi-invitational Libre category, Dan Lewis secured National honours in his 8-Port #171 machine. Further, Novice titles went to #86 Jason Balding (Miglia), #31 Jordan Sims (Se7en) and #758 Matthew Ayres (S-Class), while #784 Ryan Taylor became the M7RC's third Under-17 standout. Unfortunately the 2020 Winter Challenge became a casualty of the coronavirus-affected season, both Silverstone in March and Brands in November treble-headers succumbing to cancellations in the UK motorsport calendar. However, both events are back on again in 2021 to revive the O-Plate Winter series.

In the meantime, a second amended Mini Se7en result sheet for Round 11 at Thruxton on 25 October has been issued (effectively the original result) and is available to view or download online via www.tsl-timing.com and consequently the Final 2020 championship points standings appear elsewhere in this newsletter, and on the M7RC website www.mini7.co.uk •

Jeff Smith eventually became back-to-back National Mini Se7en Challenge winner (top)
Provisional champion for just shy of 50 days is probably no consolation for Spencer Wanstall, but he will surely go into 2021 as a leading title contender nonetheless (left)



THE DECISION...

MOTOR SPORTS COUNCIL
NATIONAL COURT
SITTING TUESDAY 15 DECEMBER 2020
John Felix
Mike Harris
David Munro (Chairman)
J2020/10 Eligibility Appeal

The National Court sitting as an Eligibility Appeal Panel has considered the appeal of Jeff Smith which was brought before the Court pursuant to the procedure specified in General Regulation C 7.2.

Mr Smith was a competitor at Thruxton on 25th October 2020. He was the driver of a Mini 7 car, competition no. 1 in Race 9 of the meeting. After the race he was directed to the scrutineering bay where the Eligibility Scrutineer intended to seal the engine. [The Scrutineer] examined the car but found that he could not affix seals as the requisite holes required to fit the seals had not been drilled in the bellhousing or rocker cover fixings as required by the Mini 7 technical regulations at TR 5.4.3.

The Appellant had left the car in the scrutineering bay with the agreement of (the Scrutineer) whilst he watched a friend racing in the next race. On his return there was a conversation with [the Scrutineer], the outcome of which was that it was agreed that the car should remain in *parc fermé* whilst 2 clutch housing bolts were replaced with drilled bolts and whilst the Appellant drilled out 2 rocker cover fixings. [The Scrutineer] then affixed 3 seals and completed a sealing report. The car was then allowed to leave *parc fermé*.

A Scrutineer's Non-Compliance Report was completed and timed at 13:05 hours. There is a dispute between [the Scrutineer] and Mr Smith about whether or not he was actually made aware of the existence of the Non-Compliance Report on 25th October, but he was plainly aware that the seals could not be fixed to the car as work was undertaken there and then to enable the sealing to take place.

It is worth noting that the need to comply with COVID-19 safety measures would have meant that in any event a paper copy would not have been given to the Appellant. He should however have been sent a copy via email.

It is the Appellant's case that he was unaware that the Non-Compliance Report had been issued until 28th October and the panel has not been provided with any evidence that an email was sent to him.

What is clear is that the Non-Compliance Report was subsequently delivered to the Secretary of the Meeting. Regrettably, [the Secretary] then failed to send this on to the Clerk of the Course. The evidence placed before the court does not reveal when

NEWS NEWS NEWS NEWS

EXCITING 2021 RACE CALENDAR ANNOUNCED!

...but return to Zandvoort in Holland remains on-hold

Within weeks of the final 2020 round at Thruxton, the M7RC had already announced plans for a full 2021 championship calendar, with 10 weekends booked at a wide selection of race venues. Initially the National Challenge comprised 8 meetings, including a treble-header at Zandvoort in July. However, with continuing uncertainty over COVID-19 and Brexit affecting the

hoped for UK contingent travelling abroad, the Dutch organisers have since cancelled plans for their British Festival in July, although they did have other dates in the pipeline. However, a recent poll among M7RC members revealed a preference to 'play safe' in the short term and opt for an alternative UK-based meeting at Cadwell Park in July, with the proviso to pencil-in Zandvoort for 2022. The initial 15-round National Challenge has therefore reduced to 14 rounds, with 3 dropped scores to be figured in. The 0-Plate Winter

Challenge was a casualty of coronavirus-hit 2020, but for next year the same two cancelled treble-header meetings are effectively back on the schedule, Silverstone in March (possibly a chance to award 2020 trophies too) and Brands Hatch in November, giving 6 rounds with 1 score to drop. Combined-grid entries for the first Winter meet is expected to be strong, and should serve as a good warm-up for the opening National rounds at Croft in April. The full 2021 calendar is set out below... •

2021 National Championship Plan

Dates	Circuit	Rounds	Organiser	Comments	Races
April 10/11	Croft	Rounds 1 & 2	BARC	Season Opener	Single Races
May 8/9	Snetterton 300	Rounds 3 & 4	BARC	Delmonte Festival	Single Races
June 12/13	Silverstone GP Historic	Rounds 5 & 6	MGCC	MG Live	Combined Grid
July 10/11	Cadwell Park	Rounds 7 & 8	MSVR	Summer Festival	Single Races
August 21/22	Brands Hatch Indy	Rounds 9 & 10	MSVR	Mini Festival	Single Races
Sept 11/12	Pembrey	Rounds 11 & 12	BARC	Endaf Owens BBQ/Karaoke Night	Single Races
October 23/24	Donington Park	Rounds 13 & 14	BARC	Dunlop Festival	Single Races

2021 Winter Championship

Dates	Circuit	Rounds	Organiser	Comments	Races
March 27 / 28	Silverstone International (Wing)	Winter Rounds 1,2 & 3	BARC	Spring Championships	Combined Grid
November 13 / 14	Brands Hatch Indy	Winter Rounds 4,5 & 6	BARC	Winter Championships	Combined Grid

SOCIAL WELL FARED



Social media has been more important than ever this season, with lockdowns and restrictions massively reducing supporter numbers at race meetings.

We kicked off 2020 with a series of Sunday night quizzes, then returned almost to 'business as usual' during the race meetings. Wearing face masks and keeping to social-distancing measures made the usual chatty interviews tricky, but we made it work somehow, with a combination of pics, race results and live feeds on Instagram and Facebook. We also had three weekends 'televised' live online, an excellent addition to the already strong social media presence and following that we've gained over recent seasons.

In terms of the numbers, we're up to 21,800 followers on Facebook, 2100 on Instagram and 3300 subscribers on Youtube. This can only be a positive thing for club racers in search of sponsors, or those potential new racers in search of a race series for 2021. If the number

of fresh faces to the Mini-7 S-Class in particular is anything to go by, it's all working rather well.

For 2021 we're really going to focus on Mini Se7en as the pinnacle of affordable club racing and one of the longest one-make series in the world. So please keep all your pics coming in and we'll share as many as we can through the season build-up •

Stephen Colbran



...The Decision

the documentation was finally sent to the Clerk. [The Clerk] seems to have considered the matter on 28th October and issued a 'Meeting Form' to the Appellant at 12:20 that day. The relevant part of the document states that:

"Following receipt of a report from a ScrutineerI find that you are guilty of contravening ...Technical Regulation 5.4.3 - a specified number of pre-drilled bolts and studs for the affixing of MSUK seals were not present and therefore C3.1.1 Eligibility."

The Appellant was then disqualified from the results of the race under General Regulation C3.5.1 and was penalised under regulation C3.5.1(a) and (b). He was allowed 7 days in which to appeal. The relevant procedure was then followed.

The panel has noted the provisions of General Regulation C3.1.1 which provides that the ineligibility of a vehicle or component will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will disqualify the vehicle from the relevant results unless there are exceptional reasons why this should not be done.

General Regulation C3.1.1 was not sufficiently complied with in the present case. There was no meeting with the Clerk of the Course and there is no evidence that the Appellant was ever given the opportunity to be heard. His case is that the first that he knew of the issue of a Non-Compliance Report was on 28th October and his contention is that he should have been offered the opportunity to put his case across before the decision to disqualify the vehicle was made.

The panel is mindful of the particular circumstances of this case in that the Appellant was asked to rectify the apparent non-conformity whilst the car remained in *parc fermé* and that the work was then undertaken, and the relevant seals were affixed prior to the release of the vehicle.

Bearing in mind the proviso in C3.1.1 concerning 'exceptional circumstances' and the gross delays in communication which are self-evident in this matter linked to the fact that the Appellant was seemingly unable to make any representations to the Clerk of the Course, this appeal must succeed and the Court therefore orders that:

- (1) The Appeal Fee should be returned, and
- (2) The results of Race 9 should be amended accordingly •

David Munro, Chairman
15th December 2020



NEWS NEWS NEWS NEWS

CLASSIC MINI RACING ROUND-UP...

Just before the lockdown...

On the same Saturday 24 October as the Thruxton finals, the Classic Saloon Car Club was at Castle Combe for the 'West Country Cracker' meeting. Nine Minis made up the 40+ entry in the Swinging Sixties race, Howell/Brooks taking second overall in their Austin 1380 behind a 4.7-litre TVR Griffith after the team's sister had claimed pole alongside the similar 1380 of former M7RC Invitation racer Chris Watkinson. Nick Jesty led home a trio of Cooper S Minis in the Classic K event, in third overall. On the same weekend, over on the older Silverstone GP layout in Northamptonshire, MSVR revived the famous RAC Tourist Trophy, a meeting which saw the Historic Touring Car Challenge in which the Cooper S pair of Simon Evans and Marek Reickman ran amongst mostly historic and classic Fords. The following Saturday 31 October on the shorter National layout, the Historic Sports Car Club hosted an Allcomers Closed Wheel race, Roger Godfrey's Cooper S the solitary Min of 25 starters, while over at



Oulton Park on the same day, Libre racer Gary Warburton had entered his familiar #149 as a 1293 Mini Miglia for a Sports/Saloon double-header, taking a best of 19th from a 30+ grid. On Sunday 1 November, the CSCC's Swinging Sixties series was back out again, this time at Mallory Park, Chris Watkinson (above) taking his 1380 Austin example to fifth overall •

Image: M7RC Archive (M Barrington)

MIGHTY MINIS' 25TH



The Mighty Mini series, nowadays run under the auspices of the BARC, will be marking its 25th anniversary in 2021. First introduced in 1996 with the assistance of the BRSCC and coverage in *MiniWorld* magazine (left), the original concept was for standard Rover Mini Cooper 1.3i cars, with a secondary 'Super' category for slightly tweaked versions added in 2000, but the engine set-ups are now virtually all with carburettors... Like many other championships, COVID-19 badly affected the 2020 calendar, and when the Brands Hatch double-header in November was canned, it left the standings as the best 5 results to score from the 6 races held at Croft, Combe and Thruxton double-headers, the latter meeting alongside the M7RC. Paul Ogborn thus claimed the Standard class title, with Ian Slark Champion in the Supers •

Image: courtesy MiniWorld

BARC BOSS TO RETIRE

The British Automobile Racing Club has announced that Ian Watson will retire from his position of General Manager at the end of this year. After spending the past two decades at the organisation, Ian will step down from his day-to-day post but will continue his association with the BARC as he takes up a consultancy role for 2021. "I've really enjoyed the past 20 years at the British Automobile Racing Club but I feel that it is the right time to take things a little easier and enjoy slowing down a bit," adding "I'll still be involved with the Club in terms of the BTCC and a number of other events so I won't be disappearing completely." Ian will remain Senior Clerk of the Course for the BTCC and Clerk of the Course for a number of key events into 2021 and beyond. As someone who has been instrumental in the M7RC's excellent race calendars over recent seasons,

as well as very helpful over sporting regulations too, we wish Ian all the best in his 'semi-retirement' and hope to still see him around at one or two race meetings. Ian is seen below (right) receiving the M7RC Outstanding Achievement Award from Chairman Nick Cooke a couple of seasons ago •

Image: courtesy BARC



PITLANE REVIEW

The M7RC's annual, full colour, 72-page *Pitlane Review* 2019 magazine is still available, so for a copy contact mike.jackson@mini7.co.uk for all posting details. Look out too for the 2020 *Review* edition which should be due in early 2021 •



MINI 7 MEMORIES

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



NEWS NEWS NEWS NEWS

MOTORSPORT UK CORONAVIRUS UPDATE

2 November 2020

Motorsport UK confirms the suspension of non-elite motorsport in England until early December

Motorsport UK has consulted on the implications for motorsport in England with the Government's Department for Digital, Culture, Media and Sport in respect of the plan to enter a four-week national lockdown on Thursday 5th November. The governing body confirms that following DCMS guidance it must suspend all non-elite motorsport until 2nd December. Selected elite events officially recognised by the DCMS, which include the British Touring Car Championship, will be permitted to continue. Motorsport activities in Scotland, Wales, Northern Ireland and the Channel Islands are subject to prevailing government guidance in those devolved territories. At this

time, motorsport as organised sport continues in Scotland, in accordance with Motorsport UK's comprehensive restart guidance introduced on 4th July. Motorsport is currently suspended in Northern Ireland and Wales, as mandated by the respective devolved governments. In respect of permits issued for non-elite events in England between 5th November and 2nd December, Motorsport UK confirms that those permits are now withdrawn. Organisers will need to reapply if they plan to hold the event at a later date. Motorsport UK will continue to monitor

the prevailing advice from the UK Government and that of the devolved nations and ensure the motorsport community is updated. Motorsport UK would like to thank the entire motorsport community for their resilience and hard work throughout the summer months to keep motorsport running and operating safely. During the coming weeks we will be working hard to ensure that as soon as government guidance allows, motorsport can safely resume once again.

Motorsport UK
Image: courtesy MsUK



THE MESSAGE THAT UK CLUB RACING 2020 WAS EFFECTIVELY OVER...

SETTING THE STANDARD - into 2021

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. 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"



WEAR THE MASK IS ALL WE ASK



With the likelihood of the COVID-19 virus still affecting how we all go motor racing into the 2021 season, 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

We would just like to ask everyone to please read carefully the new rules and changes for next season - I have just received my new 'Blue Book' from Motorsport UK...

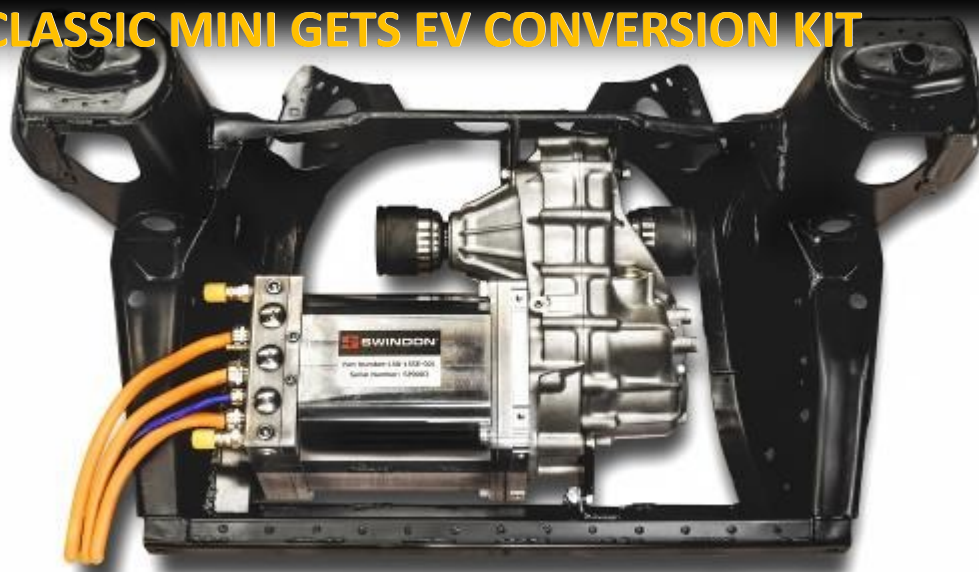
Festive reading?!

Wishing you all a very merry Christmas, and let's hope 2021 brings a lot better year.

*Steve Wood & Julian Affleck
Technical Eligibility Scrutineers*



CLASSIC MINI GETS EV CONVERSION KIT



Further to the 'off-the-shelf' EV crate motor we covered in *News, Issue #4 2020*, Swindon Powertain have further enhanced their EV portfolio with the launch of their Classic Mini Kit. The stand-alone electric 80kW continuous (120kW peak) kit can be used in isolation or in addition to a range of aftermarket Swindon Powertrain EV components. Suitable for classic car enthusiasts, specialists or EV conversion businesses that want to electrify a classic Mini, order books are now open with prices starting at £8850 + VAT with deliveries from December 2020. Created in response to growing customer demand to electrify classic cars and original Minis in particular, this kit has been designed to ensure that no vehicle modifications are required, the entire kit weighing just over 70kg dry. The package comprises an HPD E Powertrain system mounted to an original classic Mini front subframe featuring specifically designed brackets. Purpose-designed inner CV joint housings allow the fitment of standard Mini driveshaft assemblies and it also comes complete with a standard differen-

tial. A limited slip diff is optional, as is a purpose-designed 12 kWhr battery pack which fits under the original bonnet in place of the internal combustion engine, plus motor controller, onboard charger and DC-DC converter, speed sensor kit and cooling system pump •

www.swindonpowertain.com

Images: courtesy Newspress



TECH TIDBITS

LOGGING ON

The Vehicle Log Book system originally previewed in Issue #7 of Pit & Paddock has now been widely discussed within the M7RC. The proposed system of monitoring technical conformity and development with the race cars will now not be mandatory for 2021 but the Scrutineering team will be trialling the idea next season to 'iron-out' any anomalies in readiness for a full introduction in 2022. At least one other Mini series uses a log book system and it has apparently worked well ... •

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 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. Simple, really! •

FANCY THE BAR MADE?

The Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, and is required for Zandvoort (hopefully in 2022) and possibly even for Spa too, can be ordered via Barry Payne membership@mini7.co.uk or via Libre rep Phil Harvey at motley.mini@outlook.com. Cost is £50 (unpainted) plus p&p. Stock is minimal so please allow plenty of time for supplies to be replenished and for delivery before you intend racing in 2021 •

Image: P Harvey

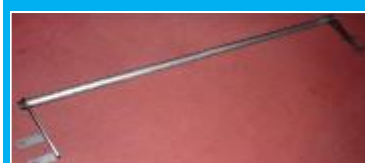


Image: P Harvey

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MINUTES of the 16TH AGM/ATD of the MINI 7 RACING CLUB

The Mini Se7en Racing Club is a Company limited by guarantee
~ Company Number 05519135
(England and Wales)

Date: Sunday 22nd November 2020

Place: Due to the restrictions relating to COVID-19, this year's AGM/ATD was a virtual meeting.

Time: 10.00 hr

Maximum number of attendees: 57

1) Introduction

The Chairman Nick Cooke {NC} gave the following introduction:-

"Welcome to the Mini Se7en Racing Club's combined 16th Annual General Meeting and Technical Meeting. This is the 16th AGM since we have been a Company limited by Guarantee. Also, a special welcome to any new Members. This year, is our 56th year of racing and the 50th year of the Mini Miglia formula. Alongside this it has been very abnormal year, not just in respect to the sport that we all love, but with family and financial matters. Let's all hope that 2021 will see a return to normality. Even with all of the difficulties of running or attending race meetings, we have still managed to have a racing calendar, this must all go down to the hard work of Colin Peacock. A big thank you Colin. Colin has even produced a calendar for 2021, which I'm sure he will be talking about later in the meeting.

This year our AGM/ATD is being conducted thanks to the wonders of modern technology, i.e. virtual meeting software. Even with this technology, discussing matters will not be as easy as normal, so can I ask people who wish to talk during the meeting, to raise their hand and Colin, as 'host' of the meeting, will un-mute your microphone. It has been decided that attempting to count votes at this virtual meeting might be difficult, so as indicated on the proposal sheet, voting on the proposals this year will be conducted after the meeting via an electronic survey. Normally at this stage I would be introducing members of the M7RC Committee to those who are new to the Club, but I will not be doing that this year. Can I ask the Members of the Executive Committee when / if they speak during this meeting, to introduce themselves".

Note: For any new members, the following is a list of the current Executive Committee:

Nick Cooke ~ Chairman of the Club

Colin Peacock ~ Commercial Manager

Jeffrey Parish ~ Financial Manager

Richard Williamson ~ Championship Coordinator,

Club archivist, Pitlane & newsletter editor.

Mike Jackson ~ Competitions Secretary

Mini Miglia Drivers Representative ~ Mark Sims

Mini Se7en Drivers Rep ~ Darren Thomas

Mini S-Class Drivers Representative ~ Ben Butler

Mini Libre Drivers Representative ~ Phil Harvey

Membership Sec ~ Barry Payne (& Sharon Roche)

Safeguarding Officer ~ Amanda Proctor

"Under Item 4 of the Agenda, some of the Executive Committee will be giving their reports for 2020 and possible plans for 2021. This year sees a considerable number of proposals to be discussed, so maybe we should just crack on and prepare ourselves for a nice Sunday roast.

If at any time you would like to make a comment about what is being discussed or would like to introduce a new item, can we ask you for the purpose of the Minutes to introduce yourself and talk so everyone can hear and please, one person at a time!

During this gathering there will be many things that are discussed and I would like to think that this meeting is for the benefit of the Membership and the Club as a whole. If there is anything that you feel needs improving or you have an idea that will improve the Club, we would appreciate your input.

Finally before I report the Apologies for absence I would like to congratulate our Champions for 2020...

Mini 7 Champion ~ This is still subject to appeal.

Mini 7 Novice Champion ~ Jordan Sims

Mini 7 S-Class Champion ~ Connor O'Brien.

Mini 7 S-Class Novice Champion ~ Matthew Ayres

Graham Hill Trophy U-17 S-Class ~ Ryan Taylor

Mini Miglia Champion ~ Aaron Smith

Mini Miglia novice Champion ~ Jason Balding

Mini Libre Champion ~ Dan Lewis

And my congratulations also go to the other Trophy winners during 2020.

With regards to the annual trophy awards evening, and based on what we know today, and with the assumption that we will be living under some form of restrictions through the first quarter of 2021, the annual event as we know it will not be possible. This is the same for every club and we are in close liaison with other clubs - BARC, 750MC, BTCC, etc - to hear about their plans, with a view to getting from them some ideas, and a list of possible options as to how we can recognise everyone's achievements, present their awards and be Covid safe. We will provide an update in early January 2021.

Also from a Chairman's point of view, I would like to congratulate you all for putting on a great show with very respectable grid numbers. It was a pity that there wasn't any Public to appreciate it. Certainly the highlight for the Club must be the BTCC race at Brands Hatch at the beginning of August. Tim Harvey suggested that the Mini Race was better than the touring cars... Alan Gow was probably not too pleased about that being said on air.

I would also like to thank all of the Committee, a special thanks to Richard Williamson for his continual support of the Club ~ archives, annual reviews, Championship Tables and the bulletins issued this year, along with having to deal with Motorsport UK, not an easy task at times!

Also my thanks go to the various helpers that keep this

Club running. Some of the names are:-

Naomi Healey the liaison between race control and the Club.

Roy Sisley for his excellent race reports

The Jacksons for always being on hand when needed... without them, this Club would be a lot poorer place!

Mathew Barrington for his excellent photographs Stephen Wood and Julian Affleck for their roles as Technical Scrutineers. I think you will agree this year has worked very well.

Stephen Colbran for looking after the website, we now have a new-look website, I'm sure he would welcome any feedback relating to this.

And of course our Sponsors:-

Dunlop, Piper Cams, SPAX, Ian Curley and a special thank you to Mini Spares and Roland Eckert. Without sponsorship, this Club would not survive; this is the hard facts of life"

2) Apologies for absence received were: Richard Williamson, Aaron Smith and AntheaCooke.

3) Minutes of the 15th AGM/ATD (held on Saturday 18th January 2020)

These were attached to the Agenda for this AGM/ATD and posted to all members. The minutes were also posted onto the M7RC website very soon after the last AGM/ATD. The Chairman asked if anyone had anything to raise concerning the Minutes and if there were no comments or corrections, asked for a proposer and a seconder to accept the Minutes as a record of the 15th AGM/ATD held on 18/01/2020.

Accept the Minutes of the 15th AGM/ATD held on 18/01/2020.

Proposed: Jeff Smith

Seconded: Colin Peacock

Following the post AGM/ATD survey...

89 answered, with 78 accepting the proposal and 11 abstaining.

PROPOSAL CARRIED ✓

4) Reports of the 2020 Executive Committee

From the Executive Committee only Nick Cooke and Colin Peacock made reports. Colin's report would come under item 8 of the Agenda.

The Chairman said..... "there cannot be any denial that COVID-19 has played havoc with many things during 2020. It just has not been the same without the public being allowed to watch our racing and more to the point, not being able to allow families to attend our meetings. The social side of racing is equally as important as the actual racing.

As far as the annual PITLANE magazine is concerned, Richard Williamson provided an excellent

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2019 overview. I'm sure this year's PITLANE, like previous years, will be a great 'keepsake' of the year's racing. I still claim that it has to be one of the best Motor Club magazines around; I hope you all agree. I must thank Clearsons Print Management for their normal very generous printing charges.

Jeffrey will shortly present the Financial Statement of the Club. I would like to thank Jeffrey for his work during the year as Financial manager. Jeffery has been the Club's Treasurer {the old name} for many years. I would like to thank Jeffrey for all of his time, unpaid I hastily add, in keeping books accurate. Can I ask you all to show your appreciation to Jeffrey in the normal manner.

There is nothing else I wish to add at this stage but I will be making a statement on behalf of the Directors and Committee when we discuss matters under AOB."

5) Matters relating to the financial statement.

Jeffrey Parish explained the financial statement and indicated that if anybody wished for a copy of the statement, then they should contact Jeffrey.

Adoption and Approval of 2019 Financial Statements.

Proposed: Jeff Smith

Seconded: Colin Peacock

Following the post AGM/ATD survey.....

88 answered, with 81 accepting the proposal and 7 abstaining.

PROPOSAL CARRIED ✓

6) Re-appointment of Directors.

It is required that one-third of the Board of Directors should retire by rotation each year. The Director due to retire by rotation is Nick Cooke. In the absence of any other nominations, Nick

Cooke will be deemed to be re-appointed. There were no other nominees.

Re-appointment of Nick Cooke as Director.

Proposed: Jeff Smith

Seconded: Colin Peacock

Following the post AGM/ATD survey...

88 answered, with 80 accepting the proposal, 3 rejecting the proposal and 5 abstaining.

PROPOSAL CARRIED ✓

7) Election of Executive Committee.

The following Executive Committee Members have expressed their willingness to continue in office:

Chairman: Nick Cooke

Commercial Manager: Colin Peacock

Championship Coordinator: Richard Williamson

Financial Controller: Jeffrey Parish

Membership Secretary: Barry Payne (Sharon Roche will assist with admin, as and when).

Mini Se7en representative: Darren Thomas

Mini Miglia representative: Mark Sims

Mini-7 S-Class representative: Ben Butler

Mini Libre representative: Phil Harvey

Technical Sub-Committee rep: In 2021 Phil Harvey has volunteered to continue, assisted by Mark Wanstall.

The Club's Safeguarding Officer, Amanda Proctor, is willing to continue in this non-Committee role.

Other nominations were invited on the day, with no nominations coming forward.

Re-appointment of Executive Committee for 2021.

Proposed: Philip Gillibrand

Seconded: James Cuthbertson

Following the post AGM/ATD survey.....

88 answered, with 83 accepting the proposal, 2 rejecting the proposal and 3 abstaining.

PROPOSAL CARRIED ✓

8) A presentation and discussion relating to the racing calendar for 2021.

Colin Peacock indicated the current position for the racing calendar for 2021. This is shown in the following table [below]:

The Chairman thanked Colin for his hard work

and praised the fact that we had a racing calendar in place at this time.

9) A review of Technical and Sporting regulations that will come into force in 2021.

As in item 10 {below} Phil Harvey {Mini Libre Drivers' representative and Chairman of the Technical Committee} went through the various items, explaining in more detail, if questions were asked. The various Technical and Sporting regulations that will come into place during 2021 were listed in the appropriate documentation that was attached to the AGM/ATD Agenda.

10) An explanation of the clarifications that have been implemented in readiness for the 2021 season. {Technical Committee proposals for 2021}

Phil Harvey went through each proposal in turn, with free discussion on some of the proposal following. The list of various proposals was attached to the AGM/ATD Agenda.

Proposal 1a: Log Books. Adopt TR5.4.2:

Proposed: Committee of the M7RC

Seconded: Mike Jackson

After discussion, it was decided to withdraw this proposal

PROPOSAL WITHDRAWN

Proposal 1b: Roll Cages and Body Shell Adopt wording changes to TR5.3.2 and TR5 5.6.1.1;

Proposed: Committee of the M7RC

Seconded: Mike Jackson

Following the post AGM/ATD survey...

85 answered, with 74 accepting the proposal, 5 rejecting the proposal and 6 abstaining.

PROPOSAL CARRIED ✓

Proposal 2: Fire Extinguishers: Adopt changes to TR5.3.4;

Proposed: Committee of the M7RC

Seconded: Mike Jackson

Following the post AGM/ATD survey...

84 answered, with 74 accepting the proposal, 3 rejecting the proposal and 7 abstaining.

PROPOSAL CARRIED ✓

Proposal 3: Race Seat: Adopt changes to TR5.3.6;

2021 National Championship					
Dates	Circuit	Rounds	Organiser	Comments	Races
April 10/11	Croft	Rounds 1 & 2	BARC	Season Opener	Single Races
May 8/9	Snetterton 300	Rounds 3 & 4	BARC	Delmonte Festival	Single Races
June 12/13	Silverstone GP Historic	Rounds 5 & 6	MGCC	MG Live	Combined Grid
July 3/4	Zandvoort	Rounds 7, 8 & 9	CSZ	British Race Festival	Combined Grid
August 21/22	Brands Hatch Indy	Rounds 10 & 11	MSV	Mini Festival	Single Races
Sept 11/12	Pembrey	Rounds 12 & 13	BARC	Endaf Owens BBQ/Karaoke Night	Single Races
October 23/24	Donington Park	Rounds 14 & 15	BARC	Dunlop Festival	Single Races
2021 Winter Championship					
Dates	Circuit	Rounds	Organiser	Comments	Races
March 27 / 28	Silverstone International (Wing)	Winter Rounds 1,2 & 3	BARC	Spring Championships	Combined Grid
November 13 / 14	Brands Hatch Indy	Winter Rounds 4,5 & 6	BARC	Winter Championships	Combined Grid

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Proposed: Committee of the M7RC
Seconded: Mike Jackson

After discussion, it was decided to withdraw this proposal
PROPOSAL WITHDRAWN

Proposal 4: Rear Seat Panel & Pockets: Add image to TR: 5.6.2.3;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
86 answered, with 76 accepting the proposal, 1 rejecting the proposal and 9 abstaining.
PROPOSAL CARRIED ✓

Proposal 5: Speed Sensor Clarification: Add wording for clarification to TR: 5.9.3;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
86 answered, with 76 accepting the proposal, 5 rejecting the proposal and 5 abstaining.
PROPOSAL CARRIED ✓

Proposal 6: Add Picture and Measurements to Steering Column regulation. TR: 5.12.3;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
84 answered, with 50 accepting the proposal, 26 rejecting the proposal and 8 abstaining.
PROPOSAL CARRIED ✓

Proposal 7: Specify remaining fuel quantities required for testing purposes TR:5.15.1.1;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
84 answered, with 41 accepting the proposal, 36 rejecting the proposal and 7 abstaining.
PROPOSAL CARRIED ✓

Proposal 8: Rear arms lightening. Change wording in TR 5.18.4.1, TR5.19.4.1, TR 5 20.4.1, TR 5.21.5.1

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
86 answered, with 72 accepting the proposal, 6 rejecting the proposal and 8 abstaining.
PROPOSAL CARRIED ✓

Proposal 9: S Class Only. Head water way clarification. Change wording in TR 5.19.3.3

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
85 answered, with 59 accepting the proposal, 3 rejecting the proposal and 23 abstaining.
PROPOSAL CARRIED ✓

Proposal 10: S Class Only. Clarify head and block

machining. Change wording in TR 5.19.3.4 and TR 5: 19.3.6;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
83 answered, with 41 accepting the proposal, 19 rejecting the proposal and 23 abstaining.
PROPOSAL CARRIED ✓

Proposal 11: S Class Only. Clarify valve seat cutter wording. Change wording in TR 5.19.3.4.

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
83 answered, with 49 accepting the proposal, 9 rejecting the proposal and 25 abstaining.
PROPOSAL CARRIED ✓

Proposal 12: Camshaft identification. Change wording in TR 5.18.3.6, TR 5 19.3.12, TR 5 20.3.6;

Proposed: Committee of the M7RC
Seconded: Mike Jackson

Following the post AGM/ATD survey...
84 answered, with 56 accepting the proposal, 14 rejecting the proposal and 14 abstaining.
PROPOSAL CARRIED ✓

11) Members proposals or matters for discussion.

Proposal 13: Reverse Grids: Adopt changes to SR 2.3.3;

Proposed: Kane Astin
Seconded: James Cuthbertson

Following the post AGM/ATD survey...
86 answered, with 45 accepting the proposal, 33 rejecting the proposal and 8 abstaining.
PROPOSAL CARRIED ✓

Proposal 14: Abandoned Races: Adopt changes to SR 1.6.2;

Proposed: Bill Sollis
Seconded: Colin Peacock

Following the post AGM/ATD survey...
86 answered, with 67 accepting the proposal, 5 rejecting the proposal and 14 abstaining.
PROPOSAL CARRIED ✓

Proposal 15: Abandoned Races Delete wording from SR.1.6.2

Proposed: Bill Sollis
Seconded: Colin Peacock

Following the post AGM/ATD survey...
86 answered, with 70 accepting the proposal, 3 rejecting the proposal and 13 abstaining.
PROPOSAL CARRIED ✓

Proposal 16: One point for the fastest lap per race award per class: Add to wording of SR 1.6.1

Proposed: Roland Eckert
Seconded: Rupert Deeth

Following the post AGM/ATD survey...
86 answered, with 54 accepting the proposal, 27 rejecting the proposal and 5 abstaining.
PROPOSAL CARRIED ✓

Proposal 17: Amend wording for eligibility of Novice Award, SR 1.7.3

Proposed: Committee of the M7RC
Seconded: Nick Cooke

Following the post AGM/ATD survey...
84 answered, with 72 accepting the proposal, 1 rejecting the proposal and 11 abstaining.
PROPOSAL CARRIED ✓

Proposal 18: S-Class only. Water Pumps. Return to 2019 Regulations due to safety concerns. TR 5.19.3.2

Proposed: Matthew Ayres/ Ben Butler.
Seconded: James Bryan / Stuart Gilby

Following the post AGM/ATD survey...
84 answered, with 61 accepting the proposal, 8 rejecting the proposal and 15 abstaining.
PROPOSAL CARRIED ✓

Proposal 19: S-Class only. Radiators. Return to 2019 Regulations on safety grounds. TR 5.19.3.1

Proposed: Stuart Gilby
Seconded: Greg Daw

Following the post AGM/ATD survey...
84 answered, with 61 accepting the proposal, 8 rejecting the proposal and 15 abstaining.
PROPOSAL CARRIED ✓

12) Any Other Business

Proposal 20: Proposed Resolution for change of Articles for forthcoming AGM

Proposed: Graeme Davis

Second(s): Kane Astin, James Bryan, Mark Chandler, Mark Chappell, Justin Cooper, Craig Cox, Dave Edgcombe, Ian Fraser, Stuart Gilby, Naomi Healey, Rob Howard, Darren Jeremiah, Endaf Owens, Sam Summerhayes, Paul Thompson, Leon Oliver Window, Glen Woodbridge

Jeffrey Parish explained that this proposal could not be put forward for voting as it had not been proposed with the notice period required for a 'special resolution' to amend the articles, but it had been added to the agenda as 'any other business' for discussion. Philip Gillibrand explained some of the legal pitfalls that could result for the Club and members if the proposed change was adopted. After discussion it was agreed that the directors and committee would consider the issues raised and suggest possible amendments to the by-laws to address these.

The only other business was raised by Max Hunter, who asked if more of a balance could be given to reports, articles relating to our Club's racing. Max felt that there was an unfair leaning towards the Miglias compared with the Se7ens and S-Class. This will be looked at, but it was pointed out that we have no control on the 'autosport' press.

With no other business the meeting closed at 13.00

Ends •

Issued by:

Nick Cooke -

Chairman of the Mini Se7en Racing Club

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Proposed rule changes by the Technical Committee for 2021

PROPOSAL 1 (A)

Many of our current competing vehicles do not meet the regulations. So too stabilise the formula there is the need to introduce a Vehicle Log Book immediately. This means we need to add the following wording to technical regulation TR.5.4.2, but we justify suspending the stability rule under the by-law on "amendments that require immediate implementation in the interest of maintaining or development levels of support and/or competition in any all of the racing categories promoted by the Club":

All Classes

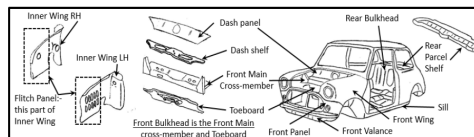
TR.5.4.2 Notwithstanding these Technical Regulations it is the Competitor's responsibility to ensure that their car complies with current **Motorsport UK Technical Regulations (Section J)** and **(Section Q)** as appropriate and the Supplementary Regulations throughout the event. Also that the vehicle carries a Mini Seven Racing Club Vehicle's Log Book at all times. Vehicle Log Book obtained from Mini Seven Racing Club.

PROPOSAL 1 (B)

As many cars have multiple attachments from Roll Cage to body shell and passing through the rear bulkhead, we need to alter also TR.5.3.2. and TR.5.6.1.1:

All Classes

TR.5.3.2 Full Roll Cage: Free conception but must conform to the minimum specification to **current Motorsport UK K1, Drawing 3 or 5** with mandatory lateral protection. Where two diagonals in the form of a cross are used, at least one of the diagonals must be of a single piece tube. Minimum material CDS 2. Tube 38 x 2.5mm or 40 x 2.0mm. Roll Cages certified after 1st January 1996; 45.0 x 2.5mm or 50.0 x 2.0mm. Free-construction tube diameters are accepted for certification by the Motorsport UK if supported by an approved engineer's stress analysis report. Roll Cages may be welded to the bodysell mountings conforming to **current Motorsport UK K1**, additional mountings are acceptable to the bodysell. The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wrap-around rear harness fixing at the correct angle (see **current Motorsport UK K2** and **Appendix 2, Drawing 39**). A reinforcement between the Roll Cage, at floor level, and bolted through the front subframe rear mounts is mandatory. Forward diagonal braces across the cockpit (centre main hoop to the base of the near-side front hoop) i.e. 'Petty' Bars, are prohibited. The Cage may pass through the rear Bulkhead, but cannot go beyond the rear shock absorber mounting. Any additional drilling of the Roll Cage or its reinforcements is prohibited.



TR.5.6.1.1 A standard steel production bodysell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1). Front and rear bulkheads and sills must remain unaltered but may be reinforced. Rear bulkhead may be modified to allow the cage, electrical cables, fuel and brake pipes to pass through. The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate firewall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing.

PROPOSAL 2

Motorsport UK regulations Appendix 3 Recommended for all vehicles. Mandatory for new build vehicles from 1st January 2019 and all vehicles from 1st January 2022.

3.1. Plumbed-In Fire Extinguisher Systems

New Fire Extinguisher rules for 2022 (all Classes) add wording to highlight change coming from Motorsport UK, add wording:

All Classes

TR.5.3.4 Fire Extinguishers: Minimum system 2.25-litre AFFF plumbed to cockpit/engine compartments. Bottles must be securely mounted - 'jubilee clips' or webbing straps are recommended. See **current Motorsport UK Q19.14.7**. The exterior handle/button should preferably be located at the base of the windscreen in front of the Driver and must be adjacent to the isolator pull/switch. Both must be clearly identified by the correct 'E' and 'flash' decals. It is prohibited to recess these into bodywork or wings. It is recommended that cockpit nozzles are fitted to the top corners of the main roll hoop aimed diagonally at the foot of the front roll hoop. Under no circumstances must nozzles be directed at the Driver's face. Refer also to **current Motorsport UK K3 (3.1, 3.2, 3.3)** and **section K. Appendix 3 (mandatory changes for 2022)**. It is recommended that anti-torpedo tabs fitted to brackets or straps are fitted to bottles.

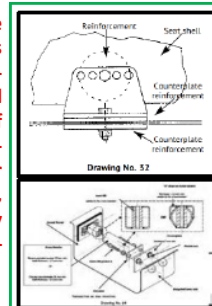
PROPOSAL 3

Motorsport UK regulation K.2.2.1 comes into effect on the 1st January 2021 for all new build of cars. This regulation is design to stop bolting the seat to the floor, but make a solid fixing to the bodysell. The Technical Committee agreed that our seat frame mountings are superior to the Motorsport UK regulations and allows the seat to be positioned as low as possible. Therefore we propose the wording below:

All Classes

K2.2.1. Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to drawing No. K32 or K64. In the case of drawing No. K64 the end plates may alternatively be welded to the counterplate. The minimum area of contact between support, shell/chassis and counterplate is 40 sq cm for each mounting point. In Series Production Cars manufacturers' standard seat

mounting points may be used. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.



TR.5.3.6 Race seat: It is recommended that seats are to **FIA 8855.99** specification or similar construction. It is mandatory that the seat incorporates the wraparound-type shoulder/head restraints.

The seat must be mounted as low as possible with correct type mounting plates themselves fixed to a seat frame as recommended or approved (see the driver's representatives for guidance). No part of the seat base may overlap the centreline of the car. See TR.5.6.1.8.

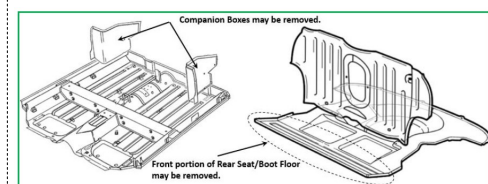
When seated the driver's helmet must have maximum clearance to any part of the roll cage. Refer to **current Motorsport UK K1.6.4 (a)**. Any seat subject to severe accident, particularly rearwards, should be returned to its manufacturer for examination or scrapped

PROPOSAL 4

Rear Seat Panel & Pockets removal clarification, add picture:

All Classes

TR.5.6.2.3 Reworking, replacement or modification to the inner bodywork, including the inner rear wheel arches, except where specified, is prohibited. See TR.5.6.1.11.



PROPOSAL 5

To clarify the use of a single speed sensor for road speed measurement only and not Traction Control. Add the wording:

All Classes

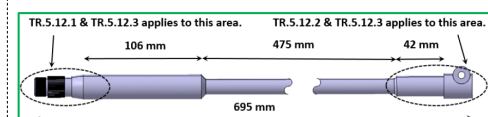
TR.5.9.3 Any form of traction control is prohibited. A single-speed sensor is permitted on one rear wheel only, for road speed measurement only.

PROPOSAL 6

Add the picture to clarify where the universal joint can be placed and the position of any cuts can be applied:

Se7en, S-Class and Miglia

TR.5.12.3 Standard Steering Column must be retained (maximum length 695mm, may be cut but not extended. May be modified in accordance with TR.5.12.1 and TR.5.12.2.



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PROPOSAL 7

Motorsport UK regulation D34.1.4 & D34.2.1 specifies the quantity of Fuel remaining after Qualifying and Races, see below. Add the clarification note to TR.5.15.1.1:

All Classes

D34.1.4. Three samples will be taken and must individually be sealed and labelled in separate Motorsport UK approved containers as per **34.1.3**. A **Motorsport UK Sealing Certificate** must be completed and distributed as detailed on the Certificate. For Comparison Testing only one sample need be taken, providing the vehicle remains secured in *Parc Fermé* to enable subsequent samples to be taken should this first sample confirm non-compliance.

D34.2.1. Each sample must be a minimum of 1 litre.

TR.5.15.1.1 Capacity is free, but must have at least 3 litres remaining at the end of race/qualifying, see **current Motorsport UK D34.1.4** and **D34.2.1**.

PROPOSAL 8

Rear Arms modified for track width. Clarify the lightening of Rear Radius Arms, by adding in wording on the grounds of safety, because any modification weakens the cast iron arms.

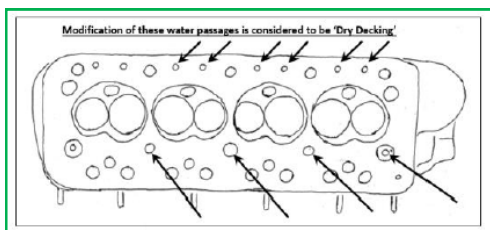
All Classes

TR.5.18.4.1 Suspension geometry may be altered, by using modified standard parts or ferrous proprietary components. Production series Top Arms must remain unaltered. Non-ferrous or Titanium suspension components are prohibited. Rear radius arms must not be lightened **or modified except that the, but** brake hose bracket may be removed.

TR.5.19.4.1 Suspension geometry may be altered, by using modified standard parts or ferrous proprietary components. Production series Top Arms must remain unaltered. Non-ferrous or Titanium suspension components are prohibited. Rear radius arms must not be lightened **or modified except that the, but** brake hose bracket may be removed.

TR.5.20.4.1 Suspension geometry may be altered, by using modified standard parts or ferrous proprietary components. Production series Top Arms must remain unaltered. Non-ferrous or Titanium suspension components are prohibited. Rear radius arms must not be lightened **or modified except that the, but** brake hose bracket may be removed.

TR.5.21.5.1 Suspension geometry may be altered, Rear radius arms (production cast steel design) must not be lightened **or modified except that the, but** brake hose bracket may be removed.



PROPOSAL 9

Cylinder Head water way modification. Clarify which passages as per this year's bulletin, add words and picture:

S-Class

TR.5.19.3.3 Dry decking is prohibited, in any form.

PROPOSAL 10

To clarify which Cylinder Head and Block faces are allowed to be machined.

Insert the wording 'mating' in both TRs:

S-Class

TR.5.19.3.4 An original production Rover Cars A-Series five-port head casting, unmodified (any type of blast cleaning of the air passages is prohibited), but may have the block **mating** face surface finish only. Production cylinder head thickness 69.85 / 69.47mm.

To Clarify: An original 1275cc production Rover Cars cylinder head, not copies. Valve seat inserts on the exhaust only. Three (3) angle valve seats allowed. Maximum valve diameter 33.3mm inlet, 29.4mm exhaust. Where necessary, cylinder heads may be drilled and tapped at the thermostat end to allow fitment of a temperature sensor. The heater take-off at no.4 end may be drilled and tapped for fitment of coolant pipes. Head may be drilled to allow 11 head studs. Non-original valve guides may be used of standard length (43.11 / 42.60mm) and fitted height (13.97 / 13.46mm) as production (unless specified). No modifications to valve spring seats. Any non-original parts used must respect OEM dimensions.

TR.5.19.3.6 Standard production 1275cc A-Series or A+ cylinder block mandatory. May be rebored, and/or have the head **mating** face surface finish only (production block height 225.83 / 225.58mm). The gearbox mounting holes may be machined to take 5/16 or 8mm bolts. Bore 70.62mm Stroke 81.3mm (2.78" x 3.20").

To Clarify: To surface-finish the cylinder head deck face, means clean-up/levelling only. Bores must be square to block face and in original position. Any bore liners must be of Rover OEM material, i.e. spun iron with no coatings. Permitted modifications for ease of maintenance and reliability: Fitting of core plug straps; threaded oil gallery plugs; chamfering of oil gallery to align bearing feed in main bearing shells.

Proposal 11

To clarify that the valve seat cutter is not allowed to increase the production cut into the cylinder chamber by adding the wording. As outlined in the bulletin:

S-Class

TR.5.19.3.4 An original production Rover Cars A-Series five-port head casting, unmodified (any type of blast cleaning of the air passages is prohibited), but may have the block face surface finish only. Production cylinder head thickness 69.85 / 69.47mm.

To Clarify: An original 1275cc production Rover Cars cylinder head, not copies. Valve seat inserts on the exhaust only. Three (3) angle valve seats allowed, but the valve seat cutter should not increase the original cut into the chamber casting surface (Inlet 39.12 maximum diameter and Exhaust 34.29 maximum diameter). Maximum valve diameter 33.3mm inlet, 29.4mm exhaust. Where necessary, cylinder heads may be drilled and tapped at the thermostat end to allow fitment of a temperature sensor. The heater take-off at no.4 end may be drilled and tapped for fitment of coolant pipes. Head may be drilled to allow 11 head studs. Non-original valve guides may be used of standard length (43.11 / 42.60mm) and fitted height (13.97 / 13.46mm) as production (unless specified). No modifications to valve spring seats. Any non-original parts used must respect OEM dimensions.

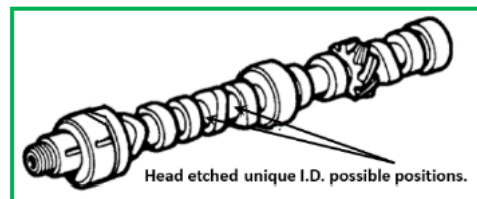
PROPOSAL 12

The camshafts issued by the Club are now marked with an individual identification. The picture indicates their positions and should be added to these TRs for clarity.

Many of us have camshafts prior to this practice, obtained from Mike Garton. If they are to be used, the process of verification at Piper then marking by the Club would need to happen at their own cost.

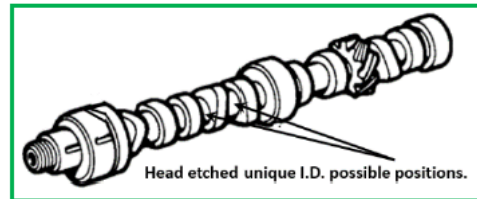
Se7ens

TR.5.18.3.6 Camshaft: Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted. Each camshaft will be serial-numbered and logged to individual competitors / entrants. Cam timing is free. Set valve clearance to 0.015" 0.4mm to check lift. Method of camshaft drive is free.



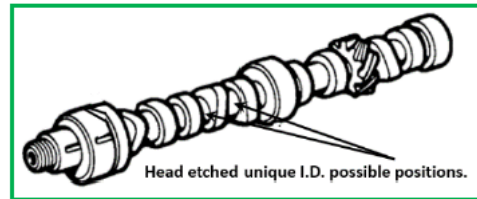
S-Class

TR.5.19.3.12 Camshaft: Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted. Each camshaft will be serial-numbered and logged to individual competitors / entrants. Cam timing is free. Set valve clearance to 0.015"/0.4mm to check valve lift. Method of camshaft drive is free.



Miglia

TR.5.20.3.6 Mandatory Camshaft. Only the unmodified MM930 camshaft (obtainable strictly via M7RC) is permitted. Each camshaft will be serial numbered and logged to individual competitors / entrants. Cam timing is free. Set valve clearance to 0.015"/0.4mm to check valve lift. Method of camshaft drive is free.



...PROPOSALS 13 TO 19
CONTINUED OVER...

NEWS NEWS NEWS NEWS



Proposals for the 16th Annual General Meeting of the Mini Se7en Racing Club

The Mini Se7en Racing Club is a Company limited by guarantee
~ Company Number 05519135
(England and Wales)

SPECIAL NOTE: The proposals will be discussed at the AGM/ATD. After the AGM/ATD, an electronic/survey monkey form will be emailed out. This will be filled in and named by the person who fills in the form. All members of the Club will be asked to participate in this voting procedure.

The following proposals were received by mid-night Friday 13th November 2020.

Please see the separate sheet accompanying this Proposal list ~ Proposed rule changes by the Technical Committee for 2021 (previous pages - Proposals 1 to 12...)

PROPOSAL 13:

Proposed by: Kane Astin

Seconded by: James Cuthbertson

Amend From:

SR.2.3.3 In the event of a Double-Race meeting, grid positions for the second race will be based upon the fastest lap times recorded, according to the Official Result of Race One. In the event of a Treble-Race meeting, grid positions for the third race will be based upon the fastest lap times recorded, according to the Official Result of Race Two. The organisers may use an alternative selection system and, in this case, a Championship Bulletin will be issued.

Amend To:

For all classes: For double-header meetings, the Starting Grid for Race 2 will be formed by the finishing order of Race 1, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows: The first eight (8) finishers from Race 1 shall have their grid positions for Race 2 reversed. If less than eight (8) cars are classified as finishers in Race 1, then the grid for Race 2 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 2 in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will start Race 2 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 2 grid positions will be determined by their finishing order in Race 1, but they may not be placed ahead of the first eight (8) cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc)

of cars form the reverse grid section. This will apply to both individual and mixed grid combined races.

Where we have 3 races, the Starting Grid for Race 3 will be formed by the finishing order of Race 2, as published by the official timekeepers and subject to any judicial matters/grid penalties, but amended as follows:

The first eight (8) finishers from Race 2 shall have their grid positions for Race 3 reversed. If less than eight (8) cars are classified as finishers in Race 2, then the grid for Race 3 will be reversed down from 7th, 6th, 5th place, etc, depending on number of finishers. All other classified finishers will be allocated grid positions for Race 3 in accordance with their finishing order from Race 2. Competitors not classified as finishers in Race 2 will start Race 3 in reverse retirement order, but in front of any competitors serving penalties, who will be placed at the back of the grid. Invitation cars are not eligible to be included in the reverse grid section. Their Race 3 grid positions will be determined by their finishing order in Race 2, but they may not be placed ahead of the first eight (8) cars on the reverse grid, or ahead of whichever number (7, 6, 5, etc) of cars form the reverse grid section. This will apply to both individual and mixed grid combined races.

Reason: Kane feels that it will make the championship a lot more exciting and harder to win. It will give those that are mid-field a chance of podiums and it will no doubt make all better drivers. Kane knows in the past, racers were concerned about having slower drivers in front of the faster drivers but we have had many mixed grids now and there really has never been any problems. James says... we have seen over the past couple of years combined grids at some rounds providing some exciting racing when the faster cars/drivers come to pass. This could therefore be continued through the split races by employing such a change of the rules to give reverse grids.

PROPOSAL 14:

Proposed by: Bill Sollis

Seconded by: Colin Peacock

Amend SR.1.6.2 to read: The totals from all Challenge races run, less 3 in the National Challenge and less 1 in the Winter Challenge, will determine final championship points and positions (note the requirements of SR 4). A race will be considered to be run when a race classification is produced by the timekeepers (eg. TSL). Should an event not be held and no replacement event be run either, the number of dropped scores may be adjusted accordingly.

PROPOSAL 15:

Proposed by: Bill Sollis

Seconded by: Colin Peacock

Delete from SR.1.6.2: ~~Should an event not be held and no replacement event be run either, the number of dropped scores may be adjusted accordingly.~~

PROPOSAL 16:

Proposed by: Roland Eckert

Seconded by: Rupert Deeth

A point to be awarded for the fastest lap in each race.

PROPOSAL 17:

Proposed by: Committee of the M7RC

Seconded by: Nick Cooke

To amend the wording of Novice Award Sporting Regulation.

Current wording: SR.1.7.3 fifth paragraph

Novice award Trophies for Mini Se7en, Mini-7 S-Class and Mini Miglia classes.

The awards are open to drivers who:

- prior to the 2020 season, have not started in more than 4 Mini Se7en, S-Class or Miglia races and;
- at the start of the 2020 season are required to display a novice cross, as defined by **Q11.3 (in current Motorsport UK Yearbook)**.

Amend SR.1.7.3 fifth paragraph to:

Novice award Trophies for Mini Se7en, Mini-7 S-Class and Mini Miglia classes.

The awards are open to drivers who:

- prior to the 2021 season have not competed in more than 2 Mini Se7en, S-Class or Miglia race meetings and;
- at the start of the 2021 season are required to display a novice cross, as defined by **Q11.3 (in current Motorsport UK Yearbook)**.

Richard Williamson will give the Committee's reasons for this proposal.

PROPOSAL 18:

Proposed by: Matthew Ayres

Seconded by: James Bryan

TR.5.19.3.2 [Water pumps - a return to 2019 Regulations on safety grounds]

This is the rule I would like put a propose for amendment. I believe the amended ruling should read 'Water pump type free'. I believe that it would be a beneficial for the class to have the option of running either system (Mechanical & electrical). The anticipated advantages are:

Better water circulation; Reduction in engine temperature on and off track; Reduced risk of engine failure which leads to expensive repair cost.

Along similar 'lines'...

Proposed by: Ben Butler ~ S-Class Drivers' Rep

Seconded by: Stuart Gilby, Mark Chappell

My proposal is for the electric water pumps to be bought back in with immediate effect. The severity of not having water circulating in our engines fast enough when stationary has caused a number of the S-Class engines to fail due to overheating and heat soak has also left stranded cars on the race circuits. With these not in place, it is costing the S-Class drivers a great fortune in replacement head gaskets and engines. Stuart said... I ran this electric water pump set up for three years and never had an issue with it. On my first outing out this year without it I blew two head gaskets. This caused not only over £1250 pounds worth of damage to engine (inc. labour) but also meant I was not able to finish two races. With a race meeting costing approx £750 this makes no sense to me. What is supposed to be a cost saver is in fact costing us more money. Because of this additional expense I have not been able to come out for the remainder of the season!

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PROPOSAL 19:

Proposed: Stuart Gilby

Seconded: Mark Chappell, Greg Daw

TR.5.19.3.1 [Radiators - a return to 2019 Regulations on safety grounds]

I would also suggest we allow free radiators as well, as this so called cheap option is now not that. The Metro rad being used is now £170 which is only £25 cheaper than the alloy rad twice the capacity. I would also like to propose to add this back in with the same ruling as the Mini 7. Again I installed my old alloy rad on my refreshed engine ran it for 15 minutes and did not get an engine temp above 45deg. Somewhat different to the 120 deg plus on the line at my first race.

PROPOSAL 20: note this will be discussed in AOB

Proposed: Graeme Davis

Seconded(s): Kane Astin, James Bryan, Mark Chandler, Mark Chappell, Justin Cooper, Craig Cox, Dave Edgecombe, Ian Fraser, Stuart Gilby, Naomi Healey, Rob Howard, Darren Jeremiah, Endaf Owens, Sam Summerhayes, Paul Thompson, Leon Oliver Window, Glen Woodbridge

Proposed Resolution for change of Articles for forthcoming AGM

3 Members

Existing

3.1. The subscribers to the memorandum and such other persons or organisations as are admitted to membership in accordance with these articles shall be members of the Company. No person shall be admitted a member of the Company unless his application for membership is approved by the Directors. Every person who wishes to become a member shall deliver to the Company an application for membership, in such form as the Directors require, executed by him.

Proposed

3.1. The subscribers to the memorandum and such other persons or organisations as are admitted to membership in accordance with these articles shall be members of the Company. No person shall be admitted a member of the Company unless his application for membership is approved by the Directors. Every person who wishes to become a member shall deliver to the Company an application for membership, in such form as the Directors require, executed by him. Any application that is not approved by the directors must be ratified by a majority of members at the next General Meeting of the Company, and if not ratified, admission is allowed.

Ends •

Issued by:

Nick Cooke -

Chairman of the Mini Se7en Racing Club

Amendments to current regulations passed at last ATD for 2021 season (January 2020)

Technical Regulations – General (Se7ens, S-Class & Miglia)

TR.5.3.2 Full Roll Cage: Minimum specification to **current Motorsport UK K1, Drawing 3 or 5** with mandatory lateral protection. Where two diagonals in the form of a cross are used, at least one of the diagonals must be of a single piece tube. Minimum material CDS 2. Tube 38 x 2.5mm or 40 x 2.0mm. Roll Cages certified after 1st January 1996; 45.0 x 2.5mm or 50.0 x 2.0mm. Free-construction tube diameters are accepted for certification by the Motorsport UK if supported by an approved engineer's stress analysis report.

Roll Cages may be welded to the bodyshell mountings conforming to **current Motorsport UK K1**. The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wraparound rear harness fixing at the correct angle (see **current Motorsport UK K2 and Appendix 2, Drawing 39**).

A reinforcement between the Roll Cage, at floor level, and bolted through the front subframe rear mounts is **recommended mandatory**.

Forward diagonal braces across the cockpit (centre main hoop to the base of the nearside front hoop) i.e. 'Petty' Bars, are prohibited.

Any additional drilling of the Roll Cage or its reinforcements is prohibited.

TR.5.9.5 Any form of Ceramic Bearings is **prohibited**.

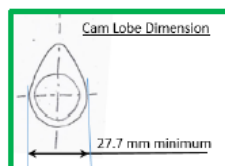
Specific Technical Regulations – Mini Se7en

TR.5.18.3.6 Camshaft: Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted. Each camshaft will be serial-numbered and logged to individual competitors / entrants.

Cam timing is free

Set valve clearance to 0.015" 0.4mm to check lift.

Method of camshaft drive is free.



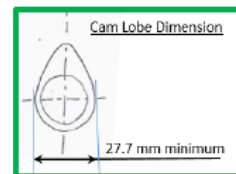
Specific Technical Regulations – S-Class

TR.5.19.3.12 Camshaft: Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted. Each camshaft will be serial-numbered and logged to individual competitors / entrants.

Cam timing is free

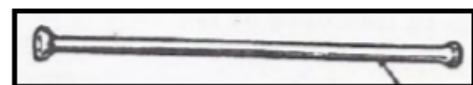
Set valve clearance to 0.015"/0.4mm to check valve lift

Method of camshaft drive is free.



TR.5.19.3.13 Standard A+ steel push rods are **mandatory**.

To Clarify: Unmodified in any way, as fitted to a 1275cc standard production block.



Specific Technical Regulations – Mini Miglia

TR.5.20.4.5* For the rear axles, Steel or Alloy monobloc tube design Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini. A facility for adjustment of bump and rebound damping is allowed, by **either** a single adjuster, or by two separate adjusters (normally known as Double adjustable). Single- or twin-tube tube design is permitted. Remote fluid reservoirs are prohibited.

For the front axle, it is mandatory to use either the Ohlins single adjustable, steel bodied damper, part number MMF5Q000., supplied by BG Motorsport, **or the Spax single adjustable, part number SA9100** according to the M7RC control specification whereby piston configuration, internal valving, oil viscosity and gas pressure are fixed. The shaft and body length is free to allow for individual fitment length. The control dampers are supplied sealed and serialised. The seal must remain intact (excepting cases of force majeure). All repairs and servicing must be conducted by BG Motorsport **or Spax**.

**this amendment to be reviewed before 2021 season*

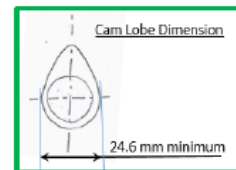
TR.5.20.3.6 Mandatory Camshaft. Only the unmodified MM930 camshaft (obtainable strictly via M7RC) is permitted.

Each camshaft will be serial numbered and logged to individual competitors / entrants.

Cam timing is free

Set valve clearance to 0.015"/0.4mm to check valve lift

Method of camshaft drive is free.



Specific Technical Regulations – Mini Libre

None

Ends •

NEWS NEWS NEWS NEWS

RACE REPORT:

THRUXTON

24 OCTOBER...

Full-on finals...



Packed treble-header weekend closes 2020 National Challenge...

The 2020 Dunlop Mini Challenges supported by Mini Spares came to a premature conclusion at Thruxton in late October, with three races in very mixed conditions.

Round 9*

Following qualifying for Round 10, the first event to be run was actually for the re-scheduled Round 9 carried over from the postponed Castle Combe Sunday races three weeks beforehand. Here all four classes were com-



bined into one grid, but minus a few from the original line-ups, most notably overall 'polesitter' Andrew Jordan who was otherwise engaged at the concurrent Silverstone Historic meeting. With the track still wet it was soon obvious that gambling on slicks wasn't going to pay off for a couple of runners, and up front became a terrific three-way battle which eventually fell to Sam Summerhayes from Kane Astin and champion-elect Aaron Smith, the latter mathematically securing his third National title in a row. In fifth, Rob Davis drove a mighty stint to increase his Libre points lead over title rival Dan Lewis, while among the Se7ens Spencer Wanstall saw his championship hopes virtually disappear along with his battery power, pulling in to retire when in a clear lead. This left Andrew Deviny to take the win, with Jeff Smith recovering for second near the end as his 'softer' set-up finally dialled in to the drying track. Meanwhile, the lead of the S-Class swung to and fro twixt Thorburn Astin and O'Brien, the latter edging it over the last couple of miles when being lapped by the quicker cars.

Round 10

For the Saturday afternoon we were back to separate grids for Se7en/S-Class and Miglia/Libre, and in the former categories it was another epic battle out front involving Wanstall and Smith, along with Joe Thompson in his first Se7en race of the year following his Miglia runout at Snetterton in September. Despite the soaking conditions, the latter got the nod after all three bounced over kerbs at various stages! Once again, O'Brien and Astin duelled over the S-Class spoils, the difference just a couple of lengths on this occasion, with Damien Harrington and Matt Ayres continuing their entertaining third-placed duel from the morning. The bigger classes followed on, Nick Padmore now joining the Miglia grid at this stage, and from pole position too. A ding-dong battle eventually resulted in Rupert Deeth claiming

NEWS NEWS NEWS NEWS

...RACE REPORT:

THRUXTON 24 OCTOBER...

...full-on
finals



the top spot from Padmore and Summerhayes, having had to do it all twice following a red-flag interlude for James Colburn's stranded car, while further back Lewis reversed the Libre result over Davis to leave it all to play for the following day.

Round 11

Showers just before Sunday's races again put doubt in the minds over tyre choice, and in the Se7en/S-Class encounter Wanstall came a cropper when he got off line onto the really greasy stuff at the chicane and clobbered his front wing, continuing on but now well back and on a charge. This let Thompson and Smith to get away and duel over the lead after Deviny got 'nerfed' out of contention at the Complex early on, Smith eventually securing the front position. However, the result was later amended due to a non-compliance issue, excluding the 'on-road' winner and elevating Thompson to a second maximum 20 for the weekend. It also promoted Wanstall to champion-elect by 2 points from Deviny (subject to appeal and engine checks - see main News story, p6). Wanstall climbed back to 5th, just in front of the S-Class leaders, O'Brien's final margin over Astin the closest yet, with Harrington again best of the rest.

In the final Miglia/Libre runout, Deeth again pipped Padmore over the course of a splendid 20+ minutes, while Colin Peacock saved his best performance until last to claim the third podium spot. Meanwhile, in the Libre class the outcome of the ST Trophy was in the balance as Lewis in his 8-port just about maintained a gap to the chasing Davis in his 5-port, but sadly the latter spun at the chicane at mid-point and couldn't re-fire the engine, being pushed disconsolately into pit lane when all he had to do was finish... However, it still wasn't over as Richard Colburn was hounding Lewis all the way and so nearly dragged past on the run to the chequered flag! •

n.b. With the subsequent announcement from Motorsport UK that all club-level motorsport in Britain would be suspended until at least early December due to the secondary COVID-19 national lockdown, then the unlikelihood of a Winter Challenge meeting going ahead this side of 2021 meant that Thruxton was effectively the M7RC's final race action of the 2020 Challenge season. All championship points tables, including Novice standings, would therefore remain provisional until such time that all final engine/technical checks and any appeals had been concluded... •



RESULTS: Round 9*

Mini Miglia & Libre Mini Se7en & S-Class

Pos #	Driver	13 Laps
1	85 S Summerhayes M	21:07.885 / 86.96 mph
2	11 Kane Astin M	
3	21 Aaron Smith M	
4	0 Colin Peacock M	
5	500 Rob Davis L	21:34.887 / 85.15 mph
6	37 James Cuthbertson M	
7	23 Rupert Deeth M	
8	171 Dan Lewis L	
9	219 Richard Colburn L	
10	78 Scott Kendall M	
11	77 Andrew Deviny T	12 laps @ 21:31.589 / 78.80 mph
12	01 Jeff Smith T	
13	7 Leon Oli Window T	
14	5 Lee Roberts T	
15	10 Julian Proctor T	
16	76 Jo Polley T	
17	31 Jordan Sims T	
18	787 Connor O'Brien S	12 laps @ 22:30.786 / 75.34 mph
19	736 Thorburn Astin S	
20	711 Damien Harrington S	
21	758 Matthew Ayres S	
22	712 Greg Daw S	
23	720 Ben Cutler S	
24	796 Mark Chappell S	11 laps
25	729 Darren Jeremiah S	11
26	6 Graeme Davis T	10
dnf	19 James Colburn M	10 laps
dnf	82 Darren Mason M	8
dnf	57 Philip Gillibrand T	8
dnf	73 Spencer Wanstall T	5
dnf	177 Peter Crewes L	0
ns	113 Phil Harvey L	
ns	70 Andrew Jordan M	
ns	39 Glen Woodbridge T	
ns	38 Steven Hopper T	
ns	742 Ben Butler S	
ns	715 Jonnie Kent S	
FL/M	A Smith	1:35.541 - 88.77 mph
FL/L	R Davis	1:36.144 - 88.21 mph
FL/T	S Wanstall	1:43.780 - 81.72 mph
FL/S	C O'Brien	1:48.927 - 77.86 mph
Pole/M	R Deeth (A Jordan)	
Pole/L	R Davis	
Pole/T	S Wanstall	
Pole/S	D Harrington	

2.356-mile circuit

* replacement race for postponed Rd 9 at Castle Combe on 4 October...

* full official results @ www.tsl-timing.com



Photos: M Barrington

NEWS NEWS NEWS NEWS

RACE REPORT: THRUXTON 24-25 OCTOBER...



...full-on finals...

...all-action drama right to the chequered flag - and beyond

NOTES ON THE CARS:

Miglia

- #0 - By his own admission best results in quite a while, including r3 'podium'
- #11 - In the mix for r1, miffed at being clouted at start of r2, struggled for r3 pace
- #19 - Great run in 4th spot before r1 electrical gremlin, engine failure in r2 led to red flag, overnight assessment of damage resulted in DNS r3
- #20 - New car still not ready, withdrew...
- #21 - Podium in r1 enough to secure third title in row, pitlane push start after clutch packed up for r2, sat out r3 as "a sign that the car has had enough..."
- #23 - Went backwards on slicks in r1 but immense in r2 and r3 for excellent double victories
- #26 - Stopped with electrical glitch in qualifying, one lap down in r2, pitted early r3
- #37 - Magnet for other cars, especially headlamps, best run arguably to 6th in r3
- #56 - Fresh from Goodwood F1 lap record, pole for r2/r3 starts, well in contention but had to settle for 2nd behind #23 in both
- #69 - Entry withdrawn...
- #70 - Provisional pole for r1 but DNA due to Silverstone Historic commitments

Se7en

- #72 - Withdrew entry...
- #78 - Dropped back on slicks in wet r1, contact r2, lap down in r3 after pitlane start
- #82 - Steep learning curve, with split oil cooler pipe r1, oiled-up screen in r2, then yellow flag exclusion r3...
- #85 - Superb last-lap victory r1, well in contention r2 & r3 too for 3rd in standings
- #86 - Got onto grass at Church in qualifying, tyrewall contact left him DNS for r2/r3

Libre

- #113 - DNS in r1 & r3 with oil pressure/engine issues, plugged on for finish in r2
- #126 - Withdrew initial entry...
- #171 - Looked to be falling short after 2nd in r1, but r2/r3 wins just enough to snatch title
- #177 - Fuel starvation in qualifying, 'vision' problems in r1 & r2, better run to flag in r3
- #219 - Solid podiums in r1 & r2, 0.238s shy of win in r3 and possibly changing title outcome
- #500 - On course for title with assured r1 win and dogged r2 2nd, sadly spun and stalled at chicane in r3, unable to restart...

Se7en

- #1 - Podium finishes in r1/r2 enough for title; non-compliance over engine sealing after r3 led to penalty score and a drop to 3rd in overall standings; re-instated after appeal
- #2 - Back out in 1-litre car to see if he's "still got it" - proved he has with on-road victory in r2, then temporarily r3 win too
- #5 - On for 2nd in r1 before electrical problem, thereafter picked up solid results for 4th overall in standings
- #6 - Gear selection issues restricted r1 effort, wiper motor packed up in r2, then DNF shortly before the end of r3
- #7 - Good podium finish in r1, gradually lost electrics readout in r2, couple of moments in r3 dropped him among S-Class
- #10 - Pleased with R1 run, engine changed after r2 problem but stopped early in r3
- #20 - Withdrew early from entry...
- #31 - Lost ground on pack in r1, head gasket blew after r2 finish then stopped on opening lap in r3



RESULTS: Round 10

Mini Se7en & S-Class

Pos #	Driver	12 Laps
1 2	Joe Thompson 7	21:45.186 / 77.98 mph
2 73	Spencer Wanstall 7	
3 01	Jeff Smith 7	
4 77	Andrew Deviny 7	
5 787	Connor O'Brien S	22:11.294 / 76.45 mph
6 736	Thorburn Astin S	
7 5	Lee Roberts 7	
8 711	Damien Harrington S	
9 758	Matthew Ayres S	
10 712	Greg Daw S	
11 10	Julian Proctor 7	
12 76	Jo Polley 7	
13 784	Ryan Taylor S	
14 31	Jordan Sims 7	
15 729	Darren Jeremiah S	11 laps
16 720	Ben Cutler S	10
dnf 7	Leon Oli Window 7	10 laps
dnf 721	Arnold Duncan S	6
dnf 6	Graeme Davis 7	3
dnf 796	Mark Chappell S	0
ns 33	Adam Gould 7	
ns 57	Philip Gillibrand 7	
wd 20	Darren Thomas 7	
wd 715	Jonnie Kent S	
wd 742	Ben Butler S	
wd 795	Stuart Gilby S	

FL/7 S Wanstall
1:45.479 - 80.41 mph
FL/S D Harrington
1:47.672 - 78.77 mph

Pole/7 S Wanstall
Pole/S T Astin

Mini Miglia & Libre

Pos #	Driver	7 Laps*
1 23	Rupert Deeth M	11:09.306 / 88.70 mph
2 56	Nick Padmore M	
3 85	Sam Summerhayes M	
4 0	Colin Peacock M	
5 78	Scott Kendall M	
6 21	Aaron Smith M	
7 11	Kane Astin M	
8 171	Dan Lewis L	11:31.915 / 85.80 mph
9 37	James Cuthbertson M	
10 500	Rob Davis L	
11 219	Richard Colburn L	
12 113	Phil Harvey L	
13 26	Peter Arnold M	6 laps
dnf 82	Darren Mason M	3 laps
dnf 19	James Colburn M	0 laps*
dnf 177	Peter Crewes L	0*
*did not take restart:		
ns 86	Jason Balding M	
wd 20	Mark Sims M	
wd 69	Tony Le May M	
wd 70	Andrew Jordan M	
wd 72	Rob Howard M	
wd 126	Peter Hills L	
FL/M	N Padmore	1:34.064 - 90.16 mph
FL/L	D Lewis	1:36.338 - 88.04 mph
Pole/M	N Padmore	
Pole/L	D Lewis	

*race red-flagged after 6 laps (12 mins+); restarted over 7 laps (11 mins+)...

2.356-mile circuit

* full official results @ www.tsl-timing.com

NEWS NEWS NEWS NEWS

...RACE REPORT: THRUXTON 24-25 OCTOBER



...full-on finals

#33 - Good qualifying session for 5th on grid, sadly car then loaded up on trailer before r2 with terminal engine issue
 #38 - Crank failure at Combe meant no-show for r1 grid...
 #39 - Unable to return after Combe...
 #57 - Massive crack in block during r1 meant DNS for r2 & r3
 #73 - Well in front before r1 battery failure, title hopes 'over' despite 2nd in r2, off at chicane in r3 dropped him down order but amended result promoted him to 'champion'.. for 2 months
 #76 - Three solid runs to climb to 5th overall in standings



#77 - Great victory in r1 backed up with a 4th in r2 and briefly 2nd in r3 showed he is still a title contender in any season

S-Class

#711 - A trio of thirds shows he has the pace, including pole positions and a fastest lap, but not quite a match for lead duo
 #712 - Gradually slipped off of top spot in the points as others found pace, spun in r1, while r3 saw only second DNF of season
 #715 - Entry withdrawn...
 #720 - Combe damage repaired but not on pace all weekend, although finished all three races despite pitting twice in r2
 #721 - New car niggles/electrics stymied progress in r2/r3
 #729 - Misfire hampered progress but classified three times
 #736 - Terrific battle for class lead in all three runs but ultimately left with runner-up plaudits overall
 #742 - Switched entry to his Super Mighty Mini racer...
 #758 - Back on form in r1 & r2 before r3 clash exiting chicane left him parked on pit straight, enough for Novice title though
 #784 - Teenage newcomer impressed on r2/r3 debut, claiming Under-17 trophy too
 #787 - Always seemed to have the edge come the chequer, three wins more than wrapped up National class title
 #795 - Early entry withdrawn...
 #796 - Improving pace although misted-up screen in r2 meant only 2 finishes from the 3 starts •



RESULTS: Round 11

Mini Se7en & S-Class

Pos #	Driver	12 Laps*
1 01	Jeff Smith 7	20:29.929 / 82.75 mph
2 2	Joe Thompson 7	
3 77	Andrew Deviny 7	
4 76	Jo Polley 7	
5 5	Lee Roberts 7	
6 73	Spencer Wanstall 7	
7 787	Connor O'Brien S	21:08.338 / 80.24 mph
8 736	Thorburn Astin S	
9 7	Leon Oli Window 7	
10 711	Damien Harrington S	
11 784	Ryan Taylor S	
12 720	Ben Cutler S	
13 796	Mark Chappell S	
14 729	Darren Jeremiah S	11 laps
15 721	Arnold Duncan S	9
dnf 6	Graeme Davis 7	11 laps
dnf 712	Greg Daw S	11
dnf 758	Matthew Ayres S	7
dnf 10	Julian Proctor 7	2
dnf 31	Jordan Sims 7	0
ns 33	Adam Gould 7	
ns 57	Philip Gillibrand 7	
wd 20	Darren Thomas 7	
wd 715	Jonnie Kent S	
wd 742	Ben Butler S	
wd 795	Stuart Gilby S	

FL/7 J Smith
 1:38.777 - 85.86 mph
 FL/S G Daw
 1:40.753 - 84.18 mph

Pole/7 S Wanstall
 Pole/S D Harrington

* result amended twice

Mini Miglia & Libre

Pos #	Driver	12 Laps
1 23	Rupert Deeth M	21:08.973 / 80.20 mph
2 56	Nick Padmore M	
3 0	Colin Peacock M	
4 85	Sam Summerhayes M	
5 11	Kane Astin M	
6 37	James Cuthbertson M	
7 171	Dan Lewis L	21:25.702 / 79.16 mph
8 219	Richard Colburn L	
9 177	Peter Crewes L	
10 78	Scott Kendall M	11 laps
dnf 500	Rob Davis L	6 laps
dnf 26	Peter Arnold M	2
dq 82	Darren Mason M	(12 laps)
ns 21	Aaron Smith M	
ns 19	James Colburn M	
ns 86	Jason Balding M	
ns 113	Phil Harvey L	
wd 20	Mark Sims M	
wd 69	Tony Le May M	
wd 70	Andrew Jordan M	
wd 72	Rob Howard M	
wd 126	Peter Hills L	

FL/M R Deeth
 1:33.623 - 90.59 mph
 FL/L R Davis
 1:38.298 - 86.28 mph

Pole/M N Padmore
 Pole/L D Lewis

2.356-mile circuit

* full official results @
www.tsl-timing.com

NEWS NEWS NEWS NEWS

GALLERY:

THRUXTON

24-25 OCTOBER...



Photos: J Payne + M Barrington + S Beke

NEWS NEWS NEWS NEWS

...GALLERY:

THRUXTON 24-25 OCTOBER



Photos: S Boko + J Payne + M Jackson + M Barrington



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2020 CHALLENGE STANDINGS

NATIONAL POINTS

Standings after Thruxton



Mini Miglia

Pos	#	Driver	Pts	(Ttl)
1	21	Aaron Smith	172	(187)
2	23	Rupert Deeth	164	(180)
3	85	Sam Summerhayes	146	(155)
4	0	Colin Peacock	141	(143)
5	37	James Cuthbertson	125	(126)
6	48	Lee Deegan	122	
7	11	Kane Astin	119	(121)
8	78	Scott Kendall	103	
9	56	Nick Padmore	91	
10	77	Andrew Jordan	77	
11	17	Rick Jessop	71	
12	4	Jason Porter	61	
13	86	Jason Balding	58	
14	32	Endaf Owens	49	
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	26	Peter Arnold	13	
22	72	Rob Howard	10	
23	82	Darren Mason	3	
24	19	James Colburn	3	
25	27	Peter Harries	2	
nc	20	Mark Sims	-	
	43	Dave Edgecombe	-	
	62	Chris Lovett	-	
	88	Kieren McDonald	-	

5	219	Richard Colburn	26
6	132	Darren Cox	19
7	126	Peter Hills	15
8	177	Peter Crewes	8
9	616	Justin Cooper	6
10	131	Craig Cox	5
nc	149	Gary Warburton	-
	283	Harvey Death	-



Mini Se7en

1	1	Jeff Smith	176	(206)
2	73	Spencer Wanstall	170	(186)
3	77	Andrew Deviny	167	(200)
4	5	Lee Roberts	145	(147)
5	76	Jo Polley	124	(125)
6	6	Graeme Davis	118	(120)
7	31	Jordan Sims	117	(119)
8	10	Julian Proctor	111	(113)
9	7	Leon Oli Window	96	(96)
10	2	Joe Thompson	39	
11	49	Ross Billison	38	
12	46	Max Hunter	37	
13	57	Philip Gillibrand	33	
14	38	Steven Hopper	29	
15	39	Glen Woodbridge	19	
16	33	Adam Gould	18	
17	20	Darren Thomas	16	
nc	37	Gareth Hunt	-	



Mini-7 S-Class

1	787	Connor O'Brien	179	(180)
2	736	Thorburn Astin	155	(157)
3	712	Greg Daw	155	(157)
4	711	Damien Harrington	117	(117)
5	720	Ben Cutler	117	
6	729	Darren Jeremiah	115	
7	758	Matthew Ayres	108	(110)
8	796	Mark Chappell	106	
9	742	Ben Butler	89	
10	715	Jonnie Kent	69	
11	784	Ryan Taylor	32	
12	716	Julian Beavis	27	

13	795	Stuart Gilby	18
14	721	Arnold Duncan	14

NOVICE POINTS

Standings after Thruxton



Miglia

1	86	Jason Balding	13
2	82	Darren Mason	3



Se7en

1	31	Jordan Sims	20
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S-Class

1	758	Matthew Ayres	21
2	729	Darren Jeremiah	18
3	784	Ryan Taylor	6
4	716	Julian Beavis	4



Graham Hill Trophy U17 S-Class

1	784	Ryan Taylor	4
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Mini Libre

1	171	Dan Lewis	81	(83)
2	500	Rob Davis	78	(80)
3	113	Phil Harvey	32	(32)
4	474	Josh Evans	31	

Mini AluMNi...



YET MORE NAMES FROM THE THE EXPANSIVE LIST OF M7RC GRADUATES ...

Miglia
50
Years
1970-2020



Keith Manning

The following is the full 'M+N-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*...

David Mabbutt
Se7en (1976-81)
Best of class 2nd in 78 Lydden invite

Duncan Macauley
Se7en (1977-78)
Handful of starts recorded

Rod MacDonald
Miglia (1970-72, 74-75)
Podium placings on occasion

Neil Mackay
Miglia (1991-99, 02, 04-06) Invitation (2013)
Scot who nearly won a Winter title

Colin Maddock
Se7en (1980)
DNA for solitary Thruxton entry

Peter Major ↓
Miglia (1972-77, 80-86, 89-92)
Self-run on miniscule budget

Paul Makepeace
Miglia (1988-89)
Two starts in several attempts

Jim Mancey
Se7en (1970-76, 80)
Rose to 3rd overall in 75, wins too

Denise Manderscheid
Se7en (1997-02) Miglia (2004)
Some decent midfield results

Keith Manning ↑
Se7en (1997-78) Miglia (1978-81)
Noted for Clubman-front 850, one half of CabMann engines

Phil Manser
Se7en (1991-97) Miglia (1998-01)
Always good in the wet, became 96 National champ; later in Historics

Rachel Manser
Se7en (1991)
One-off at Snett' in dad Phil's car

Izzy Margaronis
Se7en (1973-74) Miglia (1974)
Scored Mig points in a Se7en...

Chris Maries
Se7en (1972-75)
Survived monster Snetterton shunt in 73; later raced TVRs

Wendy Markey
1275 GT (1978)
Several top-6 finishes

Art Markus (NZ)
Miglia (1994)
Kiwi motoring journo raced Bill Sollis car in one-off 'Fastest Mini' event

Graham Markwell
Se7en (1989-92)
Best season 92 with several finishes

Phil Marsh
Se7en (1981-84)
Occasional top-10 result

Nicola Marsh
Se7en (1997)
Several starts in Team CAI car, wife of Marcos boss Chris

David Marshall
Se7en (1982)
DNS at Brands season opener

Ken Marston
Se7en (1984-85)
Took a 3rd at Lydden in 85 Southern

Christopher Martin
Miglia (1975-76)
Classified in all dozen starts

Lee Martin
Miglia (1988-89)
Best of 7th at Lydden in 88

Robin Martin
Miglia (1971)
A pair of DNFs recorded

Simon Martin
S-Class (2016-19)
Budget campaigner, steady progress



Peter Major



...Mini AluMNI...



Ron Mason

Steve Martin
Se7en (1989-90, 93-94, 99)
Some good results in limited starts

Tony Martin
Miglia (1988-89)
Mostly Southern races in shared car

Phil Martin-Dye
Miglia (1982)
Listed for four race starts

Diana Martineau
Miglia (1995)
Single qualifying race at Brands

Ron Mason ↑
Se7en (1968) Miglia (1970-71)
Won at Brands short circuit in 68

Kevin Mason
Miglia (1997-02)
Steady progress to 2000 Winter title

Tony Mason
Se7en (1981)
Third in Graham Hill series one-off at Brands; TV rally commentator

John Mawby
Se7en (1980-83)
Handful of starts over four seasons

John Mawdsley
Miglia (1990-92)
Midfield results from several races

Steve Maxted
Miglia (2018)
Brief stint from ex-F3 racer

Derek May
Miglia (1974-79)
Frontrunner, 3rd o/a 77, a few wins

Kelvin May
Miglia (1973)
Inaugural Novice champion with best of 3rd in five outings

Bernard Mayes
Se7en (1967)
One race listed, 8th at Snetterton

Nick Maylor
Se7en (1994-95)
Impressed in 94 novice year

Alastair Mayne
Se7en (1982)
Part-season, mid-table ranking

Robert Mayo-Bignell
1275 GT (1978-80)
Survived massive shunt at 79 Combe

Mike McCarthy
Miglia (1988)
DNF in solo Mallory outing

James McComb
Se7en (1998)
Five starts in early part of season

Kieren McDonald
Se7en (2011-19) Miglia (2018) Libre (2017)
Frontrunner on occasion, won at 16 Snetterton; also in enduro team

Jim McDougall
Se7en (1978-80) Miglia (1980-85)
Regular winner in both formulae, TEAC champion in 78 and 82

Paul McGarry ↓
Se7en (1998-01, 04-06)
Top-6 results in second stint, class win at 95 Silverstone n/c invite

K McGuigan (Irl)
Se7en (1981)
DNS at Mondello, Ireland v England



Paul McGarry

David McGuinness
Miglia (1996-97)
Novice title in Len Brammer-run car

Rob McIntyre
Miglia (1985-86)
Half-season 86 after n/c 85 runouts

Stuart McKellar
Se7en (1979)
DNS at Snetterton

Shaun McKenna
Se7en (1970)
Couple of starts recorded

Con McLaughlin
Se7en (1998-99, 01)
Best of 3rd in 99 Silverstone Winter; sadly died of cancer

Janet McPherson
Miglia (1978-82)
'Flying Lancashire Lass' good enough to win 81 Cadwell G/Hill Trophy race



Gareth Mellin

Paul McQuilkin
Se7en (1995-97)
Overall top-20 in 96, later in TVRs

Martin Meads
Miglia (1998-00)
Handful of starts over 3 seasons

John 'Bunter' Meale
Miglia (1978-84)
TEAC champion 80 & 81, later in Mini Festival runouts; died 2020

Paul Meale
Miglia (1979-81)
Formed 'Meales on Wheels' team with brother; compiled racing films

D Medcalf
Se7en (1967)
Listed as DNF in Snetterton one-off

Ashley Meddings
Se7en (1993-94)
Best of 8th in nine starts

Mike Melhuish
Se7en (1997)
DNA for Brands GP entry

Gareth Mellin ↓
Se7en (1977, 79) Miglia (1981-83, 87-90, 95)
Better results in Migs, four wins

Chris Merrick
Miglia (1981)
Best of 3rd at Mallory in G Hill series

Lykourgos Metaxas (Gre)
Miglia (2005)
Single DNF at Silverstone GP opener

Andy Mezulis
Miglia (1984-85)
Several starts in FU Min entry

James Middleditch
Se7en (1973)
No show for two entries made

Gordon Miles
Se7en (1982-84)
Podiums for top-10 ranking in 83/84

Graham Miles
Miglia (1983-84)
Three races in Meale team entry

Andy Miller
Se7en (2001, 03-04, 06-07, 10-11, 13, 15-16)
Sporadic starts over several seasons



...Mini AluMNI

Derek Miller

Se7en (1980-82, 86)
Joint Novice title in 80, won TEAC/
Southern races

Robert Miller

Se7en (1979)
Eighth at Lydden in only start

Stephen Mills

Se7en (1993-95)
West Country racer, rose to decent
midfield results

Michael Milne

Miglia (1974-75)
Best of 6th from four races

Jon Mitchell

Miglia (1979, 82-84)
Podiums at Lydden in Southern

Andy Mitchelmore

Se7en (1977-79)
Several starts, best of 6th at Mallory

Ian Mittell

Se7en (1972-76, 82-83)
Won Northern M7 races in 75; later
designed Clubman racer

Peter Mockler

Se7en (1979)
Two starts, one finish

Steve Mole

Se7en (1977-86) Miglia (1984)
Spectacular style, won 81 G Hill & 85
Southern titles; later ran FF team

Mick Moss



Darren Moon

Miglia (2018-19)
Podiums in 2018 Brands O-Plate

Peter Moore

Miglia (1978-84, 88)
Won 83 Southern championship

Trevor Moore

Se7en (1967-68)
Top-6 results in second season

Martin Moorhead

Se7en (1972-79)
Race winner in TEAC series; former
Club Chairman, sadly died in 2017

Eamonn Moran

Miglia (1988-94) Miglia (1994-96)
Better results in Miglia, won at Lyd-
den in Southern Challenge

Chris Morgan

Miglia (2019)
Won at the Thruxton BTCC meeting,
former 1.3i frontrunner



Robin Morris

Brian Morrell

Miglia (1970)
Fourth at Brands in only appearance

David Morris

Miglia (1985-86)
Best of 3rd in Lydden Southern race

Peter Morris

Miglia (1974-77)
Third in 77 Silv GP Leyland invite

Robert Morris (#1)

Miglia (1983-85)
Lydden podium in one of four races

Robert Morris (#2)

Miglia (2008-09, 11) Invitation (2012)
Few starts; later raced Euro invites

Robin Morris ↑

Miglia (1978-79)
Scored 3rd at 78 Silv GP Leyland
invite, then huge roll at 79 Snett

Mick Moss ←

Se7en (1971-73)
Immediately on pace, won 73 title

Neil Moss

Se7en (1969)
Finished only race, at Mallory

Martin Mounsey

Se7en (1969, 72)
Top-10 results in few starts

Darren Mullen

Se7en (2007-08)

Quick novice in limited outings

Terry Mulloy

Se7en (1976-77) Miglia (1978-79)
Better results in Migs, won 78 G Hill
race at Snetterton



Jonathan Nix

Grant Munday

Miglia (1984-86)
Novice standout 84, won Southern
race at Lydden in 85

Laurie Munn

Miglia (1981-82)
Couple of top-6s in G Hill & TEAC

Sarah Munns

Se7en (1997-00) Miglia (2001-11)
Top Novice 97, became frontrunner
in Migs; now MsUK Steward

Laurence Nutley



Andrew Murphy

Miglia (1984)
Best of 5th from half-dozen starts

Barry Murphy

Miglia (2002-03)
Best finish at Rockingham with a
podium in 02 Winter race

Nigel Muskett

Se7en (1982, 84, 86-90) Miglia (1991)
First full season came in Miglias

Alex Myall

Se7en (2004-06)
Claimed Novice title in 04

Les Nash

Miglia (1972)
Listed as DNS for single Brands entry

Rob Neatby

Miglia (1970-71)
Few starts recorded

Robert Newall

Miglia (1972)
Eighth on only start, at Llandow

Geoff Newman

Se7en (1968-69) Miglia (1970)
Couple of FM-7 starts listed

Rob Newport (Irl)

Se7en (1982)
Irish M7 racer at Phoenix Park invite

Tony Nicholls

Miglia (1982-84)
Took a 2nd at 84 Lydden, no points

David Nightingale

Se7en (1971-72)
On TEAC series leaderboard in 72

Jonathan Nix ↑

Se7en (1990-92)
Won at Silverstone 91, son of Roly

Roly Nix

Miglia (1978-80)
Frontrunner, won 80 National title;
also successful historic racer

Chris Nunn

Miglia (2001)
DNA for Brands Winter race

Laurence Nutley ←

Se7en (1989) Miglia (1989-91)
Ran well at Lydden, won race in 90 ●



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.



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 1  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
• Se7en: 54 years old counting
• Angle: Time race wide open
• S-Class: Back to basics
• Libby: Incoming challenges
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

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: Smith's new pace
• Miglia: Right at the top
• S-Class: New form as form
• Libby: More to come
Silverstone Report
New cars & colours
Latest news
Technical updates
Runners & Riders
From the Archives
Croft revisited



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 3  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Se7en:
New records

6
Croft
winners!

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia:
Even quicker

Thruxton Preview
• Se7en: Thompson takes lead
• Miglia: Deegan & Smith top
• S-Class: Knevel goes clear
• Libby: Advantage Davis
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

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Miglia:
Top Guns

As seen
on ITV
Sport!

TV TOCA TRIUMPH

Mini Se7en:
Run on Film

Zandvoort Preview
• Se7en: Thompson's surprise
• Miglia: Series lead for Smith
• S-Class: Knevel in control
• Libby: Double header theory
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

DUNLOP MINI CHALLENGES
supported by MINI SPARES

M7 S-Class:
High drama

Zandvoort
British
Race
Festival

Beach Party

Mini Se7en:
Wanstall wins well

Brands Preview
• Se7en: Thompson's edge
• Miglia: Aaron's advantage
• S-Class: Clearly headed
• Libby: Honey makes ground
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

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Miglia:
Hard & fast

Feisty Festival

Drama
packed
Mini Festival
at
Brands

Survival
of
the
fittest...

DTM Brands GP & Cadwell Preview
• Se7en: Thompson's surprise
• Miglia: Steady state
• S-Class: Knevel to keep title?
• Libby: Honey makes ground
Mini Festival Report
Full results
Latest news
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Runners & Riders
From the Archives
Cadwell Park



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2019: Issue 7  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

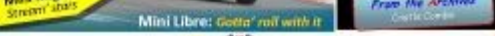
Mini Se7en:
Pick attack

Cadwell
Park
recap!

Mini Meisters

Mini 7 S-Class:
Honours shared

Combe Preview
• Se7en: Back to back for Smith
• Miglia: Knevel's second title
• S-Class: Knevel's second title
• Libby: Two-way duel
DTM Brands GP & Cadwell Report
Full results & points
Latest news
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From the Archives
Combe Corner



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 8  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini 7 S-Class:
Knevel keeps crown

4
National
titles
sealed!

Kings of the Castle

Mini Se7en:
Smith steps forward

Combe reports
• Se7en: Smith to the fore
• Miglia: Svensen's star
• S-Class: Knevel in the groove
• Libby: Honey's boost
Cadwell Park review
Full results & points
Latest news
Technical updates
Runners & Riders
From the Archives
MTC Winslow



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

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



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!

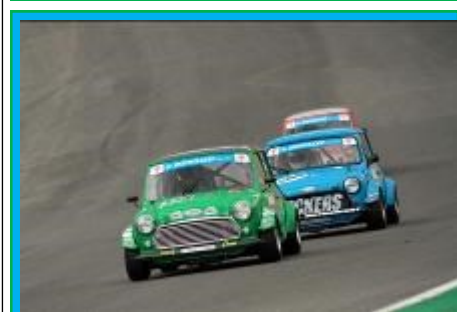
Mini Se7en

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

IT'S HALF A CENTURY SINCE THE FIRST MINI MIGLIA CHAMPIONSHIP BEGAN ALTHOUGH FORMULA MINI-7 HAD ALREADY BEEN GOING FOUR YEARS...

50
years
ago



Miglia
50
Years
1970-2020

1970 REVIEW



Brammer & Osborne reign

The turn of a new decade brought with it a whole new sense of fashion and vibrant colour. Pele's Brazil lit up the football World Cup in Mexico, while 'back home' in the UK a new and vibrant racing formula lit up the tracks, the 998cc Mini Miglia (or 'Mille') to complement its elder sibling, the 850cc Mini Se7en.

Mirroring the trend for flared jeans and thick soles, the Miglias wore wide wheel spats over chunky tyres, and were further identified by their deeper-sounding, portier 1-litre engines with twin carburettor chokes feeding fuel and air into the mildly modified mix.

Early season form had opening round winner Sean Wiles of the Newbridge Racing team just ahead, but by mid-season the highly visible dayglo orange/pink Mayfield car of 1968 FM-7 Champion, Mick Osborne had become title favourite, and in the final reckoning six victories were enough to see him clear of Wiles in second. Of the regulars, John Holloway and David Angless took a win apiece while Ron Mason's less frequent appearances still bagged him a brace of victories.

SPECIAL TUNING TROPHY NATIONAL MIGLIA 'MILLE' CHALLENGE

Pos	Driver	Points
1	Mick Osborne	93 (94)
2	Sean Wiles	87 (94)

Other competitors:
Clive Trickey
Syd Ryder
Ron Mason
John Holloway
David Angless
Mike Jordy
Bernard Lingard
Roger Dyer
Rob Neatby
Brian Morrell
Andy Jackson
Steve Harris
David Milner
Phil Spurling
Rod MacDonald
Roger Emerson
Robin Martin
Peter Winks
Paul Hamer
John Revell
Mick Tossell
Jim Conroy
Anthony Bunton
John Callender
Geoff Newman
Chris Parsons

best 10 scores from 11 rounds to count



Mallory action (top); paddock prep (left)
Pics: M7RC Archive (M Magee + P Spurling)

From the Archives

1970 REVIEW

Frantic Mini-7 action at Brands Hatch Druids hairpin... (below)
Pic: M7RC Archive (M Magee)



50
years
ago

As ever the Mini SeTens drew huge grids, but even so it was Welshman Len Brammer who dominated the top step of the podium with a massive nine visits, leaving two wins for runner-up Ian Briggs and one each for Graham Wenham and Jim Burrows. Others to come close to top honours included Vic Hollman, Chris Tyrrell,

...and equally competitive at the Mini Festival (below)
Pic: M7RC Archive (M Magee)



Dick Williams, Eric Groves, John Wroe and Ray Kortlang, and always door handle-to-door handle in what

were sometimes very fraught encounters indeed! •

Mini SeTen Champion Len Brammer at Thruxton (below)
Pic: M7RC Archive (M Magee)



That was the year that was... 1970

- * Posthumous F1 World Champion Jochen Rindt in a Lotus
- * BL launch luxury Range Rover at £1998; a new Mini costs £600
- * The Beatles pop group announce their break-up
- * US-based British actress Minnie Driver born
- * Average price of a house in UK is £5k •

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

CHAMPIONSHIP STANDINGS 1970

BOB FOX TROPHY NATIONAL MINI SE7EN CHALLENGE

Pos	Driver	Points
1	Len Brammer	94 (97)
2	Ian Briggs	90 (99)
3	Jim Burrows	75 (78)
4	Vic Hollman	48
5	Chris Tyrrell	40
	Richard Williams	40
7	Eric Groves	39
8	Anthony Fisher	38
9	John Digby	37 (40)
10	John Wroe	36
11	Ray Kortlang	35
12	Graham Wenham	34
13	Roger Colson	31
14	Ian French	28
15	Mick Bowring	18
16	Mick Collard	16
17	Rod Brown	14
	Raymond Edge	14
19	Richard Walden	13
20	Alan Cosby	12
21	Brian Coles	11
	Paul Beckham	11
	Tony Styles	11
24	David Pryce	10
	Reg Armstrong	10
26	Frank Anderson	8
	John Flack	8
	David Sambell	8
	Vic Waple	8
	Robin Brookes	8
31	Ray Cox	7
	Frank Gillibrand	7
33	Viv Church	6
	Peter Lambourne	6
35	Peter Drane	5
	David Coward	5
	Jeremy Warrell	5
38	Barry Ward	4
	David Gregory	4
	Shaun McKenna	4
	Mike Walters	4
	Joe Rubie	4
	Michael Shearer	4
	Roy Bull	4
45	Ray Spring	3
46	Chris Winter	2
	John Fowles	2
	Peter Day	2
	Malcolm Faiers	2
	Graham Thurston	2
51	Ray Woodhead	1
nc	Ken Currie	-
	John Salmon	-
	Andy Smith	-
	Keith Ball	-
	Dennis Fernie	-
	Jim Mancey	-
	Ken Everden	-
	Graham Boulton	-
	Dudley Fisher	-
	Mick Osborne	-
	Dan Barratt-Brown	-
	Keith Waters	-
	Dan Bull	-
	Will Lawrence	-

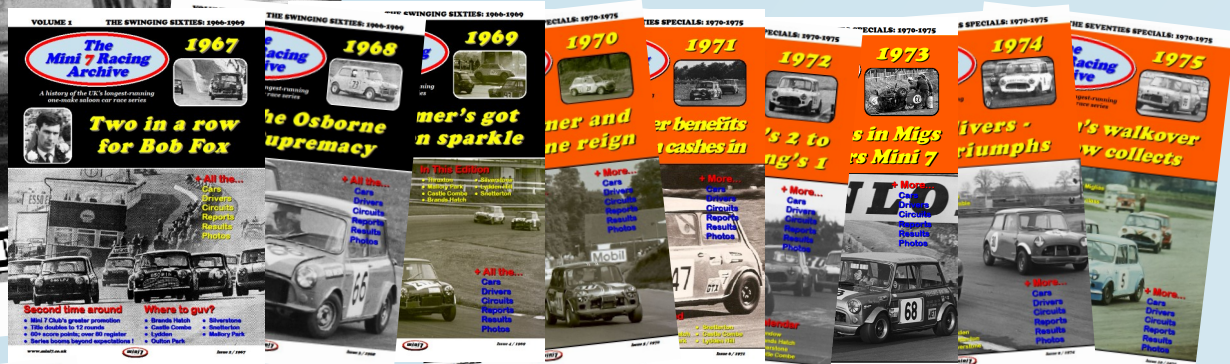
best 10 scores from 13 rounds to count

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 and click on the **Shop** section for details
or contact: mike.jackson@mini7.co.uk



Out Now!

10 NEW ISSUES

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



From the Archives

MEMORIES FROM A FORMER RACER



1970 - Peter Drane sideways in Formula Mini-7 at the Thruxton chicane

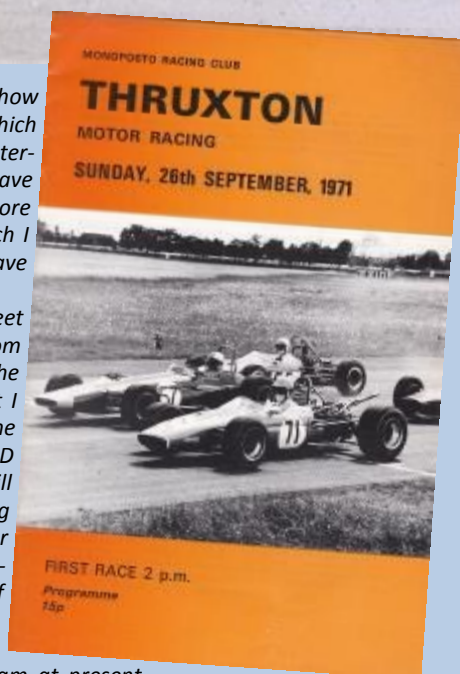
Having managed to trace ex-Formula Mini-7 racer, Peter Drane, we were pleased to hear back from him and also receive an envelope full of interesting material from days gone by. Here is his message to current-day Club members:

"Many thanks for your email, I must apologise for my total lack of response over the last few months, it has been too long. However here I am at last. I have looked back at things I have from the past, unfortunately not much to offer; one programme that I don't think you have, Thruxton 26th Sept 1971 (right). I will also send copies of a couple of result/practice sheets, the only ones I have, also a Mini Se7en Club Bulletin from 1971, a copy of the original Mini Se7en regs, as they were in 1971 and various bits of information about Reece Fish cars (left) that may be of interest in the future. Looking through these programmes and results sheets brings back many happy memories from the past, people and places and all the friendly rivalry. I feel that I was very fortunate to have raced (albeit for a fairly short time) during this period with a very much hands-on attitude, limited budget and very much a non-professional set-up. Working during the week and playing with Minis evenings and weekends, learn-

ing from magazines on how to tune things, and which parts to use, with no internet. I think now things have changed and become more commercially-based, which I suppose is how things have moved on.

It would be nice to meet some of the old faces from the past, possibly at the Brands Mini Festival that I am sure will happen in the future, when this COVID crisis has passed. I still keep my hand in working on Minis; I am a member of the Mini Cooper Register and I have a couple of old Minis I have restored, a 1965 Downton Cooper, 1990 RSP Cooper and I am at present working on a 1978 Mini Pick-up - the brain and hands still just about work! I hope this has been of some help and I look forward to meeting up in the future. Best wishes and thanks for what you are doing for the history of Mini racing" •

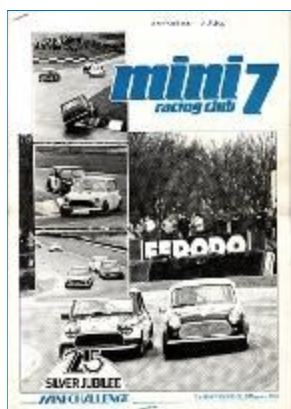
Peter Drane
Formula Mini-7
1969-1971





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
2020	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
2020	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
2020	Connor O'Brien

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
2020	Dan Lewis

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)
2020	Ryan Taylor (U-17)

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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CASTLE COMBE SERIES

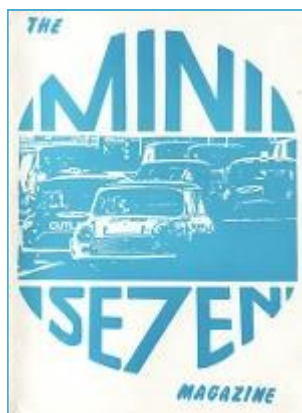
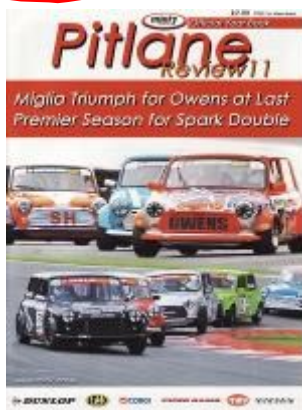
1983	Mike Fry (overall)
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LYDDEN SERIES - 7 / MIG

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

Miglia
50
Years
1970-2020

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

1971 Mick Collard
1972 David Sambell
1973 Geoff Gilkes
1974 Geoff Gilkes
1975 Graham Wenham
1976 Bob Addison
1977 Richard Hamlyn
1978 Jim McDougall
1979 Roy Finlay
1980 Gerald Dale
1981 Richard Hamlyn
1982 Chris Gould
1983 Chris Gould
1984 Chris Gould
1985 Steve Mole
1986 Bill Sollis
1987 Bill Sollis
1988 Guy Sims
1989 -
1990 Alan Rogers
1991 Kelly Rogers
1992 Kelly Rogers
1993 Ian Curley
1994 Kelly Rogers +
Matthew Hayman
1995 Dave Braggins
1996 James Hayman
1997 Alan Waite
1998 Dave Banwell
1999 Ian Deviny
2000 Andrew Deviny
2001 James Winnifrieth
2002 Andy Hack
2003 Nick Tandy
2009 Jeff Smith
2020 -

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
2020 -

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
2020 Jordan Sims

NOVICE AWARD - S-CLASS

2019 Ben Cutler
2020 Matt Ayres

NOVICE AWARD - MIGLIA

1973 Kelvin May
1974 Gary Cashman

1975 Colin Davies
1976 Bryan Dugdale
1977 Peter Calver
1978 Paul Earley
1979 Keith Vinycomb
1980 Bryan Slark +
Marco Del Pizzo
1981 Gordon Pocock
1982 Miles Johnston
1983 Brian Quinn
1984 Grant Munday
1985 Mark Jones
1986 Richard Collins
1987 Owen Hall
1988 Steve Holtom
1989 Eamonn Moran
1990 Bob Pearson
1991 Jonathan Lee
1992 Steve Blunt
1993 Jonathan Lloyd
1994 Nick Reynolds
1995 David Lawrence
1996 David McGuinness
1997 Tony Higgins
1998 Endaf Owens
1999 Stephen Dalby
2000 Adrian Young
2001 Andrew Howard
2002 Paul Simmonds
2003 -
2004 Phil Anning
2005 Keith Allington
2006 Paul Baird
2007 Andrew Worsley
2008 Owen Stinchcombe
2009 Dave Drew
2010 Mark Cowan
2011 -
2012 Iain Cameron
2013 -
2014 -
2015 Ian Briscall
2016 -
2017 Alfie Brown
2018 Richard Jessop
2019 Stuart Wright
2020 Jason Balding



LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Jeff Smith 8 August 2020 1:53.023 77.50 mph new!	Kane Astin 9 August 2020 1:44.086 84.15 mph new!	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Dan Lewis 9 August 2020 1:44.713 83.65 mph new!
CADWELL PARK 2.1869	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Jeff Smith 11 July 2020 1:29.141 79.92 mph new!	Rupert Deeth 11 July 2020 1:20.154 88.48 mph new!	Zack Booth 18 June 2016 1:30.174 79.00 mph	Rob Davis 11 July 2020 1:22.041 86.84 mph new!
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestolozzi (hillclimb) 0.514	Paul Frankcom 17 August 1995 0:40.40 45.80 mph	Martin Pester 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	Paul Thompson 27 September 2008 1:42.815 67.92 mph	Rupert Deeth 20 September 2017 1:34.260 74.09 mph	Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph	Peter Crewes 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	Andrew Deviny 22 March 2003 1:14.398 79.30 mph	Tony Le May 7 April 2007 1:08.137 86.60 mph	Connor O'Brien 30 March 2019 1:16.065 77.63 mph	Phil Harvey 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	Andrew Deviny 7 October 2018 1:25.242 78.16 mph	Aaron Smith 7 October 2018 1:17.406 86.08 mph	Nick Croydon-Fowler 7 Oct' 2018 1:25.876 77.59 mph	David Franks 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	Darren Thomas 25 June 2017 2:47.198 78.81 mph	Rupert Deeth 25 June 2017 2:32.369 86.48 mph	Ben Butler 28 June 2017 2:52.185 76.53 mph	Gary Warburton 25 June 2017 2:38.213 83.29 mph
Silverstone (Oval) 0.406	Ian Curley 24 July 1994 0:24.59 36.93 mph	Jonathan Lee 24 July 1994 0:23.54 38.58 mph		
SNETTERTON (200) 1.9843	Ashley Davies 14 May 2017 1:33.597 76.31 mph	Rupert Deeth 14 May 2017 1:24.360 84.66 mph	Justin Cooper 14 May 2017 1:35.809 74.70 mph	Peter Crewes 13 May 2017 1:28.181 80.99 mph
SNETTERTON (300) 2.9689	Jeff Smith 19 September 2020 2:25.650 73.38 mph new!	Aaron Smith 19 September 2020 2:12.216 80.83 mph new!	Thorburn Astin 20 September 2020 2:28.129 72.15 mph new!	Dan Lewis 19 September 2020 2:14.269 79.60 mph new!
SPA-FRANCORCHAMPS, Bel 4.3349	Paul Clark 4 June 2006 3:13.408 80.69 mph	Paul Thompson 11 June 2011 2:58.885 88.09 mph	Julian Affleck 12 June 2011 3:21.721 77.36 mph	
THRUXTON 2.356	Paul Thompson 21 August 2005 1:37.933 86.60 mph	Nick Padmore 19 May 2019 1:28.646 95.67 mph	James Bull 2 June 2018 1:38.447 86.15 mph	Phil Harvey 19 May 2019 1:29.809 94.44 mph
ZANDVOORT, Ned 2.676	Jeff Smith 7 July 2019 2:11.495 73.26 mph	Rupert Deeth 7 July 2019 2:00.192 80.15 mph	Scott Kendall 7 July 2019 2:14.187 71.79 mph	Phil Harvey 7 July 2019 2:02.839 78.42 mph
ZOLDER, Bel 2.492	Darren Thomas 17 August 2013 2:05.782 71.32 mph	Aaron Smith 17 August 2013 1:54.818 78.13 mph	Julian Proctor 17 August 2013 2:13.915 66.99 mph	

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

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

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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




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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 n
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 GRAY
18	Elliot STAFFORD
22	Stuart HORSFALL
44	Darren MOON
45	Chris MORGAN
64	Alex OSBORNE
92	Jason PORTER



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Mini-7 S-Class

#	Driver
711	Damien HARRINGTON
712	Greg DAW
715	Jonnie KENT
716	Julian BEAVIS n
720	Ben CUTLER
721	Arnold DUNCAN
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



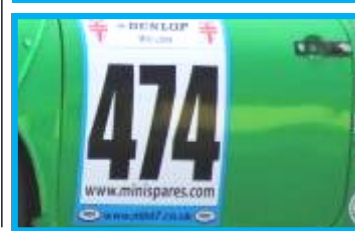

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Mini Libre

#	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



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