

Pit & Paddock

2021

Official Newsletter of the Mini Seven Racing Club

2021: Issue 4



www.mini7.co.uk

Mini Se7en:
Mixing it up...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



SUMMER SIZZLER!

Mini-7 S-Class:
The chase is on

Mini Libre:
Incredible invites

RACE REPORT: *INTENSE MINI ACTION AT SILVERSTONE*



Mini Miglia:
Closer than ever...

FOUND!: HISTORIC MIGLIA RACER

Cadwell Park preview...

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

Latest Club news
Revised 2021 calendar
Technical updates
Points standings

From the Archives

A-to-Z of drivers: 'S' pt 2...
50 years ago: Combe 1971



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Mini Spares.... At the of your engine

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...And what happens when original parts become obsolete, or when the aftermarket doesn't produce a product that's up to our high standards? We make our own - and that's just what we've done with our new range of engine internals.

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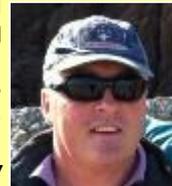
The views expressed in this newsletter are those of the contributors and are not necessarily the same as those of the Editor, the Committee, or of the Mini Seven Racing Club as a whole •

Free to choose

After so long living under the shadow of the global pandemic, with restrictions on freedom of movement and the disappointment of not being able to fully socialise with friends and loved ones - either down the 'local', at a live performance or sporting venue - it appears that the time is upon us to 'throw off the shackles', so to speak. The UK Government has specified Monday 19 July for the final easing of lockdown restrictions in England at least, when the legal requirement to wear face masks and keep a specified distance apart, in public spaces indoors or out, is no longer mandatory. However, as with previous announcements on the subject made from 'on high', there will of course be any number of caveats and extensions built into that proposed date, not least the potential for another fast-spreading COVID variant infection prompting medical experts to insist some form of lockdown is re-applied. With the football Euros and Wimbledon tennis championships coming to their conclusions this weekend, we have all seen the return of

crowds, already denser and more socially interactive than the 'rules' might otherwise imply. Absolutely great of course for the much-missed atmosphere created when spectators are present, and of course for the financial stability of the organising hosts and associated supply chains. However, despite the perceived success of the vaccine roll-out over the past months, and the statistical analysis which shows a clear link to reduced deaths from coronavirus, there is also bound to be more than a lingering doubt from some quarters that full lifting of restrictions might just be too much, too soon. Only time - and detailed testing, research and analysis - will tell if the scheduled 'return to normal' is the right thing to do on 19 July but, as with those who choose to risk racing a car at high speed, we do retain the individual freedom of choice to still wear a mask and maintain a 'safe' social distance until we can be absolutely sure...

RW



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MINI LIBRES BOOST CLUB PROFILE



TERRIFIC DISPLAY IN COMBINED RACE ALONGSIDE MG CUP...

At the recent Silverstone GP meeting, the Mini Libre category produced a highlight of a superb weekend of racing for the M7RC, when it competed alongside one of the organising club's own championships. With only a fully combined Race 2 grid available on the Sunday, the M7RC was faced with a number of reserves as the mega entry far exceeded the 58 grid limit. However, after some pre-emptive discussions the MG Car Club kindly offered a pragmatic solution come race day, and a slot on the back of one their MG Cup races which had ample spaces to spare. This allowed the whole Libre Invitation class to shift across from the combined Mini Challenge onto the back of the MG Cup grid, but importantly be able to score full points rather than just 2 apiece for a consolation runout, leaving the Miglias, Se7ens and S-Class to all comfortably start their Race 2 together. Despite a delay in the previous event to scoop up stranded cars, and then a problem with the starting lights which prompted a second warm-up lap in blistering heat, the 16-car MG Cup headed off for 8 laps, seven Libres then being released 10 seconds later minus Craig Cox who had already pulled off with



a small electrical fire. Within no time at all, the leading Minis were not only catching the attention of the circuit and live streaming commentators, but visibly scything through the MG field (ten ZR/ZS models, a TF, a quartet of Rover 220 Tomcat Turbos and a Rover Metro), Dan Lewis's 8-port soon up to 4th overall and David Frank's 16V not far behind either. While the overall race-leading Metro was able to outpace a fiercely duelling pair of Tomcats, Lewis had by now set the overall fastest lap of the race but unfortunately then started to emit puffs of smoke, unfortunately trundling into the pitlane on the final lap with falling oil pressure. A joyous Franks thus took the Mini class victory, with Phil Harvey running strongly to an eventual 5th overall thanks to a misfire remedy that involved a 'piece of wood and a hammer'! Harvey Death got good mileage from his 'Fastest Mini in the World' race-promoting car, taking 7th on the road from a chuffed Huw Turner, 8th in his 16V and finally Les Stanton's 1293 plugging on to 12th of 20 finishers after Andy Dickinson's 1360 stopped on lap 6 with a loss of coolant. "It's cooked itself" was his summary afterwards.

For onlookers, the race proved a fascinating spectacle, as the pint-sized Mins firstly reeled in the bigger machines up ahead but then offered some really interesting comparisons in lines and braking points too, Phil Harvey commenting afterwards that it was "just like racing with the British Car Trophy".

Thanks must go to all Libre drivers for their patience in having to wait a little longer on the Sunday for a second race, but also for putting on a grand display of racing that really shone a light on the M7RC but also the 'free formula' nature of the class itself. Finally, a big thanks must go to the MG Car Club and the MG Cup competitors for their willingness and generosity of spirit in allowing a guest series to join them on-track when they also have their own championship and race strategies to consider - hats off to proper racing folk...

Photos: J Tanner/T Pratley + P Harvey

PITLANE REVIEW

The M7RC's annual, glossy full colour, Pitlane Review 2020 magazine is now available, either in the paddock at the Club stand, or for posting details contact mike.jackson@mini7.co.uk



MINI 7 MEMORIES

Ten more issues of the M7RC Archive are available, 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 available from Mike Jackson on the Club stand or via mike.jackson@mini7.co.uk 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, although if anyone has pictures from 1998 & 1999 then please email any copies to richard.williamson@mini7.co.uk



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MOTORSPORT UK UPDATE

25 June 2021

EU VNUK Legislation – Latest Update

On 21 February 2021 Motorsport UK announced to its community the news that its considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue had been successful. Earlier that day, the Department for Transport had confirmed that it would be taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive. This news was met with enormous relief within our community – the EU rules would have meant any motor-

sport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process. There remained some concern that implementation of the Vnuk law in Europe would affect UK members competing in Europe and significantly increase insurance premiums. Furthermore, businesses would have looked to pass the costs down their supply chains, which could have had an impact on motorsport businesses based in the UK. In further positive news, on Tuesday

22 June the EU Commission announced that they would exclude all vehicles exclusively intended for motorsport from the Vnuk legislation. There remains a need for clarity on the matter of dual-use vehicles (road registered car used in competition) and we will provide a further update once that becomes available. In the meantime, those competitors should actively check the extent of cover provided by organisers as part of their pre-Event preparations and entry process, and ensure that they have adequate valid insurance cover for all road use within the EU, as with the UK. •

Image: courtesy MsUK

MINI SHORTS



Thanks to Membership Secretary Baz Payne and Technical Sub-Committee Representative Mark Wanstall, a renewed discount on parts has been agreed with title co-sponsor Mini Spares. All that M7RC members have to do - be it either Race Registered or Social - is phone up Mini Spares with their name and membership number and a discount will be applied based on a variable rate according to the specific product. This means a discount on, for example, wheel arches may be at a higher rate than a brake calliper. Alternatively, anyone that e-mails Mini Spares for the discount will need to make a note in the 'Comments' box that they are a M7RC member, and again give their name and membership number. For details call Mini Spares head office on 01707-607700 or visit the website •

Image: www.minispares.com

mini spares

Similarly with another Challenge sponsor Spax, all members have to do is simply phone up direct or alternatively send in an order online to: orders@spaxperformance.com stating you are a M7RC member, and, of course, confirm your membership number. As with the Mini Spares offer, the Spax discount is variable depending on product •



Images: courtesy Spax Performance

MANSER MIGLIA FOR BRANDS FESTIVAL



few questions that I can use to publicise the 50th Anniversary event later this year," adding "the funnier the answers the better!"

1. The era you raced in Miglias;
2. First race in a Miglia and how did you get on;
3. Favourite race and why;
4. Fiercest rival and why;
5. Your Miglia hero and why;
6. Favourite ever Miglia racecar;
7. Best era for the Miglia series;
8. Do you know of an older period-spec Miglia we could put on show? Please message the M7RC facebook page with your answers/contact details, or message him direct ianfraserbs27@gmail.com while we can thoroughly recommend Ian's brilliant facebook group page under 'RetroMini7pics'

Photo: courtesy Owens Fabrication

At last an older period Mini Miglia has been found to enhance the M7RC's Miglia 50 celebrations at Brands Hatch on 21-22 August. Endaf Owens now owns the ex-Phil Manser car (above) and is hoping to get it up and running for the event. It's 20 years since the car did its last ever Miglia race, at Silverstone. "Who knows, we may even get it out for a few demo runs..." suggests Miglia 50 coordinator, Ian Fraser. If there are any more old period Miglias out there under a sheet in your garages then let Ian know and he would be happy to include them, and already Robin Jones has been in touch to say the car raced by his late father, Brian Jones is still owned by the family, almost as it was when it last raced at Donington in 1993 with 1000cc engine •

CALLING ON ALL PAST & PRESENT MIGLIA DRIVERS!

Last season (2020) was officially the 50th Anniversary of the Mini Miglia series, but unfortunately with COVID-19 and whatnot, we missed the opportunity to host the celebrations, so Miglia/Libre racer Ian Fraser has 'stepped up to the plate' by compiling a range of survey questions to try and get the party (belatedly) back on again in 2021! "To kick things off" begins Ian, "I'm calling on all past and present Miglia drivers to take 5 minutes to answer a



Out now! New T-shirts & stickers to commemorate 50 Miglia Years available from Ian Fraser at the circuits

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Image: FMITW



www.fmitw.com
 Nigel Death 07758 808131
 FMITWR@gmail.com

Fastest Mini in the World Update

Mini Festival Brands Hatch 21-22 August

Since announcing the race date for the Castrol Classic Oils Fastest Mini in the World race - which will accompany the Dunlop Mini Challenges supported by Mini Spares - the iconic event is shaping up to be an entertaining spectacle. The grid has been growing week-on-week and is living up to expectations with an eclectic group of classic racing minis that will each be vying for honours. Interest in the race hasn't been from just the UK; COVID-19 dependant racing guests from overseas - including from Canada, Malta, Holland, Germany and Australia - are very interested, and the website www.fmitw.com has received over 15,000 worldwide visitors since launch just four months ago - it's really attracting interest across the globe... To further promote the event, Libre racer Harvey Death raced with the 'FMitW Globe' and 'Born to Race' logos on a pea green car at the Silverstone GP meeting on 12-13

June, with a spare Miglia engine, and which was originally built and raced by Josh Evans with KAD 1380cc 16v power. The shell was sold last year to Miglia frontrunner Rupert Deeth who has raced alongside Death in historic. It's certainly a race with a real pedigree of both fantastic cars and drivers, as the 'Fastest' line-up in recent years at Brands Hatch below shows •

FMitW - Hall of Fame

| Year | Winners | Fastest Lap | Time |
|------|------------------------|---------------|---------|
| 2019 | Harvey Death | Jim Lyons | 52.000 |
| 2018 | Aaron Smith | Aaron Smith | 54.535s |
| 2017 | Chris Slade | Chris Slade | 52.571s |
| 2016 | Bill Richards | Bill Richards | 53.139s |
| 2015 | Harvey Death | Bill Richards | 52.220s |
| 2014 | Martin & Richard Wager | Endaf Owens | 52.344s |
| 2013 | Pat Ford | Endaf Owens | 52.565s |
| 2012 | Sam Summerhayes | Bill Richards | 52.238s |



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CLASSIC MINI RACING ROUND-UP



Storming through Summer...

HRDC Touring Cars 1958-66 Thrupton 12 June

Competing for the 'Jack Sears Trophy', new Mini Se7en recruit Mike Jordan steered the leading 1293 Austin Cooper S to 4th overall behind a trio of 1.6 Lotus Cortinas. Libre frontrunner Richard Colburn shared his Morris example with motorbike racer Maria Costello MBE to 6th in class, then Colburn also started the 'Dunlop Allstars' Pre-66 Sports/GT/Touring Car event but retired, leaving Kevin O'Connor as the sole Mini Cooper at the finish. Interestingly, Miglia racer James Colburn drove a rare 1380 Lenham Sprite GT.

Lydden Hill 4 July

The series reconvened in Kent in early July, with Andrew Jordan taking over the JRT-prepared Austin Cooper S to finish 2nd overall on aggregate in the two-heat 'Liqui Moly/Jack Sears Trophy' event behind the similar car of Nathan Heathcote, with reigning Libre champion Dan Lewis wheeling out his Austin example for 3rd. Richard Colburn was again out in his Mk1 S but was classified 11th after losing laps in the first heat. That Lenham Sprite was out again in the Sports/GT/Touring event, this time Ben Colburn (also in Miglias) taking it to an overall victory ahead of Mike Jordan's class-winning Cooper S.

CSCC Swinging Sixties + Mintex Classic K Series Cadwell Park 12 June

Half a dozen Minis made up the 29-car Swinging Sixties Group 1 grid won overall by a 1380 MG Midget, Lawrence Warr's 1293 Morris Cooper S winning Class F in 7th overall, with Anthony Hunting's 1380 Cooper next up and best in Class C. Nick Jesty's 1293 Austin Cooper S was the only Mini to start the poorly supported Classic K race.

HSCC Historic Touring Car Championship Donington Park 27 June

A couple of familiar names with strong M7RC connections headed up seven Minis in this double-header, Bill Sollis twice winning the K3 class in his Morris Cooper S, 13th overall in the early afternoon race, then 7th overall in the teatime encounter, behind an eclectic mix including Ford Sierra RS500 Cos-

worth, BMW E36, Camaro, Ford Falcon, Mustang and Lotus Cortinas. Former Se7en racer Nick Paddy in a similar car to Sollis shared a 2nd and 3rd in class apiece with David Ogden (Austin Mini). Further back, Roger Godfrey recorded a pair of Class D wins in his Austin Cooper S.

CTCRC Pre-66 & Pre-83 Touring Car Championship Castle Combe 4 July

With the likes of Beemer, VW, Triumph, Ford, Alfa and Jag up ahead in the latter Shell-backed category, the older Poultec Race Engines-sponsored Pre-66 cars were led home in both races - the first dry, the second raining - by former Miglia and F3 racer Steve Maxted in a 1275 Austin Cooper S, narrowly in front of A-Series engine builder Paul Inch in his 1293 Cooper. The 1293 Minis of Nathan Williams and Andy Messham also took part.

CNC Heads Sports/Saloon Car Championship Oulton Park 12 June

Apart from a Lotus Elan and an MG Midget, the only other 'classic' in this was the 1293 Mini Miglia of Gary Warburton which finished 2 laps down on the overall leaders, 3rd in Class C. •

RW

SWIFT'S SPEED

Engine builder and historic racer Nick Swift has been invited to go up the hillclimb in the Swiftune Longman 1275 GT at this weekend's Goodwood Festival of Speed (8-11 July) and which features the 'Touring Car' celebration •

Photo: courtesy Swiftune



MINI SHORTS

BARC MIGHTY MINIS

Oulton Park 12 June
Fifteen cars turned out for rounds 5&6 of the 1.3 Rover Mini-based championship, and in the 10-lap opener it was David Kirkpatrick who bagged the overall win in his Super ahead of Ian Slark, with brother Neven in 3rd. Dan Heywood was the best of five Standard runners. The late afternoon runout was reduced to 9 laps, Slark getting the nod on this occasion from Greg Jenkins and the earlier winner completing the lead trio, while Heywood repeated his Standard class win.

Thrupton 3-4 July

For rounds 7 & 8 A larger entry of 24 graced the Hampshire venue, Saturday's 10-lapper falling to Jenkins by 0.825s ahead of Stuart Coombs, followed home by Martyn Hathaway. In the Standard class, Matthew Baker was 0.397s ahead of Heywood, then Darren Roberts in 3rd. Sunday's grid was down to 20, this time Jenkins shuffled back to 2nd by Steven Rideout as five cars crossed the line virtually together the rest led by Tom Grindall. Baker would have scored a Standard double but for a 1s penalty which promoted Baker to 1st, Roberts again completing the lead trio •

Mini 'Cooper 60 Years' Race set for Goodwood Revival

With a couple of months to go until the much-anticipated return of the Goodwood Revival, the organisers have confirmed the schedule of races for the meeting on 17-19 September, especially the John Whitmore Trophy on Saturday 18th. This one-off race for 2021 will celebrate 60 years of the Mini Cooper by pitting 30 of the diminutive saloons up against each other in a two-driver, 45-minute challenge. Following the success of the all-Mini St Mary's Trophy in 2009, and the Betty Richmond Trophy at the 77th Members' Meeting, this is sure to be one of the closest and most exciting races of the weekend •

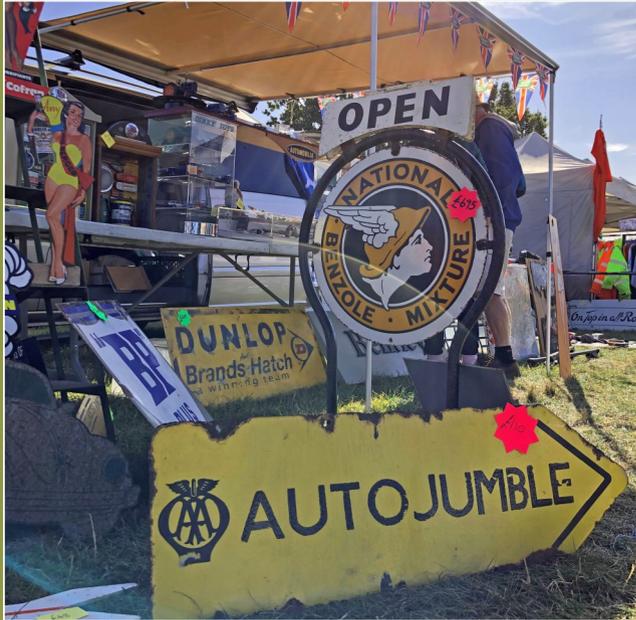
www.goodwood.com

Photo: courtesy Historic Mini Racing

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BEAULIEU AUTOJUMBLE RETURNS

Beaulieu's International Autojumble is set for a return on 4-5 September. Eagerly anticipated by thousands of motoring enthusiasts, the International Autojumble has been a cornerstone of the event season for over half a century and is the place to search for bargains and great buys. In addition to the huge selection of spare parts on offer for historic vehicles are motoring books, model cars, vintage clothing, signs, collectables, automobilia and other automotive treasures. Beaulieu is also calling for everyday cars of the Sixties, Seventies and Eighties to join its new display of 'Forgotten Favourites', honouring cars that used to be on every street corner, but are now long forgotten - a nostalgia-fuelled display to bring back memories of family holidays, driving lessons, baking hot vinyl seats and beige colour schemes, with long-lost first cars, family wagons, scarce saloons and historic hatchbacks • www.beaulieu.co.uk/events/international-autojumble Image: Newspress



WEAR THE MASK IS ALL WE ASK



With the likelihood of the COVID-19 virus still affecting how we all go motor racing well into the 2021 season, even with the roll-out of vaccine programs, 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 double-layer, 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 are still in force (at least until 19 July), with Motorsport UK and event organisers 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 should put on a mask if not wearing a crash helmet and fire-proof balaclava, so being prepared to wear 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! •



SETTING THE STANDARD - in 2021 and beyond

As you will be aware, for motor racing to carry 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 the COVID-19 guidelines, either from the MsUK or the UK Government. We are confident that our Club will follow them completely to the 'letter' and thus be recognised as a standard on compliance and safety. Under the latest UK Government edict, until the 19 July therefore we would ask the following:

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 recommended, at least not officially until 19 July under the latest UK Government guidelines;
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 any 'failure' of the M7RC to make reasonable efforts follow the rules to be a reason for motorsport in the UK to be closed down again • *on behalf of the M7RC Committee*

Mini 7 Racing Club "Our rules, our standards"



Photo: J Tanner/T Pratley

Photos: M Barrington + S Roche



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TECHNICAL UPDATES

Scrutineers' Report

Silverstone GP Race Weekend 12-13 June 2021

MINI SE7EN / MINI-7 S-CLASS / MINI MIGLIA / MINI LIBRE

Qualifying session - all classes
Selected cars were weighed

Race 1 - Mini Se7en / S-Class
Selected cars were weighed, selected cars were elevated on the ramp, exhaust systems were checked for compliance and a general underbody inspection carried out
Final drive ratios were checked on selected cars

Race 7 - Miglia / Libre
Selected cars were weighed, underbody inspection on ramp and final drive ratios checked

Race 10 - Miglia / Se7en & S-Class
Selected cars were weighed, sealing wires attached to selected cars

Race 12 - Libre
Selected cars were weighed

We had been advised pre-event that this weekend was to be heavily scrutinised due to a breach of Covid rules at a previous event which had necessitated a visit from the local constabulary. We were given strict instructions as to the number of cars / people allowed in *parc fermé* and checks were to be carried out with no contact. Clerks and Stewards were present in the scrutineering bay while checks were carried out and there was an increased presence of Covid officers and marshalls in all areas. Therefore it was necessary to wave the majority of cars through the bay back to the paddock and only retain a small number for checks. However, all went well and we achieved our goals, the Chief Scrutineer was happy as was the Senior Clerk. Visual inspection in the assembly area revealed some incorrectly fastened seat harnesses which were fol-



Photos: J Tanner/T Pratley

lowed up in the paddock post-qualifying. An excellent weekend of racing followed which did the Club proud and attracted comments on social media through the live streaming.

Regards
**Julian Affleck
& John Wasilewski**
M7RC Eligibility Scrutineers

TECH TIDBITS



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), can be ordered via Barry Payne membership@mini7.co.uk or via Libre rep Phil Harvey at phil.harvey@mini7.co.uk. 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 or 2022 •

Image: P Harvey

STICKY NOT TRICKY DECALS
A few cars are occasionally 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 & one windscreen header;
• One (x1) MINI SPARES decal inside car & clearly visible when viewed on camera in-car footage;
• 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.
• Optional - two (x2) M7RC decals, one forward-facing & one rearward-facing... Simple, really! •

MAKING A DIFF-ERENCE
The M7RC has sourced a new batch of Quaife ATB differentials, as used in both the Mini Miglia and Mini Libre series. These diffs are available exclusively for drivers of these classes only, so for info and ordering contact Mike Jackson, via: thejackson7@hotmail.com •



Image: courtesy Quaife

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES

Technical Sub-Committee Reminder

June 2021

MINI SE7EN / MINI-7 S-CLASS / MINI MIGLIA / MINI LIBRE

Following a recent meeting at Silverstone in June, the M7RC's Technical Sub-Committee reminds all competitors and engine builders that the following regulations clearly state 'UNMODIFIED'. Polishing of these parts is prohibited:

TR.5.18.3.6 (re. Mini Se7en) and **TR.5.19.3.12** (re. Mini-7 S-Class)
Camshaft: Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.

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

TR.5.19.5.1 (re. Mini-7 S-Class)
Original standard production unmodified Rover Cars 'A-Series' transverse 4 synchromesh helical gears are mandatory.



ACTION, CAMERA, LIGHTS...

As these pictures from onboard cameras show, the weather at Snetterton recently raised a few questions over visibility and the use of lights in particularly gloomy conditions. Indeed the organisers displayed a pitlane exit-board requesting that rearward-

facing (red) 'Rain Lights' be switched 'On', although a request for headlights was not forthcoming. However, it is suggested that should similar conditions arise in future, for added safety all drivers should be aware that headlamps may also be prudent when coming up behind fellow competitors. Similarly, all drivers are reminded to observe and respect white line boundaries when entering end exiting pitlane... ●



Images: P Harvey

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES

VEHICLE LOG BOOKS

Although not yet compulsory, the Vehicle Log Book system will be trialled in 2021, with the class Driver Reps and Scrutineering team on hand in the paddocks, encouraging competitors to take up the system during this season with a view to introducing them as a mandatory requirement from 2022. In order to start the ball rolling - if you haven't already done so - the following information is required to generate an A5-sized vehicle log book, which will then be issued by the M7RC:

- Seven pictures of your car in .JPG format:
Examples shown right, from top - front quarter view; rear quarter view; front view without bonnet & front wings (if possible); inside front view from passenger door; inside rear view from passenger door; l/h view of boot interior; r/h view of boot interior
- As much information in the Details section (examples below) as possible.

For an application form, or to send info & pictures: phil.harvey@mini7.co.uk

Ownership History

| Name | Address | Competition Class | Date of Transfer |
|-------------|---------|-------------------|------------------|
| Phil Harvey | B23 5QW | Mini Miglia | Oct 1999 |
| Phil Harvey | B23 5QW | Mini Libre | Jan 2017 |
| | | | |

Roll Cage

| Type | Manufacturer | I.D. / Serial No. | Features | Fitter / Welder |
|--------------------------------|----------------|-------------------|--|-----------------|
| Multi Point Bolt -in Roll Cage | Safety Devices | | Seat Frame bolted to Central & B-Post plates | P Harvey |
| | | | | |

Bodywork

| Build Date | Manufacturer / Constructor | Features / Notes |
|------------|----------------------------|-----------------------------|
| 1999 | Harvey | Built-in rear anti-roll bar |
| | | |

Fuel Tank

| Type | Manufacturer | I.D. / Serial No. | Features / Protection | Expiry Date |
|-----------|--------------|-------------------|-----------------------|-------------|
| Savercell | ATL | 565160559 | Within subframe & box | Oct 2024 |
| | | | | |

Seat

| Manufacturer | Model | FIA Standard | Expiry Date |
|--------------|-------------|--------------|--------------|
| Cobra | Suzuka T GT | 8855-1999 | 31 Dec' 2023 |
| | | | |

Harness

| Manufacturer | Model | FIA Standard | Expiry Date |
|--------------|---------|--------------|--------------|
| Sparco | 6 Point | 8853-2016 | 31 Dec' 2023 |
| | | | |

Fire Extinguisher

| Manufacturer Type | Extinguishant Capacity | Nozzles Positions | Type |
|-------------------|------------------------|------------------------------------|------------|
| Lifeline Zero 360 | Novac 1230 2.25 litres | Six; 4 Engine, 1 Cock-pit & 1 Boot | Electrical |
| | | | |



TECH TIDBITS

A POLITE REMINDER FROM THE CHALLENGE TYRE SUPPLIER...



We are delighted Racing is starting but with Covid-19 still part of our lives we just wanted to remind you of the procedures at the circuit.... As government guidelines dictate, and because we want to protect our staff during this time, we must minimise social and physical contact. Therefore the following procedures are in place for each race weekend and test:

During the week of the race weekend and tests:

- 1) Order tyre requirements with HP Tyres office at the beginning of the week by phone/email;
- 2) An invoice will be emailed over to you to look at and agree;
- 3) Payment for tyres must be settled before the event/test, no remittance at the circuit will be possible

At the circuit:

- 4) Take wheels over to the service 'Drop off' area - this will be clearly signed;
- 5) Give the admin staff your name and invoice number and they will allocate a time for collection;
- 6) HP Tyres staff will move the wheels over to the fitting area where your tyre requirements will be fitted;
- 7) Return at designated time to collect fitted tyres from 'Collection Area' - clearly signed.

Monday after race weekend:

- 1) A credit note will be raised for any tyres which have been paid for but not taken at the circuit and monies refunded back to you. Please understand that there will be no payment facilities at the circuit and no paperwork handover. Therefore it is imperative that all tyres are paid for prior to the race weekend/test to avoid disappointment.

If you have any questions please contact our office and we will endeavour to answer your queries. We look forward to seeing you all out on track •

Kind Regards

John Pearson, Company Director

Units 5 & 6 Broad March Trade Park,
Long March Industrial Estate, Daventry,
Northants, NN11 4HE
Tel: (01327) 301887
www.hptyres.com
Email: office@hptyres.com



Image: ????????

RACE RECAP

Silverstone GP

12-13 June 2021

National Rds 5 + 6



Summer Sizzler!

Intense Mini action ensured the MG Car Club's meeting was a blistering success

The Mini 7 Racing Club joined its MG cousins for a sweltering weekend of classic race action on 12-13 June, with four fabulous Mini races to keep everyone fully entertained between sunbathing and cold drinks!

Saturday lunchtime saw the Se7ens and S-Class out first, and a hectic battle up front resulted in Joe Thompson taking the 1.0-litre honours out of the last corner having been deflected across the grass but without losing first place, Spencer Wanstall and Nick Croydon-Fowler bagging the other podium positions as Jonathan Lewis lost out on the run to the flag. Michael Winkworth again cleaned up in the mildly tuned 1275 category, more than a dozen seconds ahead of the chasing pack, led by Ryan Taylor at the finish after Matt Ayres lost power.

Some four hours later, the full-bore 1293 Miglias produced an even closer performance at the head of the field, Endaf Owens and Andrew Jordan swapping the lead throughout before the former edged it across the line by just 0.044s, with Rupert Deeth and Aaron Smith right in their slipstream. In Libres, 2020 class Champion Dan Lewis made a winning return in his 8-port, although 'polesitter' David Franks wasn't far behind in his newly built 16v example.

Sunday's massive early afternoon line-up contained Miglias, Se7en and S-Class all together, and again the dicing was breathtaking to watch. Having risen to the front from the fourth row of the reverse grid format, a missed gear was enough to demote Andrew Jordan back behind Aaron Smith and Kane Astin who finished 1-2 by a mere 0.101s, with Endaf Owens right on Jordan's tail after Rupert Deeth dropped out at halfway. Chris Morgan and Sam Summerhayes almost joined the leading quartet across the line too.

The leading Se7ens and S-Class remained unlappped around the 3.66-mile track, and after Joe Thompson and Spencer Wanstall had been eliminated on the opening lap, it was eventually Jonathan Lewis who triumphed ahead of an almost-dead-heat between Connor O'Brien and Jeff Smith,

the latter clawing back points after pitting briefly in the previous day's race. Driving car #41, Lewis admitted to a teary moment afterwards as he fondly recalled his 1980 title triumph! In S-Class, Winkworth's margin of victory was a lot smaller this time, although he still managed to rise from 8th on the grid to lead within a couple of laps, Darren Cox following up his 3rd from the day before with a strong 2nd from Damien Harrington, although Matt Ayres remained 2nd overall in the points.

Finally, to allow everyone a second race on Sunday, the MGCC kindly offered space on the back of their MG Cup grid for the whole Mini Libre invitation class, and despite a delay clearing up stranded cars from the previous race, the Libres put on an impressive performance chasing the 'libre' MG selection from a 10s delay, Dan Lewis storming up to 4th overall before ominous puffs of smoke signalled falling oil pressure, David Franks sweeping past on the last lap to claim full points ahead of Phil Harvey in 2nd.

Of further note was the continued live streaming during these restricted times for spectator attendance, and the excellent coverage from Silverstone via MySupercar Productions. •

RW



Photos: M Barrington

RACE RECAP



Photos: M Barrington

Summer Sizzler!

NOTES ON THE CARS:

Miglia

#4 - Running hot in R1 but recovered for 9th; engine swap overnight saw him closer to pace in R2, just off leaderboard
 #8 - Buzzed engine after missed gear in R1; precautionary valve change for R2 saw competitive run in chasing group
 #11 - Gearbox swapped after early qualifying halt, superb recovery from penultimate row to 6th in R1; even better in R2 to claim 2nd, just 0.101s shy of victory
 #15 - Engine rebuilt after previous Silverstone crank failure, MG clash in testing meant patch up for R1, early spin but recovered to 12th; improved to 10th in R2
 #20 - Qualifying off at Maggots/Becketts complex meant DNS for R1; front-end rebuild in time for R2 although steering still awry, pulled in after 4 laps
 #21 - Dogged R1 pursuit of lead duo but shuffled back to 4th; storming R2 victory despite clash lapping S-Class...
 #23 - Fine 3rd in R1 despite gearshift issues; swapped 'box for R2 and well in the hunt before gremlins struck
 #26 - Uprated parts helped improve pace for a double-finish, shadowed Se7en leaders in R2 as "learning" exercise
 #27 - Getting up to speed in R1 before engine cut; ECU tweaks for R2 and running well before repeat DNF
 #32 - Masterful battle in R1 to claim victory by just 0.044s; engine swap for R2, fuel leak so happy with 4th
 #34 - Withdrawn after engine issues in pre-event testing...
 #37 - Decidedly 'off-colour' in R1 before diff failure; sat out R2 still feeling the effects from previous day...
 #44 - Early clash in R1 damaged steering rack; repaired for R2 and an entertaining scrap in midfield for 13th spot
 #45 - First Mig run for two years, no real problems and well on the pace for a pair of high scores



#47 - A spot of 'fettling' in deepest Wales transformed the handling, with a brace of top-10 runs; big grins all round...
 #55 - Best of the rest in R1 to claim more big points despite long brake pedal; dropped out on opening lap on Sunday
 #62 - Despite 4th gear 'popping out' all weekend, battled among midfield throughout for two decent finishes
 #69 - Entry withdrawn...
 #72 - Ditto above, car not ready...
 #77 - Set pole for R1, monster battle for lead before pipped at the post; missed gear in R2 enough to drop him to 3rd
 #85 - Well in the mix for R1 before tyres went 'off'; on 'pole' for R2 but shuffled down order to finish 6th
 #88 - Late diff swap saw R1 pitlane start, struggled to repeat Snetterton pace but at least a double finish
 #91 - Steering issues saw early DNF in R1; handled better in R2 for a good run among the midfield bunch
 #96 - After Libre woes of recent seasons, making good progress in Migs, as a pair of solid 11ths in the pack testify

Libre

#113 - Ongoing misfire from 1380 5-port in R1 but soldiered on to finish; 'diy' tweak transformed R2 result
 #123 - Fuelling issue on 1380 16V appears to be sorted after previous Silverstone outing, with two strong finishes
 #126 - Bent valves on 1380 16V after qualifying, eventually resigned to a double-DNS
 #133 - Outgunned on GP straights with 1293 5-port, but chased gamely for decent points to stay top of standings
 #171 - First 2021 run for reigning class champ', 8-port 'at home' for R1 win; R2 repeat on until oil pressure dived
 #177 - Loaded back onto trailer after qualifying with no oil pressure from 7-porter...
 #179 - Debut of 1360 unit, car converted from S-Class, good battle for final podium spot in R1; overheated in R2
 #186 - Set pole for R1 in new 1380 16V and ran well to 2nd; kept up chase in R2 and rewarded with last-lap victory
 #232 - R1 curtailed by crank sensor glitch after a lap; then battery isolator shorted-out/fire on R2 warm-up lap...

Silverstone Recap continued over



RESULTS: Round 5

Mini Se7en & S-Class

| Pos | # | Driver | 8 Laps |
|-----|-----|--------------------|-----------------------|
| 1 | 80 | Joe Thompson 7 | 22:24.017 - 78.43 mph |
| 2 | 2 | Spencer Wanstall 7 | |
| 3 | 99 | N Croydon-Fowler 7 | |
| 4 | 41 | Jonathan Lewis 7 | |
| 5 | 71 | Andrew Deviny 7 | |
| 6 | 01 | Jeff Smith 7 | |
| 7 | 4 | Lee Roberts 7 | |
| 8 | 87 | Connor O'Brien 7 | |
| 9 | 18 | Tina Cooper 7 | |
| 10 | 728 | M Winkworth S | 23:23.409 - 75.11 mph |
| 11 | 95 | Julian Proctor 7 | |
| 12 | 784 | Ryan Taylor S | |
| 13 | 732 | Darren Cox S | |
| 14 | 711 | D Harrington S | |
| 15 | 777 | Dave Rees S | |
| 16 | 758 | Matt Ayres S | |
| 17 | 82 | Graham Penn 7 | |
| 18 | 766 | Geoff Williams S | |
| 19 | 715 | Jonnie Kent S | |
| 20 | 796 | Mark Chappell S | |
| 21 | 744 | Ben Seyfried S | |
| 22 | 795 | Stuart Gilby 7 | |
| 23 | 729 | Darren Jeremiah S | |
| 24 | 709 | Graham Sheppard S | |
| dnf | 22 | Darren Thomas 7 | 4 laps |
| dnf | 49 | Ross Billison 7 | 3 |
| dnf | 76 | Jo Polley 7 | 3 |
| dnf | 712 | Greg Daw S | 3 |
| dnf | 48 | Chris Didcott 7 | 3 |
| dnf | 31 | Gareth Hunt 7 | 1 |
| dnf | 763 | J Cockburn-Evans S | 0 |
| dnf | 742 | Ben Butler S | 0 |
| wd | 6 | Graeme Davis 7 | |
| wd | 7 | Jordan Sims 7 | |

FL/7 J Smith
 2:45.637 - 79.55 mph
 FL/S M Winkworth
 2:48.496 - 78.20 mph
 Pole/7 J Smith
 Pole/S M Winkworth

Mini Miglia & Libre Invitation

| Pos | # | Driver | 8 Laps |
|-----|-----|-------------------|-----------------------|
| 1 | 32 | Endaf Owens M | 20:18.784 - 86.49 mph |
| 2 | 77 | Andrew Jordan M | |
| 3 | 23 | Rupert Deeth M | |
| 4 | 21 | Aaron Smith M | |
| 5 | 55 | Ben Colburn M | |
| 6 | 11 | Kane Astin M | |
| 7 | 45 | Chris Morgan M | |
| 8 | 85 | Sam Summerhayes M | |
| 9 | 171 | Dan Lewis L | 20:44.343 - 84.72 mph |
| 10 | 4 | Colin Peacock M | |
| 11 | 47 | Darren Mason M | |
| 12 | 186 | David Franks L | |
| 13 | 96 | Justin Cooper M | |
| 14 | 15 | Gordon Pocock M | |
| 15 | 62 | Chris Lovett M | |
| 16 | 88 | Kieren McDonald M | |
| 17 | 123 | Huw Turner L | |
| 18 | 179 | Andy Dickinson L | |
| 19 | 133 | Les Stanton L | |
| 20 | 26 | Peter Arnold M | |
| 21 | 113 | Phil Harvey L | |
| dnf | 37 | J Cuthbertson M | 6 laps |
| dnf | 27 | Peter Harries M | 4 |
| dnf | 283 | Harvey Death L | 4 |
| dnf | 8 | Scott Kendall M | 2 |
| dnf | 91 | Thorburn Astin M | 2 |
| dnf | 232 | Craig Cox L | 1 |
| dnf | 44 | Shaun King M | 1 |

ns 20 Mark Sims M
 ns 177 Peter Crewes L
 ns 126 Peter Hills L
 wd 34 Joe Ferguson M
 wd 69 Tony Le May M
 FL/M A Smith
 2:30.826 - 87.37 mph (record)
 FL/L D Lewis
 2:32.906 - 86.18 mph (record)
 Pole/M A Jordan
 Pole/L D Franks

3.6604-mile GP circuit

RACE RECAP



...Summer Sizzler!

Silverstone GP

12-13 June 2021

National Rds 5 + 6

#283 - Running with 'Fastest Mini in the World' race promo logos, gear selector pin fell out in R1; fixed for R2 and charged to an excellent 3rd

Se7en

- #01 - Misread oil on track for puncture, pitting briefly in R1 and dropping to 6th; in R2 contention but pipped to 2nd on run to finish line*
- #2 - Broken flywheel in qualifying, but great result in R1 "good fun, classic old-school battling"; out early in R2 when throttle linkage came apart and hit in rear*
- #6 - Entry withdrawn, "need to go testing..."*
- #7 - Illness prevented appearance...*
- #18 - New blue-roof paintjob; frustrated with pace, however transponder glitch main issue between races*
- #22 - Change from #20, early R1 contact caused overheating; running well in R2 for top-6 finish*
- #31 - Also change, from #37 for 'Tigger', R1 knock caused speedo-drive oil leak; repaired for R2 and a welcome finish despite drop off in pace near the end*



Photos: M Barrington + J Payne

- #41 - In contention throughout, but last-corner lunge in R1 resulted in drop to 4th; timed R2 challenge to perfection however, 'tears of joy' at 41-year landmark...*
- #48 - Debut for novice contender, overheated in R1 so sensibly pulled off; kept out of trouble in R2 to record first finish*
- #49 - Had to lift to avoid slowing car in R1 and was unavoidably clouded from behind; patched-up overnight to run among chasing group in R2*
- #71 - Usually #77, felt engine down on power in Saturday's race to finish a distant 5th; marginal improvement in pace for Sunday but still same result*
- #76 - Once again caught up in early R1 clash, damaging front end; spare subframe sourced off old car for R2 and despite hurried set-up able to run among midfield*
- #80 - Title challenge back on track after R1 with measured performance under sustained pressure; further points lost after opening lap collision in R2 split cooler*
- #82 - Change from traditional #72 for return after nearly three decades, same blue/white colours too, down on power in R1; same in R2 before pitting near end*
- #87 - Spun on opening lap on Saturday before climb back to 8th; on 'pole' for Sunday's race and in the mix all the way, out-dragging 'teammate' for 2nd...*
- #94 - Change to traditional number from #4, reasonably happy with a pair of 7th place finishes despite a few rear-end handling moments*
- #95 - Also changed to long-standing number from #8, better pace in R2 than previous day, although one lap and one position down in class*
- #99 - Swapped engine into spare car, ironically same steering arm wear as before, nabbed 3rd in R1 last-corner scramble; R2 dragged up to 4th after slow start*

S-Class

- #709 - Handling rejigged after April Silverstone DNS, "feels like a different car"; ran steadily all weekend to finish both races*
- #711 - Spun on "cold tyres" and had to play catch up in R1 for eventual 4th; titanic battle for runner-up spot in R2 but edged out to 3rd*
- #712 - Great weather for birthday weekend, marred though by double-DNF, in R1 when engine went "da-da-da-bang"; similar in R2 despite overnight top-end fix*
- #715 - Misfire during R1 more serious than mismatched plugs; big-end damage saw R2 DNS; did win Saturday's Pre-63 race though, in Fletcher-Ogle GT*
- #728 - No obvious weaknesses, almost on Se7en pace, with another double maximum score plus fastest laps to edge even further ahead in the standings...*

RACE RECAP



...Summer Sizzler!

Photos: J Payne

#729 - Spun in R1 avoiding stranded car and playing catch-up thereafter; improved several positions in R2 with steady run to 8th in class

#732 - Better fortunes after Snetterton clutch woes, even after change of 'box after testing; mighty battles for 3rd and then 2nd in R1 and R2 respectively

#742 - Hampered by distributor problem in qualifying, started at back for R1 although didn't get far before issue returned; went further in R2 before recurrence

#744 - Mystified at lack of pace in R1, overnight tweaks seemed to make little difference and was a DNF at half-distance

#758 - Inching closer to leader's tail in R1 before late compression loss dropped him to 6th; back in the hunt for R2 but edged out of podium spot near end

#763 - One lap in qualifying, then came to a halt on opening lap of Saturday's race; fared little better the next day and out after just one tour

#766 - Front end straightened after Snetterton off, good progress to 7th in R1; likewise for R2 and despite 'moment' mid-race able to hold on for same result

#777 - Much happier following Snetterton's ignition woes, and well up the order in both races, just off leading pace

#784 - "All good" was teenager's reply after excellent R1 runner-up spot R1; equally languid despite 'only' 5th in R2

#795 - Opening lap contact in R1 left him adrift of main pack; better start in R2 but ended up in gravel at midway

#796 - Solved oil pick-up issue from Snett, and chuffed with R1 result; not so after tagged by Mig in R2... ●

RW



Next event:
Cadwell Park
10-11 July

RESULTS: Round 6 Mini Miglia & Se7en & S-Class

| Pos | # | Driver | 8 Laps |
|-----|-----|--------------------|-----------------------|
| 1 | 21 | Aaron Smith M | 20:26.104 - 85.98 mph |
| 2 | 11 | Kane Astin M | |
| 3 | 77 | Andrew Jordan M | |
| 4 | 32 | Endaf Owens M | |
| 5 | 45 | Chris Morgan M | |
| 6 | 85 | S Summerhayes M | |
| 7 | 4 | Colin Peacock M | |
| 8 | 8 | Scott Kendall M | |
| 9 | 47 | Darren Mason M | |
| 10 | 15 | Gordon Pocock M | |
| 11 | 96 | Justin Cooper M | |
| 12 | 91 | Thorburn Astin M | |
| 13 | 44 | Shaun King M | |
| 14 | 62 | Chris Lovett M | |
| 15 | 88 | Kieren McDonald M | |
| 16 | 41 | Jonathan Lewis 7 | 22:21.888 - 78.56 mph |
| 17 | 87 | Connor O'Brien 7 | |
| 18 | 01 | Jeff Smith 7 | |
| 19 | 26 | Peter Arnold M | |
| 20 | 99 | N Croydon-Fowler 7 | |
| 21 | 71 | Andrew Deviny 7 | |
| 22 | 22 | Darren Thomas 7 | |
| 23 | 94 | Lee Roberts 7 | |
| 24 | 49 | Ross Billison 7 | |
| 25 | 76 | Jo Polley 7 | |
| 26 | 728 | M Winkworth S | 23:13.277 - 75.66 mph |
| 27 | 732 | Darren Cox S | |
| 28 | 711 | D Harrington S | |
| 29 | 758 | Matt Ayres S | |
| 30 | 18 | Tina Cooper 7 | 7 laps |
| 31 | 95 | Julian Proctor 7 | 7 |
| 32 | 784 | Ryan Taylor S | 7 |
| 33 | 31 | Gareth Hunt 7 | 7 |
| 34 | 777 | Dave Rees S | 7 |
| 35 | 766 | Geoff Williams S | 7 |
| 36 | 729 | Darren Jeremiah S | 7 |
| 37 | 709 | G Sheppard S | 7 |
| 38 | 48 | Chris Didcott 7 | 7 |
| dnf | 82 | Graham Penn 7 | 7 laps |
| dnf | 796 | Mark Chappell S | 6 |
| dnf | 27 | Peter Harries M | 5 |
| dnf | 23 | Rupert Deeth M | 4 |
| dnf | 20 | Mark Sims M | 4 |
| dnf | 795 | Stuart Gilby S | 4 |
| dnf | 744 | Ben Seyfried S | 4 |
| dnf | 742 | Ben Butler S | 3 |
| dnf | 712 | Greg Daw S | 2 |
| dnf | 763 | J Cockburn-Evans S | 1 |
| dnf | 55 | Ben Colburn M | 0 |
| dnf | 2 | Spencer Wanstall 7 | 0 |
| dnf | 8 | Joe Thompson 7 | 0 |
| ns | 37 | J Cuthbertson M | |

| | | |
|--------|------------------|-------------------------------|
| FL/M | R Deeth | 2:31.177 - 87.16 mph |
| FL/7 | N Croydon-Fowler | 2:44.913 - 79.70 mph (record) |
| FL/S | M Winkworth | 2:48.194 - 78.34 (record) |
| Pole/M | S Summerhayes | |
| Pole/7 | C O'Brien | |
| Pole/S | M Chappell | |

* top 8 reverse grid from Race 1

Mini Libre Invitation (ran with MG Cup)

| Pos | # | Driver | 8 Laps |
|--------|------------------|----------------------|-----------------------|
| 4 | 186 | David Franks L | 21:37.598 - 81.24 mph |
| 5 | 113 | Phil Harvey L | |
| 7 | 283 | Harvey Death L | |
| 8 | 123 | Huw Turner L | |
| 12 | 133 | Les Stanton L | |
| dnf | 171 | Dan Lewis L | 7 laps |
| dnf | 179 | Andy Dickinson L | 5 |
| dnf | 232 | Craig Cox L | 0 |
| ns | 126 | Peter Hills L | |
| ns | 177 | Peter Crewes L | |
| FL/L | D Lewis | 2:37.448 - 83.69 mph | |
| Pole/L | C Cox* (D Lewis) | | |

* top 8 reverse grid from Race 1 (system not used...)

3.6604-mile GP circuit

full results @ www.tsl-timing.com

GALLERY

Silverstone GP

12-13 June 2021

National Rds 5 + 6

Photos: J Tammer/T Pratley + P Harvey + J Payne + M Barrington



GALLERY

Silverstone GP

12-13 June 2021

National Rds 5 + 6



Photos: J Tanner/T Pratley + P Harvey + J Payne + M Bawington





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2021 CHALLENGE STANDINGS

NATIONAL POINTS 6 of 14 rds

Mini Miglia

| Pos | # | Driver | Pts |
|-----|----|-------------------|-----|
| 1 | 77 | Andrew Jordan | 115 |
| 2 | 21 | Aaron Smith | 110 |
| 3 | 55 | Ben Colburn | 80 |
| 4 | 23 | Rupert Deeth | 75 |
| 5 | 32 | Endaf Owens | 74 |
| 6 | 4 | Colin Peacock | 71 |
| 7 | 85 | Sam Summerhayes | 60 |
| 8 | 11 | Kane Astin | 51 |
| 9 | 49 | Martin Wager | 51 |
| 10 | 44 | Shaun King | 50 |
| 11 | 91 | Thorburn Astin | 47 |
| 12 | 37 | James Cuthbertson | 40 |
| 13 | 96 | Justin Cooper | 39 |
| 14 | 56 | Nick Padmore | 37 |
| 15 | 20 | Mark Sims | 35 |
| 16 | 34 | Joe Ferguson | 32 |
| 17 | 45 | Chris Morgan | 30 |
| 18 | 8 | Scott Kendall | 29 |
| 19 | 47 | Darren Mason | 25 |
| 20 | 26 | Peter Arnold | 24 |
| 21 | 62 | Chris Lovett | 23 |
| 22 | 15 | Gordon Pocock | 21 |
| 23 | 25 | James Colburn | 15 |
| 24 | 88 | Kieren McDonald | 15 |
| 25 | 69 | Tony Le May | 12 |
| 26 | 27 | Peter Harries | 2 |

Mini Libre Invitation

| Pos | # | Driver | Pts |
|-----|-----|-----------------|-----|
| 1 | 133 | Les Stanton | 35 |
| 2 | 219 | Richard Colburn | 31 |
| 3 | 126 | Peter Hills | 26 |
| 4 | 177 | Peter Crewes | 23 |
| 5 | 113 | Phil Harvey | 19 |
| 6 | 186 | David Franks | 18 |
| 7 | 171 | Dan Lewis | 13 |
| 8 | 123 | Huw Turner | 13 |
| 9 | 283 | Harvey Death | 7 |
| 10 | 179 | Andy Dickinson | 6 |
| 11 | 232 | Craig Cox | 2 |

Mini Se7en

| Pos | # | Driver | Pts |
|-----|----|---------------------|-----|
| 1 | 01 | Jeff Smith | 116 |
| 2 | 41 | Jonathan Lewis | 114 |
| 3 | 99 | Nick Croydon-Fowler | 102 |
| 4 | 80 | Joe Thompson | 93 |
| 5 | 77 | Andrew Deviny | 91 |
| 6 | 87 | Connor O'Brien | 85 |
| 7 | 4 | Lee Roberts | 82 |
| 8 | 2 | Spencer Wanstall | 72 |
| 9 | 76 | Jo Polley | 52 |
| 10 | 6 | Graeme Davis | 44 |
| 11 | 8 | Julian Proctor | 39 |
| 12 | 20 | Darren Thomas | 37 |
| 13 | 49 | Ross Billison | 32 |
| 14 | 33 | Adam Gould | 26 |
| 15 | 18 | Tina Cooper | 24 |
| 16= | 37 | Gareth Hunt | 11 |
| | 72 | Graham Penn | 11 |
| 18= | 7 | Jordan Sims | 10 |
| | 48 | Chris Didcott | 10 |

Mini-7 S-Class

| Pos | # | Driver | Pts |
|-----|-----|---------------------|-----|
| 1 | 728 | Michael Winkworth | 125 |
| 2 | 758 | Matt Ayres | 103 |
| 3 | 784 | Ryan Taylor | 101 |
| 4 | 711 | Damien Harrington | 94 |
| 5 | 732 | Darren Cox | 69 |
| 6 | 712 | Greg Daw | 66 |
| 7 | 777 | Dave Rees | 64 |
| 8 | 796 | Mark Chappell | 53 |
| 9 | 729 | Darren Jeremiah | 50 |
| 10 | 766 | Geoff Williams | 42 |
| 11 | 795 | Stuart Gilby | 40 |
| 12 | 715 | Jonnie Kent | 40 |
| 13 | 763 | John Cockburn-Evans | 37 |
| 14 | 742 | Ben Butler | 30 |
| 15 | 733 | James Bryan | 22 |
| 16 | 709 | Graham Sheppard | 20 |
| 17 | 789 | Arnold Duncan | 16 |
| 18 | 744 | Ben Seyfried | 14 |
| 19 | 707 | Greg Causon | 11 |

Miglia Novices

| Pos | # | Driver | Pts |
|-----|----|--------------|-----|
| 1 | 47 | Darren Mason | 6 |

Mini Se7en Novices

| Pos | # | Driver | Pts |
|-----|----|---------------|-----|
| 1 | 48 | Chris Didcott | 3 |

Mini-7 S-Class Novices

| Pos | # | Driver | Pts |
|-----|-----|----------------|-----|
| 1 | 784 | Ryan Taylor | 16 |
| 2 | 766 | Geoff Williams | 9 |
| 3 | 707 | Greg Causon | 3 |

FASTEST LAPS *includes 1 championship point

| Miglia | Pts |
|-----------------------------------|-----|
| R Deeth | x3 |
| S Summerhayes, N Padmore, A Smith | x1 |

Libre Invitation

| P Crewes | Pts |
|-----------|-----|
| P Crewes | x3 |
| D Lewis | x2 |
| R Colburn | x1 |

Se7en

| J Smith | Pts |
|------------------|-----|
| J Smith | x5 |
| N Croydon-Fowler | x1 |

S-Class

| M Winkworth | Pts |
|--------------|-----|
| M Winkworth | x5 |
| D Harrington | x1 |

POLE POSITIONS

*includes reverse grid system

| Miglia | Pts |
|-----------------------------|-----|
| A Jordan | x2 |
| E Owens, J Cuthbertson... | |
| ...J Colburn, S Summerhayes | x1 |

Libre Invitation

| R Colburn | Pts |
|-------------------------------------|-----|
| R Colburn | x2 |
| L Stanton, P Hills, D Franks, C Cox | x1 |

Se7en

| J Smith | Pts |
|--|-----|
| J Smith | x2 |
| S Wanstall, A Deviny, L Roberts, C O'Brien | x1 |

S-Class

| M Winkworth | Pts |
|-------------|-----|
| M Winkworth | x3 |
| M Chappell | x2 |
| D Cox | x1 |

'O-Plate' WINTER POINTS 2 of 5 rds

Mini Miglia

| Pos | # | Driver | Pts |
|-----|----|-------------------|-----|
| 1 | 77 | Andrew JORDAN | 38 |
| 2 | 32 | Endaf OWENS | 37 |
| 3 | 56 | Nick PADMORE | 37 |
| 4 | 21 | Aaron SMITH | 36 |
| 5 | 55 | Ben COLBURN | 28 |
| 6 | 37 | James CUTHBERTSON | 27 |
| 7 | 20 | Mark SIMS | 24 |
| 8 | 49 | Martin WAGER | 22 |
| 9 | 85 | Sam SUMMERHAYES | 19 |
| 10 | 44 | Shaun KING | 19 |
| 11 | 91 | Thorburn ASTIN | 17 |
| 12 | 23 | Rupert DEETH | 16 |
| 13 | 4 | Colin PEACOCK | 16 |
| 14 | 11 | Kane ASTIN | 15 |
| 15 | 8 | Scott KENDALL | 15 |
| 16 | 26 | Peter ARNOLD | 13 |
| 17 | 69 | Tony LE MAY | 10 |
| 18 | 62 | Chris LOVETT | 8 |
| 19= | 47 | Darren MASON | 2 |
| | 55 | James COLBURN | 2 |
| 21 | 15 | Gordon POCOCK | 1 |
| nc | 34 | Joe FERGUSON | - |
| | 96 | Justin COOPER | - |

Mini Libre Invitation

| Pos | # | Driver | Pts |
|-----|-----|-----------------|-----|
| 1 | 219 | Richard COLBURN | 21 |
| 2 | 126 | Peter HILLS | 14 |
| 3 | 133 | Les STANTON | 11 |
| 4 | 177 | Peter CREWES | 10 |
| 5= | 113 | Phil HARVEY | 2 |
| | 123 | Huw TURNER | 2 |

Mini Se7en

| Pos | # | Driver | Pts |
|-----|----|---------------------|-----|
| 1 | 80 | Joe THOMPSON | 40 |
| 2 | 1 | Jeff SMITH | 40 |
| 3 | 41 | Jonathan LEWIS | 34 |
| 4 | 99 | Nick CROYDON-FOWLER | 33 |
| 5 | 77 | Andrew DEVINY | 28 |
| 6= | 33 | Adam GOULD | 26 |
| | 4 | Lee ROBERTS | 26 |
| 8 | 6 | Graeme DAVIS | 22 |
| 9 | 2 | Spencer WANSTALL | 19 |
| 10= | 49 | Ross BILLISON | 17 |
| | 87 | Connor O'BRIEN | 17 |
| 12 | 76 | Jo POLLEY | 14 |
| nc | 18 | Tina COOPER | - |
| | 20 | Darren THOMAS | - |
| | 37 | Gareth HUNT | - |

Mini-7 S-Class

| Pos | # | Driver | Pts |
|-----|-----|---------------------|-----|
| 1 | 728 | Michael WINKWORTH | 41 |
| 2 | 758 | Matt AYRES | 35 |
| 3 | 712 | Greg DAW | 34 |
| 4 | 784 | Ryan TAYLOR | 34 |
| 5 | 732 | Darren COX | 30 |
| 6 | 795 | Stuart GILBY | 29 |
| 7 | 796 | Mark CHAPPELL | 26 |
| 8 | 763 | John COCKBURN-EVANS | 22 |
| 9 | 711 | Damien HARRINGTON | 21 |
| 10 | 789 | Arnold DUNCAN | 16 |
| 11 | 777 | Dave REES | 15 |
| 12 | 766 | Geoff WILLIAMS | 13 |
| 13 | 707 | Greg CAUSON | 11 |
| 14 | 744 | Ben SEYFRIED | 2 |
| 15 | 709 | Graham SHEPPARD | 0 |



TIMETABLE: Cadwell Park

DUNLOP NATIONAL MINI CHALLENGES Rounds 7 + 8

Saturday 10 July

| START | FINISH | DURATION | SESSION | CLASS |
|--------|--------|-----------|---------------|-----------------|
| online | - | pre-event | Signing-on | All |
| online | - | pre-event | Scrutineering | All |
| 13.50 | 14.10 | 20 mins | Qualifying | Miglia + Libre |
| 15.15 | 15.35 | 20 mins | Qualifying | Se7en + S-Class |

Sunday 11 July

| | | | | |
|-------|-------|---------|----------------|-----------------|
| 10.10 | 10.30 | 20 mins | Race 7 / Rd 7 | Miglia + Libre |
| 12.00 | 12.20 | 20 mins | Race 10 / Rd 7 | Se7en + S-Class |
| 13.25 | 13.45 | 20 mins | Race 11 / Rd 8 | Miglia + Libre |
| 15.50 | 16.10 | 20 mins | Race 15 / Rd 8 | Se7en + S-Class |

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

SUMMER FESTIVAL

MotorSport Vision Racing (MSVR) make their second visit of 2021 to Cadwell Park for a busy weekend of tin-top and open-wheel racing. A number of MSVR's series/championships will be in attendance including the Focus Cup Championship, the MSVR Elsie Trophy, the MSV SuperCup, Sports 2000, Heritage Formula Ford, and the MSVR All-Comers races. Guest categories include the **Dunlop Mini Miglia, and Mini Se7en Championships**, as well as the CNC Heads Championship •

www.msvracing.com



LATEST LATEST LATEST LATEST!

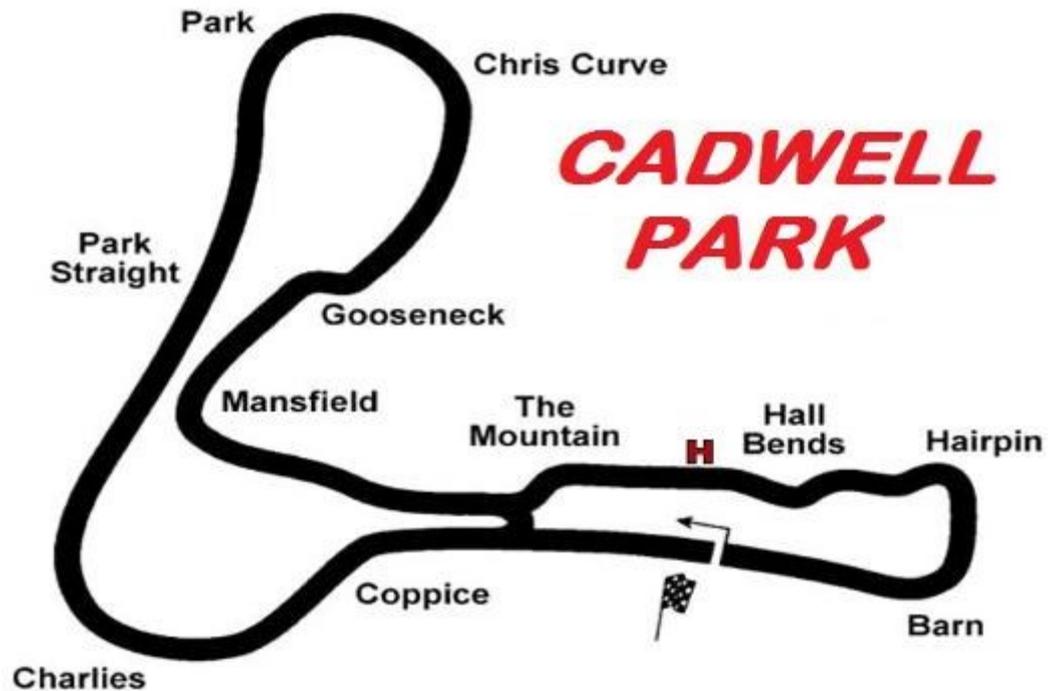
THOU SHALL HAVE A FISHY...

For the Saturday pm at Cadwell, the Club has arranged for fish and chip suppers for those that wish to partake of this culinary favourite. Mushy peas, gravy or other such accompaniments will no doubt be available too, not to mention a selection of beverages that may usually be consumed in most Mini race weekend paddocks (competitors' alcohol intake limited of course). In addition, live music has also provisionally been booked, so prepare for a convivial evening before the hard racing on Sunday •

...ELEMENTARY ENTRY

Could all competitors have a think about their entry details for future race meetings, as it might be a nice idea to recreate old-style programme info rather than just 'Entrant - Driver' listed against everyone's name. Therefore please include the following: Race Number; Driver Name (obviously); Home Town; Team/Car Name; Engine Builder/Tuner; Car Colours; Main Sponsor/s, and email to either: colin.peacock@mini7.co.uk or richard.williamson@mini7.co.uk Cheers •

www.m7rc.co.uk



CIRCUIT LENGTH:

2.187 miles

Grid limit - saloon cars: **34**

Cadwell Park Circuit, Horncastle Road, Louth, Lincs, LN11 9SE
Tel: 01507-343248 Email: cadwellpark@msv.com

Driving there:

Cadwell Park is located along the A153 in Lincolnshire, 10 miles north of Horncastle and 5 miles south of Louth •

www.cadwellpark.co.uk



REVISED 2021 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

| | | | |
|---------------------|------------------------|-------------------|------------------------------|
| Winter 1+2~ | Silverstone Int (Wing) | 24-25 April | BARC (Spring Championships) |
| National 1+2 | Silverstone Int (Wing) | 24-25 April | BARC (Spring Championships) |
| National 3+4 | Snetterton 300 | 8-9 May | BARC (Delmonte Festival) |
| National 5+6 | Silverstone GP* | 12-13 June | MGCC (MG Race Meeting) |
| National 7+8 | Cadwell Park | 10-11 July | MSV (Summer 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 3+4+5~ | Brands Hatch Indy* | 13-14 Nov' | BARC (Winter Championships) |

* combined grids ~ Winter Challenge rounds for the 0-Plate Trophy



Photo: MTRC Archive (RM)

EVENT PREVIEW

CADWELL PARK:
Saturday 10-Sunday 11 July...


National Challenge
Rounds 7 + 8

Party in the Park...

MASSES OF MINIS ALWAYS HAVE FUN WHEN THEY COME TO CADWELL...

AFTER A BREAK IN 2020 THE CLASSIC MINI CHALLENGES RETURN TO CADWELL AND BRING A HUGE ENTRY TO ONE OF THEIR FAVOURITE CIRCUITS ON THE CALENDAR, SO EXPECT NOTHING LESS THAN ACTION-PACKED RACING FROM THE FOUR DISTINCT CLASSES

MINI MIGLIA

With four different winners in six races, and several others who have taken turns in the lead, the top-tier Mini category continues to put on sparkling entertainment for the fans. After the trip to Silverstone on the GP circuit last month, heading the standings is former BTCC champion Andrew Jordan whose best scores came with a

double-victory at Snetterton in May. However he has been pegged back by reigning Miglia champion Aaron Smith, a winner last time out and only once not in the podium positions at the chequered flag. Third lies Ben Colburn who has switched across from Clios along with brother James, the Westbourne team still running Renaults but various historics too, while twice former champion Rupert Deeth isn't far behind either despite a couple of DNFs. Look out too for Kane Astin, Sam Summerhayes and Colin Peacock to be on the leaderboard, and for former Se7en champ Ashley Davies who is set to make his Miglia debut. Other race winners in 2021 include Endaf Owens and Nick Padmore although neither are down to race at Cadwell this time around.



MINI LIBRE

Despite running perhaps the least powerful engine set-up in this category, Les Stanton's consistency in racking up finishes, including a couple of second places, sees him atop the points, although closest challenger Richard Colburn is due to return this weekend having been racing in historics at Thruxton last month when the Libres were at Silverstone. Former double class champion Phil Harvey will also be good bet for top honours having hopefully cured an early season misfire.

LAP RECORDS:

Cadwell Park 2.1869-mile circuit

| Driver | Time | Ave Speed | Date Set |
|---------------|----------|-----------|----------------|
| M Bill Sollis | 1:39.628 | 79.02 mph | 15 May 2016 |
| L Phil Harvey | 1:45.054 | 74.94 mph | 31 August 2019 |

EVENT PREVIEW

...CADWELL PARK:

...Saturday 10-Sunday 11 July

National Challenge
Rounds 7 + 8



...Party in the Park

...PERFECTLY SUITED TO THE TWISTS AND TURNS IN LINCOLNSHIRE

MINI SE7EN

Just 2 points separate former BTCC race winner Jeff Smith and Mini veteran Jonathan Lewis at the top of UK's oldest one-make saloon car championship. Smith has won twice, at Snetterton, while Lewis took an emotional victory last time out at Silverstone, as it was 41 years ago that he took the overall title. Nick Croydon-Fowler is next up and although a winner in the S-Class has yet to reach the top spot in Se7ens but don't rule that out this weekend. Three Silverstone victories mark out Joe Thompson as a title contender also, along with Andrew Deviny who has won the National title three times in the past, and Spencer Wanstall, twice a runner-up. Of the rest in an ultra-competitive line-up, Connor O'Brien is

the reigning S-Class champ and has also won in other Mini categories, and Darren Thomas is a proven race winner in the category, along with Ross Billison and Graeme Davis. Of special interest too will be the series debut of former BTCC/GT frontrunner, and now leading historic preparation team owner Mike Jordan, also dad of Miglia points leader Andrew Jordan!

MINI-7 S-CLASS

Quite unlike the other three Mini categories, the 'Scholarship' class has seen a near whitewash to date, with newcomer Michael Winkworth - a former autograsser - having cleaned up in all six races held, including extra points for five fastest laps. However, it won't be for want of trying by his rivals to narrow the gap, and leading the chase is Matt Ayres who has a trio of third places to his credit, with the likes of Damien Harrington, Ryan Taylor and Darren Cox also running Winkworth the closest •

LAP RECORDS:

Cadwell Park 2.1869-mile circuit

| Driver | Time | Ave Speed | Date Set |
|------------------------|----------|-----------|--------------|
| 7 Andrew Deviny | 1:49.168 | 72.12 mph | 15 May 2016 |
| S Scott Kendall | 1:50.680 | 71.13 mph | 9 Sept' 2018 |

Cadwell Park
10-11 July



Success & Se7ens pt 2...



S IS FOR SPECIAL - SO MANY IT NEEDS TWO ISSUES TO LIST THEM ALL!



Stuart Smith

The following is the continued 'S 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*...

Graham SMITH
Miglia (1979-86)
Best result 2nd at Cadwell in 1980

Jeff SMITH
Se7en (2019-20)
Former BTCC winner, back-to-back National titles and 19 Winter series

Mark SMITH #1
Se7en (1986)
Two starts at Lydden

Mark SMITH #2
Se7en (2001, 04-07), Miglia (2007-09)
Switch to Migs saw 3rd o/a in 2008

Michael SMITH
Miglia (1987-88)
Three non-starts recorded

Mike FC SMITH #1
Se7en (1967-69)
Top-6 results, teammate to Bob Fox

Mike SMITH #2
GT (1976)
Radio DJ in BL Celebrity car

Nigel SMITH
Se7en (1973, 76)
Half a dozen starts, best of 4th

Reg SMITH
Se7en (1967)
Two races, came 2nd at Snetterton

Richard SMITH
Miglia (2018)
Novice award in only season so far

Robert SMITH
Se7en (1987-88)
Lydden podiums in 88 Southern

Stephen SMITH ↑
Se7en (1980-84, 88)
Good results in TEAC/South series

Steve SMITH
Miglia (1981)
DNA in Avonbar entry for Brands

Steve 'Rumpy' SMITH
Miglia (1988-89)
Couple of runouts in TCR entry

Stuart SMITH
Se7en (1976-79), Miglia (1981)
Some solid midfield results

Tony SMITH
Miglia (1989)
Best of 4th in Lydden invite

Trevor SMITH
Se7en (1968)
Single DNF, at Mallory

Dick SMYTH (Irl)
Se7en (1978, 81-82, 84)
Top Irish M7 racer, several UK starts

Raymond SOAMES
Se7en (1969)
DNS for only entry, at Brands

Julian SOLE
Miglia (1996-99)
Former MG racer, several podiums, 3rd overall in 97 Nationals

Bill SOLLIS
Se7en (1984-91), Classic (2014)
Miglia (1991-97, 99-07, 09, 16)
Multi-titles, 85 Novice, ex-Chairman, countless race wins, later in MGFs, historics and team prep, also wrote magazine articles and tuning books

Steve SOPER ↓
GT (1976-80), Miglia (1978)
Won 77/79 GT titles, overall Mini champ 79, later became leading touring car and sports GT star

Robert SORRELL
Miglia (1977)
Couple of DNFs recorded

Paul SPARK
Se7en (2000-15, 17), Invitation (2013)
Midlands-based, record four-time Se7en title winner, 2010/11/12 & 15

Simon SPEARING
Se7en (1997-99)
Decent mid-table rankings, twice won Cadwell qualifying races

Raphael SPEED
Se7en (1985-89)
Two wins at Lydden, also frontrunner in Formula First

Derek SPEIGHT
GT (1979)
Best of 3rd at Oulton Park

Rudolph 'Rudy' SPENCER
Se7en (1990)
Single outing at Thruxton

Ray SPRING
Se7en (1969-71)
Class win 71 Thruxton saloon invite



Steve Soper

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

...Success & Se7ens pt 2...

Phil SPURLING →
Miglia (1970-82), GT (1980)
Three-time Mig champion 73/78/79,
frontrunner in GTs too

Alan STACEY
Miglia (1991-93)
Regular top-10 overall, runner-up 93
Winter series, one win at Silverstone

Elliot STAFFORD
Miglia (2019)
Startline shunt in only race so far,
won in 1.3i series, also in historic

Paul STAFFORD
Se7en (1988-92, 94)
Best season 92, Silverstone podium

Nick STAGG
Se7en (1995)
One-off in Hayman car, classic car
engine builder

Barry STAITE
Se7en (2006-07)
Two starts from three entries

Tony STAMMERS
Miglia (1980)
Single outing at Brands in November

Tim STANBRIDGE ↓
Se7en (1991-94, 96-98, 16-17), Classic (2014)
Novice standout 91, several podiums,
later in historic



Tim Stanbridge

Adrian STANDING
Se7en (1980-81, 85), Miglia (1986)
A dozen or so starts, mostly Brands

Mike STANDRING
Se7en (1977-78), Miglia (1992-93)
Twice won 92 Brands Winter races,
runs Wood & Pickett classic parts

Malcolm STAPLETON
Miglia (1996, 98, 00-05)
Several part-seasons in TCR entry

Roger STARLING
Se7en (1967-68)
Less than half a dozen starts

Phil Spurling



Adrian STEBBENS
Se7en (1975, 77)
One finish and one DNF recorded

Andy STEPHEN
Miglia (1988)
DNA for Silverstone season-opener

Tony STEPHENSON
Se7en (1983-86)
Decent midfield results before Silverstone 85 crash drained funds

Owen STINCHCOMBE
Miglia (2008-10)
Strong debut season, novice title

Barry STOCKFORD
Se7en (1978-82, 84)
Top-3 scores saw 6th o/a in 81 TEAC

Mark STOKES
Miglia (1988-90)
A dozen starts in Dale-prepped car

Mark STORER
Miglia (1983)
Best of 8th from two Brands races

Paul STREEK
Se7en (1975)
Top-10 finish in only start recorded

Ernest STREET
Se7en (1967)
One heat at Brands, DNQ for final

Anthony STYLES
Se7en (1969-71, 76-78)
Fast Welshman, frontrunner scoring
3 National wins, 3rd o/a in 71

Mark SUGGITT ↓
Miglia (1988-90)
Best of 2nd place in 90 Southern

Sam SUMMERHAYES
Miglia (2014-20), Invitation (2013)
Progression to proven race winner

Peter SWAIN
Se7en (1967)
Three starts recorded

John SWAINSTONE
Miglia (1978)
Finished only race, at Donington

Glyn SWIFT
GT (1976), Se7en (1978, 07)
A-Series tuning legend, frontrunner
in 1275 season, sadly died in 2017

Nick SWIFT
Miglia (2004, 09)
Podium in brief 04 runoff, continues
late father's Swiftune company with
huge historic Mini presence •

More M7RC
driver recaps
in the next issue
of
Pit & Paddock

Mark Suggitt



Photos: M7RC Archive (J Parish Collection + RW)

Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 3  www.mini7.co.uk

Mini Se7en:
Clear intentions

DUNLOP MINI CHALLENGE
supported by MINI SPARES

Behind Closed Doors

COULD UK MOTORSPORT
RESUME WITHOUT
THE FANS?

Mini Miglia:
Nothing to hide



50
Years
1970-2020

OPEN CHOICE...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
• Coronavirus latest!
Club news
Revised calendar
Garage projects
From the Archives
A-to-Z of drivers pt 2
Donington back in the day

S-Class:
Feeder
formula
growing in
numbers

Mini Libre: Alternative A-Series



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 4  www.mini7.co.uk

Mini Miglia:
On top form...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Libre:
Different
strokes for
A-Series
folks

Racing to Resume!

Mini Se7en:
Premier players...

Revised 2020 calendar
gets 'green light'...



Miglia
50
Years
1970-2020

Mini S-Class: Fun feeder formula...

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



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 5  www.mini7.co.uk

Mini Se7en:
Leading the way...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Mini Miglia:
Powered up...



Miglia
50
Years
1970-2020

Mini Libre: Variety is the spice...

S-Class:
Strong entry
for
Scholarship
Minis

Countdown to
Donington...

Four Times the Fun...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
• Tackling COVID-19
Club news
Revised race calendar
Classic Corgi pt 2
From the Archives
A-to-Z of drivers D-E-F
Miglia Champions Gallery



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 6  www.mini7.co.uk

Mini Se7en:
Close quarters...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



S-Class:
O'Brien &
Austin share
the spoils



Mini Miglia:
Smith's double...

Miglia
50
Years
1970-2020

Brands GP preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
• Tackling COVID-19
Latest Club news
Revised 2020 calendar
Technical updates
From the Archives
A-to-Z of drivers G
Miglia Champions Gallery pt 2

Mini Libre: Honours even for Lewis & Davis



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 7  www.mini7.co.uk

Mini Miglia:
TV screen tops...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Mini Libre:
Saves
several
seats



Mini Se7en:
Closer than ever...

Mini S-Class: Scholarship with spate

Snetterton preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
Latest Club news
Revised 2020 calendar
Technical updates
From the Archives
A-to-Z of drivers H
Miglia Champions Gallery pt 3
M7C - Now it all begins...



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 8  www.mini7.co.uk

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

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Mini Libre:
Mixing it up...

Mini Se7en:
Double
delight

Mini Miglia: Three-way thrills

Miglia
50
Years
1970-2020

Combe preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
Latest Club news
Revised 2020 calendar
Technical updates
Runners & riders
From the Archives
A-to-Z of drivers I, J, K
Miglia Champions Gallery pt 4



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 9  www.mini7.co.uk

Mini Miglia:
Live streaming...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Mini Se7en:
Hopping fortunes...

Mini-7
S-Class:
O'Brien on
the move

Mini Libre: Lewis looms large

Miglia
50
Years
1970-2020

Thruxton preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
Latest Club news
Revised 2020 calendar
Technical updates
Runners & riders
From the Archives
A-to-Z of drivers L
Miglia Champions Gallery pt 5



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 10  www.mini7.co.uk

Mini Se7en:
Going the distance...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Mini Libre:
8-port
prevails

Mini S-Class: Scholars on song

Miglia
50
Years
1970-2020

Mini Miglia:
Easy does it...

XMAS ISSUE...
• Se7en: 1000cc full race
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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
http://www.facebook.com/Mini7RacingClub

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



1971 Castle Combe

50 years ago

NO CADWELL VISITS, BUT COMBE FEATURED TWICE ON THE CALENDAR, INCLUDING JULY...

27 July 1971
NATIONAL MINI SE7EN

Wily Wenham

DESPITE AN EARLY challenge from title rival David Sambell, Graham Wenham kept his cool and gradually eased away in front to win the Mini Se7en thrash

For four laps David Sambell and Graham Wenham dodged and bobbed around each other to take and maintain the lead, and then Sambell's car seemed to lose its urge and he fell back a little into the eager clutches of Peter Drane, who had been patiently waiting his chance to capitalise upon a leading boob. While Wenham concentrated on extending his slender lead, these two fought a contest of nerve and only a supreme last ditch effort by Sambell as the flag dangled in front of his nose gave him a narrow verdict. John Wroe rode with the leaders for

one lap and promptly spun at Camp, shooting across the bows of his followers and almost causing a calamity; his spirited drive back up the field was worth watching •

report courtesy
Motoring News

27 July 1971
NATIONAL MINI MIGLIA

Brammer gets the hammer down

AROUND THE fast open stretches of the Wiltshire track, Welshman Len Brammer was utterly dominant, hammering home his winning advantage to the tune of 12 seconds from Mick Osborne in second

Len Brammer and Mick Osborne were joint leaders of the championship until

this race, but on this day the fiery Welshman was to stand on no ceremony and from the start Brammer was speeding off into the far distance and no amount of trying by Osborne could bring him any closer. At the flag 12s separated the MRL and Mayfield cars, which in this type of racing is rare indeed. A monumental carve-up took place for the vacant second spot between Jim Burrows (Swiftune Mini), Rod MacDonald (Macron Mini) and Dudley Fisher (Status Quo Mini). This trio utterly refused to accept the fact that the track was still pretty damp and they circulated ultra close, twitching in unison for the ten laps. At the line they were neck and neck with Burrows getting the decision •

report courtesy
Motoring News

David Sambell holds off Peter Drane for 2nd in the Se7en race (top)
Photo: D Sambell Collection

*Further articles & results can be found in M7RC Archive 1971 issue

RESULT:

BRSCC-SW 27 July 1971

Bob Fox Trophy
NATIONAL MINI SE7EN CHALLENGE

Round 8 10 laps

| Pos | No | Driver | Time |
|-----|-----|------------------|---------------------|
| 1 | 142 | Graham Wenham | 14:13.6 - 77.60 mph |
| 2 | 150 | David Sambell | |
| 3 | 158 | Peter Drane | |
| 4 | 141 | Tony Styles | |
| 5 | 153 | Jeremy Hampshire | |
| 6 | 146 | Jim Mancey | |
| 7 | 151 | John Wroe | |
| 8 | 157 | David Parry | |
| 9 | 152 | Keith Waters | |
| 10 | 149 | Paul Beckham | |
| 11 | 154 | Mick Bowring | |
| 12 | 148 | Joe Rubie | |
| 13 | 143 | Chris Winter | |
| 14 | 162 | Richard Williams | |
| 15 | 144 | Tim Wright | 9 laps |
| 16 | 156 | Tim Guest | 9 |
| 17 | 159 | David Evans | 9 |
| 18 | 140 | Lloyd Guyenette | 9 |
| 19 | 145 | Ray Woodhead | 9 |

| | | |
|----|-----|-------------------|
| ns | 147 | Ray Cox |
| | 155 | Jeremy Warrell |
| | 160 | Dan Barratt-Brown |
| | 161 | Brian White |
| | 163 | Dennis Fernie |
| | 164 | Anthony Westbrook |
| | 165 | John Fowles |
| | 166 | Norman Finn |
| | 167 | Reg Armstrong |

FL: G Wenham 1:28.0 - 78.86 mph
Pole: D Sambell
1.84-mile circuit

RESULT:

BRSCC-SW 27 July 1971

Special Tuning Trophy
NATIONAL MIGLIA 'MILLE CHALLENGE

Round 8 10 laps

| Pos | No | Driver | Time |
|-----|-----|---------------|---------------------|
| 1 | 171 | Len Brammer | 14:12.6 - 77.69 mph |
| 2 | 176 | Mick Osborne | |
| 3 | 179 | Jim Burrows | |
| 4 | 173 | Rod MacDonald | |
| 5 | 178 | Dudley Fisher | |
| 6 | 180 | Syd Ryder | |
| 7 | 174 | Phil Spurling | |
| 8 | 170 | Roger Dyer | |
| 9 | 175 | Ron Richards | |

| | | |
|-----|-----|---------------|
| dnf | 177 | Roger Colson |
| dnf | 172 | John Holloway |

ns 181 Mike Lavers
FL: L Brammer 1:24.2 - 78.67 mph
Pole: ...

1.84-mile circuit



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

In fact, we would encourage you to think about placing all your orders from the website.

Mike and Alan will carry a few of the items at the circuits, but the broadest range and all the sizes will always be available online.

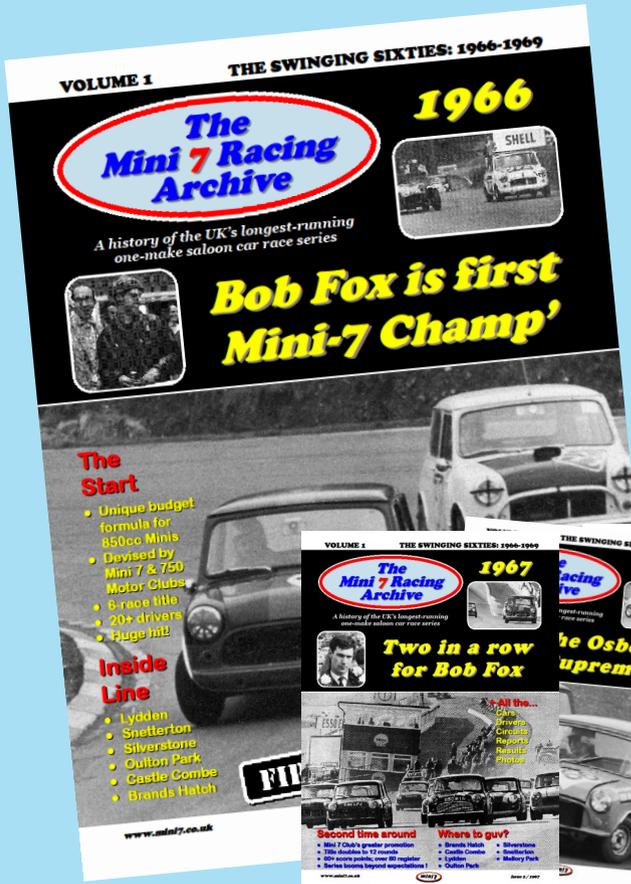


Mini Racing History

at your fingertips!

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

Simply logon to: www.mini7.co.uk 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

Nostalgia is what it used to be!

While the M7RC Archive continues to grow as more images are donated and scanned to file, complementing the already huge library of results and programme entries, the task of eventually uploading all of the information to a dedicated website-based reference library is still a work in progress. A fair percentage of this information has though been reproduced in printed form, with annual reviews dating from the first racing season in 1966 up to the mid-1990s, and later issues in (gradual) production...

However, in the meantime the M7RC's rich and colourful past does have a unique online portal on which racers, members and fans with over half a century of involvement can reminisce about the "good old days", and if you haven't stumbled across it yet, is a *facebook* group page under the title *RetroMini7pics*. Started up a few years ago by former Se7en and Miglia contender, and more recently Libre race winner Ian Fraser (right), the level of interest and number of names from the M7RC's past to have signed in for a 'catch-up' has blossomed remarkably, and many a photo gem and even rarer video footage has been unearthed. This has also opened up an opportunity for some very informative history forthcoming via the messaging facility; some of it perhaps hazier than others may remember, some of it tongue-in-cheek, and some of it downright hilarious!



Photos: M7RC Archive (M Barrington + RW)

- but in all cases there is a genuine warmth to the memories shared, with a common theme running through the comments, such as "...the best club ever..." and "...fantastic racing..." But don't take our word for it, have a look on there yourself and if you like what you see, request to sign-in via the page administrator (that's Ian) and please share your memories and pictures with fellow Mini racing enthusiasts... past and present!

RW

Who? What? Where? When?

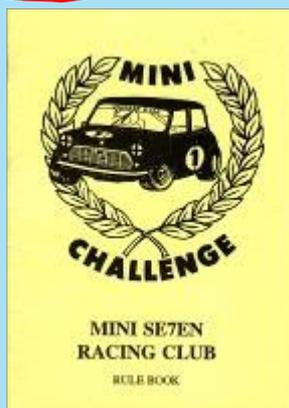


M7RC Archive RetroMini7pics

Can you name the driver? The car? The circuit? The year?

Answers to *Pit & Paddock* via richard.williamson@mini7.co.uk

Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

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

CASTLE COMBE SERIES

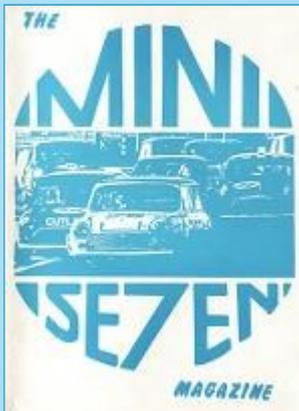
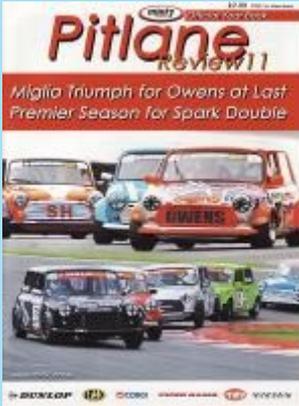
- 1983 Mike Fry (overall)

LYDDEN SERIES - 7 / MIG

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

Miglia
50
Years
1970-2020

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

- 1971 Mick Collard
- 1972 David Sambell
- 1973 Geoff Gilkes
- 1974 Geoff Gilkes
- 1975 Graham Wenham
- 1976 Bob Addison
- 1977 Richard Hamlyn
- 1978 Jim McDougall
- 1979 Roy Finlay
- 1980 Gerald Dale
- 1981 Richard Hamlyn
- 1982 Chris Gould
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Steve Mole
- 1986 Bill Sollis
- 1987 Bill Sollis
- 1988 Guy Sims
- 1989 -
- 1990 Alan Rogers
- 1991 Kelly Rogers
- 1992 Kelly Rogers
- 1993 Ian Curley
- 1994 Kelly Rogers + Matthew Hayman
- 1995 Dave Braggins
- 1996 James Hayman
- 1997 Alan Waite
- 1998 Dave Banwell
- 1999 Ian Deviny
- 2000 Andrew Deviny
- 2001 James Winnifrieth
- 2002 Andy Hack
- 2003 Nick Tandy
- 2019 Jeff Smith
- 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 | Kane Astin 9 August 2020 1:44.086 84.15 mph | Connor O'Brien 11 August 2019 1:55.091 76.11 mph | Dan Lewis 9 August 2020 1:44.713 83.65 mph |
| 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 | Rupert Deeth 11 July 2020 1:20.154 88.48 mph | Zack Booth 18 June 2016 1:30.174 79.00 mph | Rob Davis 11 July 2020 1:22.041 86.84 mph |
| DONINGTON PARK (GP) 2.5 | Ashley Davies 4 June 2017 2:00.643 74.22 mph | Rupert Deeth 4 June 2017 1:49.163 82.02 mph | Shaun Tarlton 4 June 2017 2:02.566 73.05 mph | Peter Crewes 4 June 2017 1:51.094 80.60 mph |
| KNOCKHILL 1.3 | Oli Perrett 12 May 2002 1:05.952 70.89 mph | Endaf Owens 12 May 2002 1:00.598 77.14 mph | | |
| LYDDEN 1.0 | Niven Burge 29 September 1991 0:51.6 69.75 mph | Jonathan Lee 5 March 1994 0:46.6 77.25 mph | | |
| MALLORY PARK 1.35 | Mark Hunt 25 April 1999 0:57.91 83.92 mph | Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph | | |
| OULTON PARK (Fosters) 1.654 | Spencer Wanstall 19 August 2017 1:16.776 77.55 mph | Rupert Deeth 19 August 2017 1:09.042 86.24 mph | Shaun Tarlton 19 August 2017 1:18.791 75.57 mph | Paul Thompson 19 August 2017 1:10.054 84.99 mph |
| OULTON PARK (Island) 2.26 | Paul Thompson 28 May 2007 1:48.280 75.13 mph | Colin Peacock 28 May 2007 1:38.804 82.34 mph | Nathan Burge 28 May 2007 1:51.326 73.08 mph | |
| OULTON PARK (International) 2.692 | Lewis Selby 20 August 2016 2:09.730 74.69 mph | Shayne Deegan 20 August 2016 1:57.609 82.39 mph | Shaun Tarlton 10 July 2014 2:16.196 71.15 mph | |
| PEMBREY 1.456 | Paul Spark 26 June 2010 1:11.716 73.08 mph | Endaf Owens 27 June 2010 1:05.855 79.59 mph | Julian Affleck 27 June 2010 1:15.312 69.60 mph | |
| PEMBREY (Clubmans) 1.49 | Darren Thomas 21 April 2018 1:19.147 67.77 mph | Rupert Deeth 21 April 2018 1:12.209 74.28 mph | Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph | Alex Osborne 21 April 2018 1:13.117 73.36 mph |
| Pestalozzi (hillclimb) 0.514 | Paul Frankcom 17 August 1995 0:40.40 45.80 mph | Martin Pester 17 August 1995 0:37.80 48.95 mph | | |
| Rockingham (Super Sports) 1.94 | Paul Thompson 27 September 2008 1:42.815 67.92 mph | Rupert Deeth 20 September 2017 1:34.260 74.09 mph | Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph | Peter Crewes 30 September 2017 1:37.330 71.75 mph |
| SILVERSTONE (National) 1.639 | Andrew Deviny 22 March 2003 1:14.398 79.30 mph | Tony Le May 7 April 2007 1:08.137 86.60 mph | Connor O'Brien 30 March 2019 1:16.065 77.63 mph | Phil Harvey 30 March 2019 1:09.647 84.79 mph |
| SILVERSTONE (International) 1.8508 | Jeff Smith 24 April 2021 1:24.275 79.06 mph new! | Nick Padmore 25 April 2021 1:16.623 86.96 mph new! | 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 | Nick Croydon-Fowler 13 June 2021 2:44.913 79.90 mph new! | Aaron Smith 12 June 2021 2:30.826 87.37 mph new! | Michael Winkworth 13 June 2021 2:48.194 78.34 mph new! | Dan Lewis 12 June 2021 2:32.906 86.18 mph new! |
| 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 9 May 2021 2:25.459 73.47 mph new! | Aaron Smith 19 September 2020 2:12.216 80.83 mph | Thorburn Astin 20 September 2020 2:28.129 72.15 mph | Dan Lewis 19 September 2020 2:14.269 79.60 mph |
| SPA-FRANCORCHAMPS, Bel 4.3349 | Paul Clark 4 June 2006 3:13.408 80.69 mph | Paul Thompson 11 June 2011 2:58.885 88.09 mph | Julian Affleck 12 June 2011 3:21.721 77.36 mph | |
| THRUXTON 2.356 | Paul Thompson 21 August 2005 1:37.933 86.60 mph | Nick Padmore 19 May 2019 1:28.646 95.67 mph | James Bull 2 June 2018 1:38.447 86.15 mph | Phil Harvey 19 May 2019 1:29.809 94.44 mph |
| ZANDVOORT, Ned 2.676 | Jeff Smith 7 July 2019 2:11.495 73.26 mph | Rupert Deeth 7 July 2019 2:00.192 80.15 mph | Scott Kendall 7 July 2019 2:14.187 71.79 mph | Phil Harvey 7 July 2019 2:02.839 78.42 mph |
| ZOLDER, Bel 2.492 | Darren Thomas 17 August 2013 2:05.782 71.32 mph | Aaron Smith 17 August 2013 1:54.818 78.13 mph | Julian Proctor 17 August 2013 2:13.915 66.99 mph | |

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

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

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Mini Se7en

- | # | Driver |
|----|---------------------|
| 1 | Jeff SMITH |
| 2 | Spencer WANSTALL |
| 4 | Lee ROBERTS |
| 6 | Graeme DAVIS |
| 7 | Jordan SIMS |
| 8 | Julian PROCTOR |
| 16 | Andy KING |
| 18 | Tina COOPER |
| 20 | Darren THOMAS |
| 33 | Adam GOULD |
| 37 | Gareth HUNT |
| 38 | Steven HOPPER |
| 39 | Glen WOODBRIDGE |
| 41 | Jonathan LEWIS |
| 48 | Chris DIDCOTT |
| 49 | Ross BILLISON |
| 57 | Philip GILLIBRAND |
| 72 | Graham PENN |
| 76 | Jo POLLEY |
| 77 | Andrew DEVINY |
| 80 | Joe THOMPSON |
| 87 | Connor O'BRIEN |
| 88 | Mike JORDAN |
| 99 | Nick CROYDON-FOWLER |
| 3 | Andrew Deviny |
| 5 | Jo Polley |
| 9 | Leon Oli Window |
| 10 | Joe Thompson |
| 45 | Leon Wightman |
| 46 | Max Hunter |
| 63 | Dave Robinson |
| 69 | Steve Trench |
| 22 | Graeme Davis |
| 35 | Jeff Smith |
| 73 | Spencer Wanstall |
| 94 | Lee Roberts |
| 95 | Julian Proctor |



Mini Miglia

- | # | Driver |
|----|-------------------|
| 4 | Colin PEACOCK |
| 8 | Scott KENDALL |
| 11 | Kane ASTIN |
| 15 | Gordon POCOCK |
| 18 | Lewis SELBY |
| 20 | Mark SIMS |
| 21 | Aaron SMITH |
| 23 | Rupert DEETH |
| 25 | James COLBURN |
| 26 | Peter ARNOLD |
| 27 | Peter Harries |
| 32 | Endaf OWENS |
| 34 | Joe FERGUSON |
| 36 | Damon ASTIN |
| 37 | James CUTHBERTSON |
| 42 | Paul SIMMONDS |
| 44 | Shaun KING |
| 45 | Chris MORGAN |
| 47 | Darren MASON n |
| 49 | Martin WAGER |
| 50 | Ben BUTLER |
| 55 | Ben COLBURN |
| 56 | Nick PADMORE |
| 62 | Chris LOVETT |
| 69 | Tony LE MAY |
| 72 | Rob HOWARD |
| 77 | Andrew JORDAN |
| 80 | Joe THOMPSON |
| 85 | Sam SUMMERHAYES |
| 86 | Jason BALDING |
| 87 | Ashley DAVIES |
| 88 | Kieren MCDONALD |
| 91 | Thorburn ASTIN |
| 96 | Justin COOPER |
| 1 | Aaron Smith |
| 2 | Rupert Deeth |
| 3 | Sam Summerhayes |
| 5 | James Cuthbertson |
| 7 | Kane Astin |
| 9 | Nick Padmore |
| 10 | Andrew Jordan |
| 53 | Niven Burge |
| 54 | Tom Bell |
| 83 | Colin Peacock |

Mini-7 S-Class

- | # | Driver |
|-----|---------------------|
| 707 | Greg CAUSON n |
| 709 | Graham SHEPPARD |
| 711 | Damien HARRINGTON |
| 711 | Greg DAW |
| 715 | Jonnie KENT |
| 717 | Dean STANTON n |
| 718 | David JONES |
| 721 | Ben JOHNSON |
| 723 | Frazer HACK |
| 728 | Michael WINKWORTH |
| 729 | Darren JEREMIAH |
| 732 | Darren COX |
| 733 | James BRYAN |
| 742 | Ben BUTLER |
| 744 | Ben SEYFRIED |
| 747 | Kelvin EDGAR |
| 748 | Mal DICKINSON |
| 750 | Neil SLARK |
| 758 | Matthew AYRES |
| 763 | John COCKBURN-EVANS |
| 766 | Geoff WILLIAMS n |
| 777 | Dave REES |
| 784 | Ryan Taylor n |
| 789 | Arnold DUNCAN |
| 795 | Stuart GILBY |
| 796 | Mark CHAPPELL |
| 716 | Julian Beavis |
| 720 | Ben Cutler |
| 765 | Simon Martin |

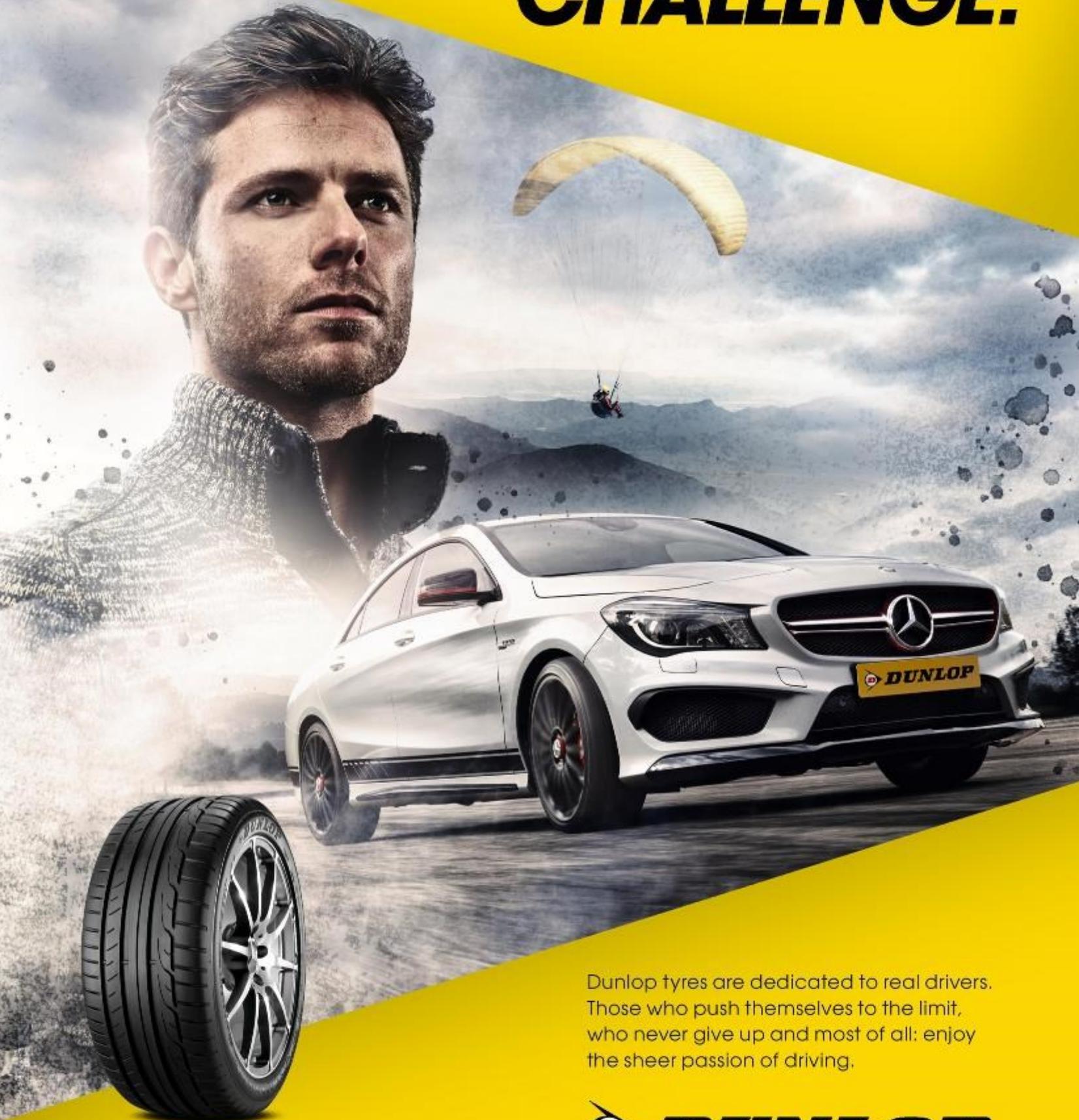


Mini Libre

- | # | Driver |
|-----|--------------------|
| 113 | Phil HARVEY |
| 123 | Huw TURNER |
| 126 | Peter HILLS |
| 133 | Les STANTON |
| 149 | Gary WARBURTON |
| 171 | Dan LEWIS |
| 177 | Peter CREWES |
| 179 | Andy DICKINSON |
| 186 | David FRANKS |
| 219 | Richard COLBURN |
| 232 | Craig COX |
| 283 | Harvey DEATH |
| 350 | Tina COOPER guest* |
| 444 | Shaun KING |
| 666 | Jonathan LEWIS |
| 127 | Ian Fraser |
| 132 | Darren Cox |
| 277 | Andrew Deviny |
| 474 | Josh Evans |
| 500 | Rob Davis |
| 616 | Justin Cooper |



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