

Pit & Paddock

2021

Official Newsletter of the Mini Seven Racing Club

2021: Issue 1



www.mini7.co.uk

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini Miglia:
Carnival of colours



Mini-7 S-Class:
Stepping stones...



Mini Libre:
What lies beneath...



No more waiting!



Mini Se7en:
Faces old & new...



Silverstone 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
 Runners & riders



From the Archives

A-to-Z of drivers: O P Q
 50 years ago: Silverstone 1971

SPECIAL FEATURE: Introducing the 'e-Mini racer' concept...



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Mini Spares Forged Crankshaft

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No one knows more about keeping your Mini on the road (or track) than Mini Spares - after all, we've been doing it since 1975.

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Our own crankshafts are forged rather than billets, as forgings are known to be stronger than billets because the grain pattern follows the shape of the webs and bearings in contrast to billet type cranks which are machined across the grain. Mini Spares crankshafts feature large counter balanced webs and bored holes for the big ends to reduce the reciprocating weight and naturally come nitrided as standard.

Our forged steel, lightweight con rods are made from 817M40 steel and incorporate an 'I' type section rather than an 'H' section to ensure the best performance under the harshest race conditions.

These are just some of the original Mini Spares branded components that you can find on our website along with genuine Mini parts, so if you're serious about keeping your Mini on the road, talk to the people who know how to do just that.



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Title sponsor of the M7RC's Challenges - all cars run on regulation Dunlop racing tyres

www.dunlop.eu



Title co-sponsor of all four Mini Challenges - a leading Mini after-market specialist

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Sponsor of the 'Spax Spectacular' Improver Awards - for most places made up by a Mini Se7en driver in the race from their grid position

www.spaxperformance.com



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www.pipercams.co.uk



Sponsor of the Race Trophy awards

www.curleyuk.com



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

For the love of it

Very recent events in the world of sport have been a salutary reminder that the bottom rung of the ladder is just as important as the very top. Elitist attitudes and closed-shop practices have seen a groundswell of frustration, disbelief and anger from not only competitors and organisers operating at a lower level, both in league status and finances, but more importantly the genuine fans who support 'their' club through thick and thin, wearing their hearts on their sleeves. Money and greed were the obvious factors in this recent outcry, as well as disrespect and an unbelievable lack of understanding of tradition and inherent *raison d'être* of the sport itself. As one observer put it, "from people who know spreadsheets but not teamsheets..." However, while football initially endured a few days of angst, the breakaway European SuperLeague was soon shown the door, and the self-appointed cartel behind it forced to back down in humiliation. A victory for the fans and purists of the sport... For many who follow motor racing, and especially those

who can recall the halcyon days of the Sixties and Seventies, there is a growing view that modern-day Formula 1 has a certain elitism and closed-shop mentality that has seen it lose touch even with high-investment mainstream race series, let alone the grassroots. Certainly the costs involved bear no correlation to what is spent further down the 'ladder'. Now, we all know motor racing is not a cheap pastime, but there has always been a framework to encourage the next generation of racer onto the bottom rung and potentially work their way up to be an F1 star. Some might not think any of this applies to 'lowly' Mini racing but, as in football, a pyramid system requires a strong base to hold up the structure above it. Absolutely imperative then that the M7RC's four classes continue to ensure a wide range of budgets and driving talents can follow the dream - it is intrinsically what our sport should be all about...•

RW



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LIVE SCREENING GOES LARGE IN 2021 !

MAIN STORY !



...BARC expands televised coverage for club racing

SILVERSTONE MINI ROUNDS TO BE STREAMED LIVE

With coronavirus continuing to affect motorsport, and uncertainty over spectators attending events for the immediate future, race organiser BARC is helping to take motorsport to the masses instead by massively increasing its live coverage of club racing. At least 18 BARC race meetings are scheduled to be screened 'live as it happens' during 2021, with several of them including the M7RC Challenge too. Anybody who watched last season's live coverage from Brands Hatch

(below) for the TOCA/BTCC-support will appreciate just how far-reaching promotion for the M7RC went - and continues to do so - with massive potential for a whole new generation of racers and supporters.

Thanks to sponsorship from Owens Fabrication, footage of the M7RC's opening 2021 National and Winter Challenge rounds at Silverstone on 24-25 April will be featuring in BARC/24.TV's video streams, live on Facebook and YouTube, so for those Mini racing fans deprived of being unable to attend Silverstone in person, they can 'tune in' to watch through a number of options:

[via the BARC Facebook page](#)
[via the BARC YouTube channel](#)
www.barc.net

Or 'on the box' TV, highlights will be on:

FreeSports; Freeview/BT/TalkTalk channel 64, Sky channel 422 and Virgin Media channel 553.

In addition, the following M7RC race dates are also on the BARC/24.TV scheduled list of live screening meetings:

Snetterton, 8-9 May (sponsored by MED);
 Donington Park, 23-24 Oct' (sponsored by KAD);
 Brands Hatch, 13-14 Nov' (sponsor tba...)

For further details nearer the time, please see <http://www.mini7.co.uk/silverstone-rounds-to-be-streamed.../>



Photos: courtesy BARC + ITV Sport

RULES REFORM

1 March 2021

Motorsport UK has embarked on its biggest reform of the National Competition Rules and it has asked members to have their say.

The governing body for British motorsport is embarking on a review and reform of all its rules within the Yearbooks, and the aim of the process is to examine, simplify and modernise the existing regulations, bringing improvements in structure and ensuring compatibility with the International Sporting Code and MsUK's commitment to Equality, Diversity, and Inclusion, with a view to implementation from 1 January 2023.

MsUK is set to make the rules more accessible for the membership community. They will be redrafted using clear and simple language, a more logical and discipline-specific order, and will eliminate duplication and the need for cross-referencing. The format will also give consideration to mobile compatibility to ensure the document pages are interactive and responsive across a variety of digital devices and screen sizes. It is also intended that the new rules are easy to revise where necessary.

Motorsport UK is committed to ensuring the new regulations reflect the views of the community and is embarking on a period of consultation with its membership. The input of both competitors and officials at the broader strategic level will be vital to ensuring the success of this significant reform of the rules that govern motorsport in the UK

www.motorsport.co.uk



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DON'T BE TYRED OUT & EMOTIONAL

...a polite reminder from the Challenge tyre supplier



01/04/2021

Dear Mini 7 Competitor,

We are delighted that it looks like Racing is due to start soon 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 for 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 you 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' (also 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 hand over. 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

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MINI SHORTS

NAME RANK AND NUMBER

In its 14 January issue, the weekly *Autosport* magazine published its 2020 National Club Driver Rankings, listing overall and/or class wins, plus a total. Interestingly, the M7RC was represented by two names in the top 50, with S-Class Champion Connor O'Brien rising as high as 19th overall with 8 class wins, while Se7en Champion Jeff Smith made it to 33rd with 5 overall and 2 in class (7 in total including an FIA Historic win). Although not listed, Dan Lewis' 6 Libre class victories would likely have placed him just outside the top 50 cut-off... •

JORDAN ON BOTH FRONTS

Another tabloid non-story about the 'celebrity' Katie Price? No, it's the far more interesting news from the world of motor sport that former BTCC race winner and British GT Champion Mike Jordan is set to race with the M7RC in 2021 in a Se7en, along with son Andrew who has already hit the front in Miglias. Jordan Jr bought the ex-Kieren McDonald car for Jordan Sr as a New Year gift, especially as the latter has been a fan of Mini racing since he first went to spectate with his dad 50 years ago. However, the Jordan empire's booming Historic race prep business means a full M7RC season in 2021 is unlikely but both are looking forward to competing together when non-clashing dates allow •

MIGHTY MINIS CALENDAR

The BARC-supported 1.3 Mighty Minis championship is due to kick off its 2021 season over the same weekend as the M7RC, but a little further north-eastwards, at Cadwell Park in Lincolnshire. The now mainly carburettor 1.3-litre series will however be on the same bill at Brands in August, for The Mini Festival meeting. The provisional 2021 calendar is as follows:

Cadwell Park	24-25 April
Donington Park	31 May
Oulton Park	12 June
Thruxton	3-4 July
Brands Hatch	21-22 Aug'
Castle Combe	18 Sept' •

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IN TRIBUTE TO:

BRIAN JONES



Longtime Brands Hatch circuit commentator Brian Jones sadly passed away just before New Year. His wonderfully vibrant style - almost Vaudeville music hall compere - always infused a unique flavour into race meetings at the Kent venue, both during the on-track action and in the Kentagon bar afterwards for the prizewinners. "High, wide and handsome!" was one of his many memorable phrases, adding that little extra 'colour' to an overtake into Paddock Bend or Druids hairpin. He especially revelled in the annual Formula Ford Festival but was also a great fan of the Minis too, and would strive to mention drivers further down the field if he felt they were particularly entertaining the 'audience'. The M7RC sends its warmest condolences to his family and many, many friends in motorsport •

JOHN ALEY

Best remembered for his pioneering introduction of the rollbar to racing and rallying, John Aley died in January, just short of his 91st birthday. Having personally suffered being ejected from a sports car during mid-roll at Snetterton, this frightening incident prompted him to develop the first basic rollover protection for competition cars, including saloons. Many a Mini racer in the early days had cause to thank him for this life-saving addition, Aley also becoming an entrant in the first season of Formula Mini-7 in 1966. After selling the original Aley Bars company, he undertook a variety of roles in motorsport, and later the Safety Devices range of full rollcages grew out of his original company and concept •



PETER BROWNING

When BMC Competitions was at its height in the mid-to-late 1960s, winning Monte Carlo Rallies and the like, Peter Browning was the man at the helm having taken over the Manager role from Stuart Turner. He was also instrumental in BMC's Special Tuning Department which helped oversee the introduction of the 998cc Mini 'Mille' Miglia formula as a stepping stone from the more standard 850cc Formula Mini-7, and which continued under the BL takeover. In later years he was closely associated with the BRSCC and the MG Car Club, as well writing and contributing to several books on the history of the BMC competition cars. Sadly, he passed away in March, aged 84 •

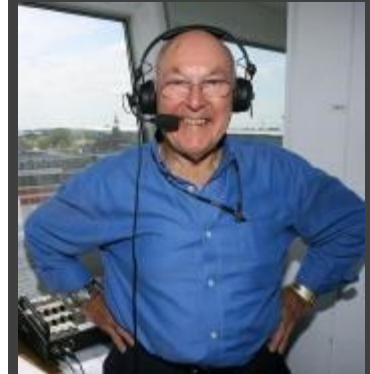


WENDY MARKEY-AMEY

One of several female racers to have graced M7RC grids, Wendy Markey succumbed to coronavirus in March. A leading light in the British Women Racing Drivers Club in the 1970s and 1980s, she formed part of the BWRDC-supported team that ran cars in the Leyland Mini 1275 GT Challenge in 1978, with a decent overall ranking thanks to several 6th place finishes against the likes of Steve Soper, Peter Baldwin, Paul Gaymer and Mick Osborne. Other career highlights included the Tour of Britain Rally and European Touring Car Championship with works teams from Mazda and Lada, while she had previously been a classically trained dancer, appearing in theatre and on TV, ideal grounding for a prominent role in the legendary motorsport 'Doghouse Owners Ball' charity. The M7RC sends its deepest sympathies to her family and friends •



MURRAY WALKER



As most of you will no doubt be aware, the 'Voice of Motorsport' sadly passed away in March at the age of 97. Famous for his many gaffes on air which led to the phrase 'Murrayisms', his sheer enthusiasm for the sport was born out of an early interest in motorbikes which his father had also shared, both on-track and as a motor sports correspondent. A career in advertising though preceded his rise to become the leading motor sport commentator of his time, and he is credited with the slogans 'A Mars a day helps you work, rest and play' and 'Opal Fruits - made to make your mouth water'. A more direct link to motoring however was when he went to work for Dunlop, and later became Manager for Dunlopillo, just after the Second World War during which, incidentally, he was a tank commander! But it was as good old 'Muddy Talker' that he will be most fondly remembered, a true legend behind the mic' who made any motorsport fan with a soul feel as if they were right there in the thick of the action. Whether it was for the explosive start of an F1 Grand Prix, a bash and dash Touring Car encounter, or a bumps and jumps rallycross (who can forget his apoplectic description of Keith Ripp's huge Mini rollover at Lydden?), his style and delivery was always entertaining and excitable "like his trousers were on fire!" as one observer put it, and yet totally informative at the same time, he totally captured the essence of the sport we love.

From all true motorsport fans everywhere, RIP Murray, and thanks for the memories... •

Photo: courtesy MSUK

Photos: M7RC Archive (M+A Jackson Collection + J Parish Collection) + courtesy MGCC + courtesy B Purves + courtesy Markey Motorsport.co.uk

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FASTEST MINI IN THE WORLD RETURNS!



...ECLECTIC MIX SET FOR ALLCOMERS EVENT AT BRANDS HATCH FESTIVAL

The intriguing 'Fastest Mini in the World' race is set to make a return in 2021, having sadly been put on hold in 2020 due to the COVID-19 pandemic affecting the motorsport calendar. Tracing its roots back to the original 1994 event held at Silverstone during the Mini's 35th Anniversary party, this year's race promises to be a major feature at the Brands Hatch Mini Festival over the 21-22 August weekend. Continuing the revival theme, Castrol Classic Oils has been announced as the lead sponsor for the race too, and sees an iconic automotive brand rekindle its long association with Mini racing cars.

Martin Bentley of Castrol Classic Oils said: "We are delighted and excited to confirm our involvement with this prestigious event", adding "Our longstanding association with the Mini marque, that includes development and success in motorsport, underlines our continued enthusiasm to maximise competitor and spectator enjoyment."

Front-running cars are likely to

be Spaceframe or Supersaloon versions of the classic Mini, boasting 200-300+ bhp, and reaching speeds of up to 130mph on the Indy Circuit at Brands Hatch before turning into Paddock Hill Bend - thrilling stuff for both drivers and spectators alike! These cars can turn in very respectable ~52 second lap times, and pictured (above) is the 2019 holder of the FMITW title - the Austin Mini Cooper S V8 spaceframe driven by Harvey Death, which was built by Roll-centre racing, being hounded closely by the legendary Bill Richards in his ultra-successful Clubman-fronted spaceframe, and by Jim Lyons in his Turbo example.

Race entries have been open since early in 2021, and there's already been significant interest from all over the globe, with racers from across Europe, Japan, Hong Kong, America and Australia all expressing an interest to enter their Spaceframe or Supersaloon Mini (coronavirus restrictions permitting), while other Mini chassis and engine combinations are expected too. It will be a great site to witness iconic 60s Minis with 21st Century racing technology battling it out together once more and for fuller details, contact:...

Nigel Death T: 07758 808131
E: FMITW@gmail.com
Images: FMITW + P Waller



MINI SHORTS



MINI CLASSIC BACK ON

Following the huge popularity of the all-Mini grid at the 2019 Silverstone Classic, the 'Mini Challenge' returns for the 2021 Classic which is scheduled for 30 July-1 August. Two 20-minute races for Pre-66 Mini Cooper S examples will celebrate the iconic sporting Cooper's 60th anniversary, at the same time as the Silverstone Classic event celebrates its own belated 30th birthday party after the 2020 event was cancelled due to the coronavirus pandemic... Another record breaking entry of 60 Mini Cooper S race models all dating back to the Swinging Sixties will thrash around the Silverstone Grand Prix circuit in front of a distanced crowd, with restrictions being monitored. The event will take place over all three days to ensure everyone has easy access to the Mini Cooper entertainment, with qualification for all-important grid positions taking place on Friday, and with 20-minute races on both the Saturday and Sunday afternoons •



CUP OF TEA WITH THAT?

Libre driver Rob Davis will probably be well over the weight limit the next time he comes out to race, after his other half recently made him this miniature Mini cake for his birthday - reckon about '500' calories a slice, eh Rob? And will there be 'half-baked' excuses about 'iced' carbs and 'spongey' brakes... •

Image: Island Cupcakes

Photo: courtesy Silverstone.co.uk

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CLASSIC MINI RACING ROUND-UP...

Easter resurrection...

Several classic racing Minis were out over the Easter weekend, at Donington Park for the Historic Masters Race meeting. In all, seven Cooper S examples lined up for the Pre-66 Touring Car event against mainly Ford Lotus Cortinas and Mustangs, with former Se7en/Miglia racer Dan Wheeler fastest Mini on row 9, plus familiar names in other cars including Endaf Owens, Leon Oli Window sharing with Ashley Davies, and Dave Edgecombe (right). However, after 1 hour of racing in cloudy but dry conditions, it was Owens who managed to stay on the overall winner's lap to be first home in class D, one of only two of the Minis to actually finish. Incidentally, it was a former M7RC racer who took overall pole in a Mustang, 1977 Mini 1275 GT Champion and renowned Touring and Sports GT legend, Steve Soper.

The following weekend at Oulton Park, the Classic Saloon Car Club held their opening Swinging Sixties round, with former 'Miglia' Invitation racer Chris

Watkinson lining up on pole in his 1380 Austin, and on a somewhat damp raceday proceeded to a clear win ahead of the Budd brothers, Daniel and Charlie in their 1275 Austin Cooper. In fact six of the seven Mini starters finished in the first seven places, these included Nick Swift sharing a 1293 Cooper S in 5th, plus S-Class racer and Mini convert Jonnie Kent (he owns nine of them!) bringing his rare Mini-based 1293 Ogle-Fletcher GT home in 6th •

Image: courtesy Owens Motorsport



MIGLIA 50 MEMORIES

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 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 ian-fraserbs27@gmail.com while we can thoroughly recommend Ian's brilliant facebook group page under 'RetroMini7pics' which has been drawing Mini racers from days gone by to it, like bees to a honeypot! •



Photo: courtesy RetroMini7pics

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 CORONAVIRUS UPDATE

1 April 2021

Return to motorsport: competitor guidance

Motorsport UK has produced a short Competitor Guidance video to help you prepare for the start of the season. Please take some time to watch the video and familiarise yourself with the guidance and regulations to ensure we can all enjoy a safe and successful season.

Please remember:

- Stay at home if you know you have been exposed to COVID-19 in the previous 10 days, if you are showing symptoms as indicated in Government guidelines, or if you suspect you might be infected and are awaiting the results of a coronavirus test
- Before an event, please complete the electronic self-declaration form, including the details of your team members for Test and Trace purposes. If you become ill at an event,

please withdraw and notify the organiser and contact the NHS for a test

- Be sure to take the following items with you to an event: PPE mask/balaclava – Gloves – Hand sanitiser – Basic first aid kit – Your own food/drink
- Please complete the vehicle and PPE declarations before you arrive at

an event. Scrutineers will be undertaking selected checks. For any doubts about compliance, contact the club scrutineer before the event. Further information can be found on the dedicated COVID-19 resource page on our website:

www.motorsportuk.org/covid-19

Motorsport UK



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, 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 have been further tightened, 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 must put on a mask if not wearing a crash helmet and fireproof balaclava, so wearing the M7RC colours, either in the paddock, *parc fermé*, on the podium or receiving trophies is more likely to get your picture selected for inclusion in this newsletter or annual *Pitlane* magazine too!

SETTING THE STANDARD - into 2021

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

1. M7RC members must make very effort to wear face coverings outside of their awnings at all times. Members are also encouraged to wear face coverings within their awnings, to further protect those around them, but this is not mandatory;
2. No M7RC member should enter anyone else's awning unless they really have to. If they do have to, then a face covering must be worn by them and everyone else within that awning;
3. The gathering of more than six, either in a M7RC member's awning or outside, is not acceptable;
4. Every M7RC team/awning must have sanitiser available for everyone in their team, and for visitors, to use;

5. M7RC competitors must remain in their vehicle when they enter *parc fermé*, with helmet on, and await any direction from officials. Should the competitors need to or be asked to exit the vehicle, they must use a face covering and adopt social distancing.

Of course, the Club does not have any enforcement powers or fines to issue, so we rely on your goodwill and our collective spirit to follow these rules. Most of all we do not want the 'failure' of the M7RC to follow the rules to be a reason for motorsport in the UK to be closed down again •

Colin Peacock
on behalf of the M7RC Committee

Mini 7 Racing Club "Our rules, our standards"



Photos: M Barrington + S Roche

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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 (example 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



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 DIFFERENCE

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



Final

MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 3_2021...

RE: Amendment to appointed Scrutineer...

To all M7RC Members and Associates,

The appointed Eligibility Scrutineer for 2021 has changed, with Julian Affleck now fully qualified for the role, having previously been Deputy Eligibility Scrutineer.

Steve Wood will be stepping down from the position. The Committee would like to thank him for all his efforts and contribution to the ongoing success of the Club over the past couple of seasons, and wishes him well for the future.

The following is the amended text in the 2021 M7RC Regulations:

SR.1.2.2 Licensed Eligibility Scrutineer is ~~Steve Wood~~ **Julian Affleck**, who will enforce the Technical Regulations, and who will consult with Roger Ratley (Motorsport UK Technical Commissioner) when required. ~~Deputy Eligibility Scrutineer is Julian Affleck.~~ A replacement Scrutineer/s may be co-opted to cover force majeure situations.
A M7RC technical advisor and/or Technical Sub-Committee may also offer advice/assistance to the Licensed Eligibility Scrutineer as and when required. •

ENDS

Issued by:

Richard Williamson

Championship Coordinator - M7RC

Dated: 28 March 2021

*The 2021 Dunlop Mini Challenges supported by Mini Spares
MsUK Championship Permit #: CH2021/R096 Grade: C*

NEWS NEWS NEWS NEWS



Final

MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 2_2021...

RE: Revised 2021 Winter Challenge dates...

To all M7RC Members and Associates,

Further to recent Bulletin #1 concerning the *force majeure* amended race dates calendar for the 2021 Dunlop Mini Challenges supported by Mini Spares, a proposal has been put forward to replace the cancelled Winter Challenge meeting originally scheduled at Silverstone National on 27-28 March.

It is proposed that the newly arranged meeting at Silverstone Int. on 24-25 April will not only count as Rounds 1 & 2 in the National Challenge, but will also count as Rounds 1 & 2 in the Winter Challenge too, now provisionally making a revised 5-round Winter Challenge.

Below is the provisional updated 2021 calendar, with further amendment to the Winter Challenge:

Round	Circuit	Date	Organiser
National 1+2	Croft	10 April	BARC
National 1+2	Silverstone Int.	24-25 April	BARC (Spring championships) NEW
National 3+4	Snetterton 300	8-9 May	BARC (Delmonte Festival)
National 5+6	Silverstone Hist GP	12-13 June	MGCC (MG Live!)
National 7+8	Cadwell Park	10-11 July	MSVR (Summer Festival)
National 9+10	Brands Hatch Indy	21-22 August	MSVR (Mini Festival)
National 11+12	Pembrey	11-12 September	BARC (Owens BBQ/Karaoke)
National 13+14	Donington Park	23-24 October	BARC (Dunlop Festival)
Winter 1+2+3	Silverstone National	27-28 March	BARC
Winter 1+2	Silverstone Int.	24-25 April	BARC (Spring championships) NEW
Winter 4+5+6 3+4+5	Brands Hatch Indy	13-14 November	BARC (Winter championships)

The 14-round National Challenge will remain as all rounds to score, with 3 drop scores allowed.
For the revised 5-round Winter Challenge, all scores to count with 1 drop score allowed •

ENDS

Issued by:

Richard Williamson

Championship Coordinator - M7RC

Dated:

17 March 2021

The 2021 Dunlop Mini Challenges supported by Mini Spares
MsUK Championship Permit #: CH2021/R096 Grade: C

NEWS NEWS NEWS NEWS



Final amended

MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 1_2021...

RE: Revised 2021 Race Dates Calendar...

To all M7RC Members and Associates,

Due to the ongoing global Coronavirus pandemic, the race dates calendar for the 2021 Dunlop Mini Challenges supported by Mini Spares has been further amended under *force majeure*.

The scheduled opening Winter Challenge treble-header meeting for Rounds 1, 2 & 3 at Silverstone on 27-28 March has now been cancelled, with any possible replacement meeting to be advised at a later date.

This provisionally now makes the Winter Challenge treble-header meeting scheduled at Brands Hatch on 13-14 November currently the only rounds in the Winter Challenge.

In addition, the scheduled opening National Challenge double-header meeting at Croft on 3-4 April for Rounds 1 & 2 has also been cancelled, but fortunately a replacement meeting has provisionally been arranged at Silverstone on 24-25 April.

Below is the provisional updated 2021 calendar:

Round	Circuit	Date	Organiser
National 1 + 2	Croft	10 April	BARC
National 1 + 2	Silverstone Int.	24-25 April	BARC (Spring championships) NEW
National 3 + 4	Snetterton 300	8-9 May	BARC (Delmonte Festival)
National 5 + 6	Silverstone Hist GP	12-13 June	MGCC (MG Live!)
National 7 + 8	Cadwell Park	10-11 July	MSVR (Summer Festival)
National 9 + 10	Brands Hatch Indy	21-22 August	MSVR (Mini Festival)
National 11 + 12	Pembrey	11-12 September	ARC (Owens BBQ/Karaoke)
National 13 + 14	Donington Park	23-24 October	BARC (Dunlop Festival)
Winter 1 + 2 + 3	Silverstone National	27-28 March	BARC
Winter 4+5+6 1/2/3	Brands Hatch Indy	13-14 November	BARC (Winter championships)

The 14-round National Challenge will remain as all rounds to score, with 3 drop scores allowed.

For the Winter Challenge, 1 drop score was applied to the original scheduled 6 rounds, however, until a revised number of rounds has been confirmed the drop score is TBA, but a further bulletin will be issued as soon as this is provisionally known.

The Committee of the M7RC would like to thank you for your patience and understanding during what has been a challenging period over many months, but we look forward to hopefully going racing again soon in 2021 •

ENDS

Issued by:

Richard Williamson

Championship Coordinator - M7RC

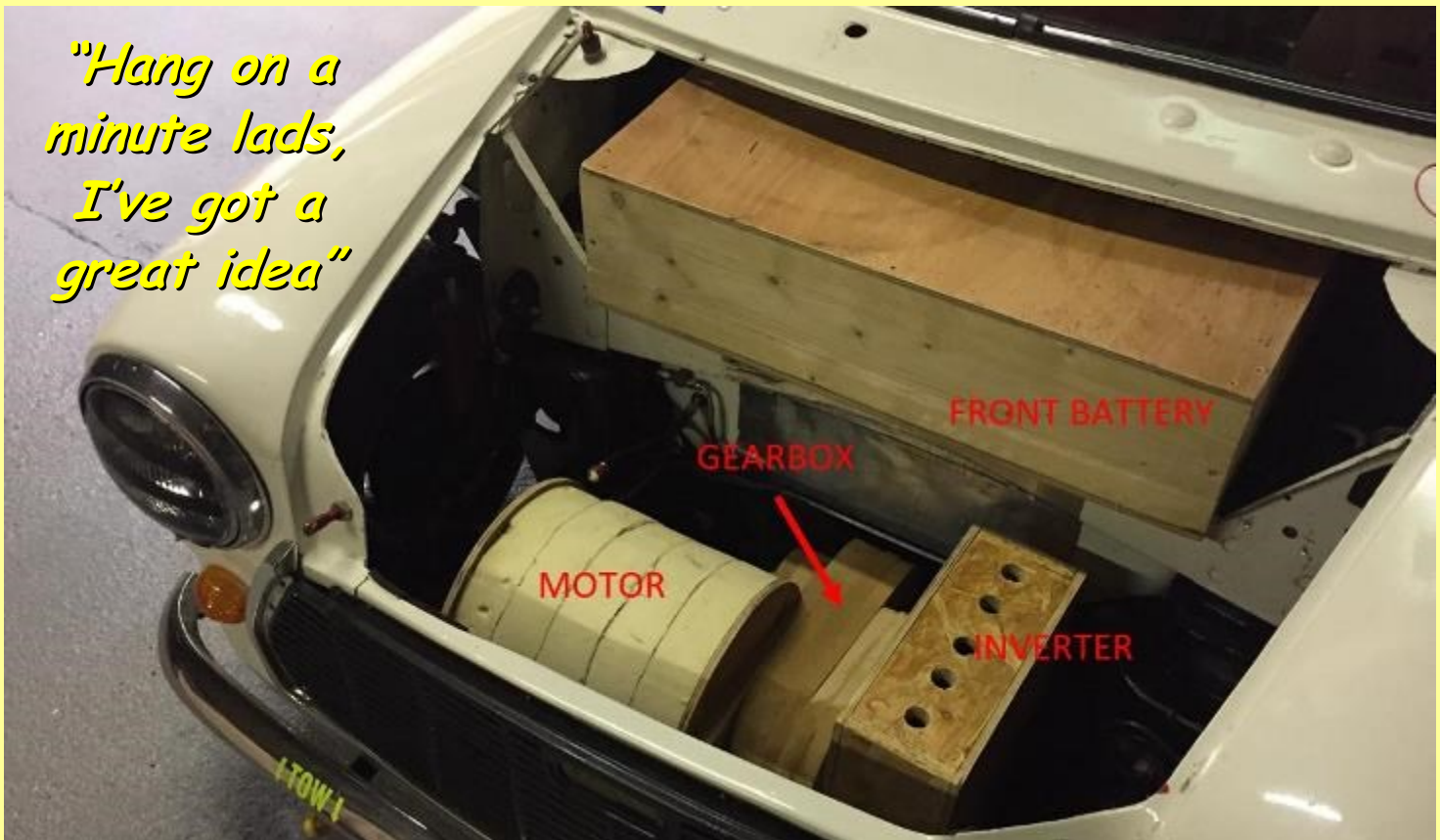
Dated: 16 March 2021

The 2021 Dunlop Mini Challenges supported by Mini Spares
 MsUK Championship Permit #: CH2021/R096 Grade: C

TECHNICAL INSIGHT



"Hang on a minute lads, I've got a great idea"



Introducing the 'e-Miglia' Project

To quote Charlie Croker's famous last words from the classic 1969 film *The Italian Job*, this is the first of what I hope will be a few articles documenting my attempts to design, build, get approved by Motorsport UK, and operate an electric classic race Mini...

BACKGROUND

The 'e-Miglia' project origins can be traced back 35 years, to a freezing cold Sunday in the Paddock Hill grandstand at Brands Hatch, watching a Mini Winter series race and deciding that I wanted to go racing. A couple of years later as a graduate with nowhere near enough money, I built a Mini Se7en with a Rob Selby engine and began my competition career. I was never that good (3rd in a qualification race at Mallory Park my best result) but I put this down to limited in-car time on account of having to share the car with a work colleague to help with costs... Many years have passed since then and although I subsequently lost my race licence due to medical reasons, I retained a fondness for Mini racing and have been heavily involved in motorsport on the technical side and have led the technical support of Formula Ford for over 30 years. I have spent my entire career in the car industry and for the past 5 years been involved in the design, development and service support of electrified vehicles (EVs), including mild-hybrids, hybrids, plug-in hybrids and battery-electric vehicles and it is this experience that I am hoping to be able to put to good use on the 'eMiglia' project.

THE IDEA

As a Motorsport UK (MsUK) Scrutineer and Technical Commissioner with the benefit of EV experience and knowledge, I was asked to provide EV and High Voltage awareness training to scrutineers at the MsUK annual seminars and was then asked to lead the development of the MsUK EV Technical Regulations which were finally published in this year's *Blue Book*. Having written the EV regs and looking for a challenge, I decided to "put my money where my mouth is" and design and build an electric race Mini. So, in mid-2020, I contacted Nick Cooke at the M7RC and enquired as to his thoughts on the idea and to my surprise he not only remembered me from years ago but said it seemed like a "good idea" and would put it to the Committee. The idea was well received and the opportunity to run the car as a 'demonstrator' in the Libre class was offered, so in late-2020 I began the design work.

Unlike a normal car, there is more to an EV project than just building the car itself - due to the dangers of High Voltage electricity, detailed information, safety procedures and training are required to ensure all those who may come into contact with an EV (scrutineers, marshals, medics etc) are safe. Therefore, in addition to designing and building the car, the project will need to provide the training and equipment to ensure that event organisers, venues, other competitors and attendant personnel are educated and capable of safely handling the car under all conditions. Until EVs become commonplace in motorsport and the venues are fully equipped and personnel trained, this project will also have to provide the support as well as the car itself. In support of this training requirement, I have agreed with MsUK that the car will be used to pilot the new EV 'Technical Passport Inspection' process and I will be inviting a number of M7RC and MsUK personnel (including

scrutineers) to the inspection as a way of providing familiarisation and HV training (COVID permitting!)

BASIC CONCEPT

On paper an electric car is simple - just a big battery and a motor... Installing them into a car is not difficult. However, despite rapid advances in EV technology, battery energy storage capability is very limited vs. a hydrocarbon fuel (petrol or diesel) and the costs of EV components, especially the batteries, are high and a battery to give sufficient range is bulky and heavy. For example, the energy contained in 1kg of petrol is very approximately 53 times more than the energy contained in 1kg of a Lithium-Ion battery (based on 2020 battery technology).

On the plus side, an EV is able to recapture some of the energy during braking that has previously spent accelerating the vehicle. Known as 'Regenerative Braking', the motor is used as a generator and converts the kinetic energy of the vehicle back into electricity that is fed back into the battery. On a road car this enables the energy - otherwise usually wasted as heat in the brakes - to be captured (up to ~30% on some drive cycles). Unlike a road car which brakes gently, a race car is either accelerating or braking as hard as possible which reduces the opportunity to harvest energy during the short but heavy brake events.

One other important benefit of EV technology is that that a brushless electric motor doesn't wear out or need rebuilding, so an electric drivetrain will need minimal maintenance and because there are no reciprocating components, there is minimal vibration and associated wear. Modern batteries also last for more than 1000 charge and discharge cycles - so even assuming 3 full charge/discharge cycles per event (which is unlikely), this equates to over 300 race meetings, which will see me out!

TECHNICAL INSIGHT



Introducing the 'e-Miglia' Project

FEASIBILITY

Taking all this into account, just how feasible is an electric race car? Fortunately, the answer varies depending on the application, and the classic Mini is a very good candidate for electrification, being relatively small, lightweight, low powered and with (in most cases) short duration races. The biggest challenge is fitting enough battery energy to last the race and then being able to replenish that energy quickly enough between races.

Doing this with an internal combustion engine (ICE) is simple: fit a bigger fuel tank or refuel in a pitstop. With an EV, fitting a bigger battery or recharging it very quickly is not possible. Even though battery performance is improving there are still some shortfalls. A positive example though is the FIA Formula E series which, when launched, required a car swap halfway through a 30 min race, whereas the cars now in 'Season 5' have batteries large enough to race for the full duration on a single battery (in the same size battery box as the original).

The first task on the Mini was therefore to work out just how much energy would be required which was done by analysing Miglia race lap data kindly provided by existing competitors. Taking Thruxton as the 'worst case', and using the speed and distance data, enabled the amount of energy required for an entire race (including out and in laps etc) to be calculated. This process is iterative and the simulation allowed investigation into the effect of additional weight and regen' braking on the energy balance. A classic Mini is FWD, so as the brakes are applied the weight transfer to the front allows more brake torque to be applied. However, there are 2 problems with this:

1. Braking causes a huge amount of energy to be dissipated very quickly (it is easier to stop a car more quickly than it is to accelerate it) which the battery cannot accept and thus regen' has to be carefully controlled;
2. A battery's ability to absorb energy depends how full it is (its 'State of Charge', referred to as 'SoC'). At the beginning of a race the battery will be full and won't be able to absorb much energy and thus there will be less regen' braking, however towards the end of the race, the battery will be getting empty and will thus be able to accept more energy.

These problems make getting a consistent brake pedal 'feel' very difficult. Manufacturers have overcome this by using 'Brake-by-Wire' systems where there is no direct link between the pedal and the pressure in the wheel cylinders. The ECU measures how much brake effort is being commanded by the driver and then based on this, the SoC of the battery and other factors then decides how much of the retardation is provided by the electrical system and how much by the conventional 'foundation' brakes.

Whilst the 'eMiglia' will have regen' braking, it doesn't have ABS, so to start with the intention is to not use extensive regen' and the battery is sized to provide sufficient energy to do the race without regen'. In the future it may be possible to develop a better braking system to make the most of this 'lost' energy, but this is a long way down the "to-do" list. Having worked out how much energy is required, the next challenge is to work out if the energy required can be sensibly packaged into the car... A race car has some benefits over a passenger car as there are no problems with luggage space (or a passenger seat!), however the classic Mini is a very small car and fitting the batteries is a challenge.

The MsUK EV Technical Regs allow a maximum of 2 battery packs and so 2 packs were designed, one pack installed where the passenger seat is (4 modules ahead of the crossmember and 8 behind) and one pack with 4 modules in the engine compartment above the motor gearbox to give a total of 16 modules and total installed capacity of ~40 kWh.

The battery boxes are heavy - the total weight of the battery is approx. 160kg, however with about 120kg of mass on the passenger side of the car, the mass is low down (lower than the engine) and to some extent balances the driver mass - simulation suggests that although the 'eMiglia' will be 100kg heavier, it will have very similar weight distribution to a normal 'ICE' Miglia but with a lower centre of mass.

Having worked out the amount of energy required and that it was theoretically possible to fit the energy into the car, the next step was to develop a motor and gearbox package to fit.

From day 1, the fundamental requirement has always been to limit modifications to the front subframe only, thus allowing 'retro' fitment of an electric powertrain in any classic Mini without bodywork changes. Different motor/gearbox combinations were tried and the first idea was to place the motor where the classic A-Series engine is, above the gearbox, and with a modified transfer case. However, the amount of engineering required was almost as much as a bespoke solution and would have put the ~40kg mass of the motor higher than necessary and having to transmit the torque through the horribly inadequate standard gearbox. A start was then made on designing an all new gearbox that put the motor low in the subframe and the driveshafts in the standard position. The pictures show my original first attempt at packaging the engine compartment components and the first-off gearbox cases bolted to a motor.

The design was progressed and improved and the final solution now takes the standard Mini differential (open of LSD) and CWP. This was done to allow the gearbox to be used with a variety of ratios to enable the use of 10" to 15" wheels or gearing changes to suit different circuits. Further improvements now include the use of bolt-on shaft extenders to the RHS of the 'box to allow the use of equal-length driveshafts and the car will use 2 standard (short) driveshafts. The output shaft housings use needle-roller bearing ilo bushes to further reduce friction.

The last challenge left to solve will be recharging the battery between races. Most production cars have onboard chargers rated between ~4 and 15kW and off-board DC 'Fast Chargers' including the Tesla 'Superchargers' are gaining in popularity. At up to 150kW they allow 100 or so miles worth of energy to be put back into the battery in 30 minutes or so.

Unfortunately installation of chargers at race circuits is not yet a priority and paddock power supplies are notoriously poor and are in general limited to 16A which is only about 3.5kW. Thus a 35kWhr battery would take ~10 hours to recharge; fine for an overnight charge but no good for recharging between qualifying and a race a few hours later. Using a diesel generator somewhat defeats the object (and MsUK have actively discouraged the use of generators) so I am investigating other alternatives.

Finally, there is the question of whether the car will actually be competitive... Initial calculations suggest it will be, with the increased low-speed torque and absence of gearchanges compensating for the significant extra weight.

INITIAL CONCLUSION

So in summary, the plan is to build an electric classic Mini race car with a performance similar to a Miglia, and with an electric powertrain that costs less than that of a front-running Miglia engine and gearbox with the attendant benefit that it never needs rebuilding and has minimal running costs... (a full battery charge will cost ~£8 at today's electricity prices). The original and somewhat ambitious target was to have the car inspected and an EV Passport issued to enable the car to be competition-ready for the first race of the season, but I suspect COVID may delay its debut slightly.

NEXT TIME...

I will cover the motor and battery installation in more detail and the challenges of building a car to meet the MsUK EV Technical Regulations, and if I have been allowed to have the car inspected I will include the experience of this as well.

For now, I'd like to acknowledge the support and thank the many people helping with the project: Nick Cooke, Rich Williamson and the rest of the Committee for showing interest, enthusiasm and having the far-sightedness to welcome new technology and provide an opportunity to showcase the car in forthcoming M7RC events; the staff at MsUK and the Technical Committee: John Ryan, Michael Duncan and David Lapworth; my fellow scrutineers and Technical Commissioners, especially Steve Wood, Peter Riches and Nigel Jones; EcoClassics Ltd for selling me all the EV components and finally Tina Cooper, for putting her 30 plus years of Mini racing experience and accumulated knowledge into the design of the car and most importantly for being brave/foolish enough to volunteer to drive the car when it is completed...! •

Roger Ratley



FOOTNOTE FROM THE M7RC COMMITTEE:

It is important to appreciate that the 'e-Miglia' project has been invited under the wing of the M7RC as a longer term vision, and will initially compete on a 'guest' basis as an experimental/development car under the Libre category - so it will not be eligible for points. It may also be trialed in other motorsport disciplines, such as hillclimbs and sprints. The term 'e-Miglia' has been adopted because the test car will resemble a Miglia/Libre and aim to be on a similar performance par on-track, but the term 'e-Se7en' is also a possible development to be considered further down the road... •



TIMETABLE: Silverstone

DUNLOP NATIONAL & WINTER MINI CHALLENGES 1 + 2

Saturday 24 April

START	FINISH	DURATION	SESSION	CLASS
...	...	pre-event	Signing-on	All
...	...	pre-event	Scrutineering	All
09.55	10.15	20 mins	Qualifying	Miglia + Libre
10.50	11.10	20 mins	Qualifying	Se7en + S-Class
14.45	15.05	20 mins	Race 2 - Rd 1	Miglia + Libre
15.45	16.05	20 mins	Race 4 - Rd 1	Se7en + S-Class

BARC SPRING CHAMPIONSHIPS
The British Automobile Racing Club makes its first visit of the year to the Home of British Motor Racing, Silverstone, this weekend for two days of blockbuster track action. Taking to the International layout of the Northamptonshire venue, a number of championships will kick off their campaigns ahead of what is set to be a frenetic 2021 season. Renowned for producing edge-of-the-seat entertainment, the Britcar Endurance Championship will kick off its campaign with a bumper grid of GT machinery going wheel-to-wheel. Variety is the spice of life when it comes to the Classic Touring Car Racing Club and saloon cars from down the years will undoubtedly set pulses racing. **Capping off the weekend's action will be a host of pulsating encounters from the Mini 7 Racing Club** and the TCR UK/Touring Car Trophy •

www.barc.net

LATEST LATEST LATEST LATEST!

FINAL INSTRUCTIONS

By now, all those aiming to race at Silverstone should have read and completed their online entry/meeting registration, self-declarations for scrutineering, Clerk of the Course Driver Briefing, paddock arrangements, time of arrival, etc. Basically, every bit of info required before, during and after the weekend will be online (no paper copies unless someone brings their own printer and can link to *TSL Timing*). This means that it is especially important that competitors check qualifying times, grid line-ups and results on a regular basis, as the organisers will be gridding-up in the assembly area, so we want to ensure it runs smoothly. Remember too that the second races on the Sunday will feature the new reverse grid system (first 8 places) •

www.m7rc.co.uk

Sunday 25 April

START	FINISH	DURATION	SESSION	CLASS
10.20	10.40	20 mins	Race 8 - Rd 2	Miglia + Libre
14.30	14.50	20 mins	Race 14 - Rd 2	Se7en + S-Class



The Classic Touring Car Racing Club brings several series to Silverstone this weekend, including their own Pre-66 category which is likely to feature the ubiquitous Cooper S Minis up against Ford Lotus Cortinas, Austin A35s and Morris Minors, to name but a few fine old classics

Images: courtesy BARC & CTCRC

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

CIRCUIT LENGTH:
1.85 miles (International)

Grid limit - saloon cars: 44

Silverstone Circuits Ltd, Silverstone, Northants,
 NN12 8TN

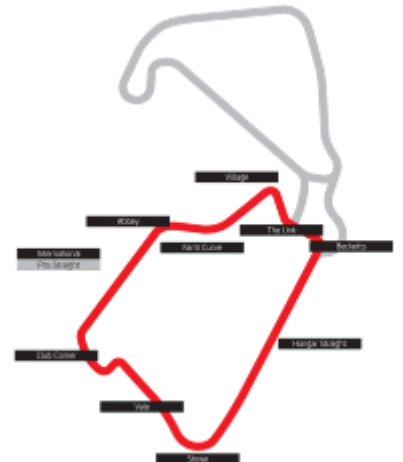
Tel: 01327-320280

Email: enquiries@silverstone.co.uk

Driving there:

Silverstone is conveniently situated right in the heart of the UK, approximately 90 minutes north of central London and 60 minutes south of Birmingham. Road access is exceptionally easy along the A43 dual carriageway from either the M40 (West) or M1 (East) •

www.silverstone.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 Historic*	12-13 June	MGCC (MG Live!)
National 7+8	Cadwell Park	10-11 July	MSV (Mini Festival)
National 9+10	Brands Hatch Indy	21-22 Aug'	MSV (Mini Festival)
National 11+12	Pembrey	11-12 Sept'	BARC (BBQ/Karaoke Night)
National 13+14	Donington Park	23-24 Oct'	BARC (Dunlop Festival)
Winter 3+4+5~	Brands Hatch Indy*	13-14 Nov'	BARC (Winter Championships)

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



Photo: M7RC Archive (M Barrington)

EVENT PREVIEW

SILVERSTONE INT:
Saturday 24-Sunday 25 April...


**National Challenge
Rounds 1 + 2**

**Winter Challenge
Rds 1 + 2**

Back in business

Huge grids expected for season opener...

IT'S BEEN A LONG WAIT SINCE LAST SEASON'S FINALE AT THRUXTON IN OCTOBER, BUT THE 2021 DUNLOP MINI CHALLENGE SUPPORTED BY MINI SPARES IS ALL SET FOR A BLISTERING OPENING CHAPTER AT SILVERSTONE AS NEW CARS AND NEW DRIVERS JOIN THE BURGEONING CHAMPIONSHIP.

MINI MIGLIA

Entering its 51st championship season, the 1293cc top-tier performance category has seen a marked rise in entries over recent times, and with the likes of ex-BTCC champion Andrew Jordan and Historic F1 race ace Nick

Padmore among them, then it is clear just how competitive a series it is. Aaron Smith though has been the leading light for three seasons in a row, latent speed mixed with a honed racecraft seeing him join an elite band of multi-champions in the slick-tired formula. Rupert Deeth has twice won overall in recent times, while Kane Astin and Endaf Owens also have their names etched onto the Peter Collins Trophy. Others who know how to win in this company too are Sam Summerhayes, Colin Peacock and Tony Le May but don't rule out any one of a number of drivers who have secured titles in the other Mini categories before throwing their lot in with the 'big boys', some of whom were around the Miglia grids well before one or two newcomers were even born!

MINI LIBRE

If the Miglia grid looks full, then the added bonus of a further Mini class starting behind will have it bursting at its seams! Initially an ad-hoc invite to Minis from other motorsport disciplines to have a run out alongside the mega Migs, very soon became a bona-fide championship as a whole range of A-Series tuning variations packaged into Miglia-esque bodies began to materialise. Ranging from the 1293cc 5-port Miglia baseline but perhaps without the full technical eligibility, through bored-out 1380cc examples and onto 7-port, 8-port and up to 16-valve performance envelopes, the aim has been to create a close 'B' race on its own merit, but which also helps maintain a yardstick and on-track competition for the Miglia minnows too. Phil Harvey heads the entry and he won overall in 2018 and 19, while Peter Crewes took the inaugural title in 2017. Last season's class champion, Dan Lewis is expected to defend his crown while Peter Hills has been a winner in this category on occasions. Richard Colburn is one to keep an eye on too, having made a return to Minis in his old-spec Miglia he last raced three decades ago.



Photos: M7RC Archive (M Barrington)

EVENT PREVIEW

...SILVERSTONE INT:

...Saturday 24-Sunday 25 April



...back in business

...double the fun with National & Winter rounds

MINI SE7EN

The UK's longest-running one-make saloon car championship hits 55 in 2021, testament to its enduring popularity from its beginning as a budget 850cc formula in 1966 through to today's 998cc pocket-rockets. Here too a former BTCC frontrunner has joined in the fun, Jeff Smith calling on all his experience and race guile to secure back-to-back National titles in 2019-20, plus a Winter crown too. Spencer Wanstall will again be running him close having twice finished runner-up, while three-time champ' Andrew Deviny can never be ruled. Joe Thompson and Darren Thomas can be expected up front having both been second overall in the past, while Jonathan Lewis is a name synonymous with Minis, triumphing in Historics in recent seasons but also having won the coveted Bob Fox Trophy for Se7ens as long ago as 1980, hence the #41 on his new car! Lady racer Tina Cooper is also on the entry, another National champion from back in 1993, while Ross Billison, Graeme Davis and Gareth Hunt all have 'Se7en winner' on their racing CVs.

MINI-7 S-CLASS

Initiated in 2006, the budget 'Scholarship' 1275cc feeder class to Se7ens has also seen a steady rise in takers, especially since its re-branding as a stand-alone category and split-grid start behind the Se7ens. With outgoing champion Connor O'Brien moving up a class, a new title winner is guaranteed. Greg Daw, Damien Harrington Dave Rees and Ben Seyfied have tasted success in 1.3i Minis before joining the M7RC and are likely front-runners, but the nature of this limited tuning class should ensure that the new faces are in with a shout too. Matt Ayres impressed in 2020 on his way to Novice honours, as did Ryan Taylor on his Thruxton debut, also securing the Graham Hill Trophy which recognises the best Under-17-year-old in the series. Of note too is Greg Causon who makes his debut in a rebuilt car that his father Ian raced against some three decades previously! •

LAP RECORDS: Silverstone International (1.8508-mile circuit)

Driver	Time	Ave Speed	Date Set
MIGLIA Aaron Smith	1:17.406	86.08 mph	7 October 2018
LIBRE David Franks	1:19.041	84.30 mph	7 October 2018
SE7EN Andrew Deviny	1:25.242	78.16 mpg	7 October 2018
S-CLASS Nick Croydon-Fowler	1:25.876	77.59 mph	7 October 2018



Photos: M7RC Archive (M Barrington)



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2020 CHALLENGE STANDINGS

NATIONAL POINTS

Final standings after Thruxton



Mini Miglia

Pos	#	Driver	Pts	(Ttl)
1	21	Aaron Smith	172	(187)
2	23	Rupert Deeth	164	(180)
3	85	Sam Summerhayes	146	(155)
4	0	Colin Peacock	141	(143)
5	37	James Cuthbertson	125	(126)
6	48	Lee Deegan	122	
7	11	Kane Astin	119	(121)
8	78	Scott Kendall	103	
9	56	Nick Padmore	91	
10	77	Andrew Jordan	77	
11	17	Rick Jessop	71	
12	4	Jason Porter	61	
13	86	Jason Balding	58	
14	32	Endaf Owens	49	
15	69	Tony Le May	41	
16	80	Joe Thompson	34	
17	53	Niven Burge	33	
18	42	Paul Simmonds	26	
19	29	Dave Drew	25	
20	54	Tom Bell	16	
21	26	Peter Arnold	13	
22	72	Rob Howard	10	
23	82	Darren Mason	3	
24	19	James Colburn	3	
25	27	Peter Harries	2	
nc	20	Mark Sims	-	
	43	Dave Edgecombe	-	
	62	Chris Lovett	-	
	88	Kieren McDonald	-	



Mini Libre

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

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



Mini Se7en

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



Mini-7 S-Class

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

13	795	Stuart Gilby	18	
14	721	Arnold Duncan	14	

NOVICE POINTS

Final Standings after Thruxton



1	86	Jason Balding	13	
2	82	Darren Mason	3	



1	31	Jordan Sims	20	
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1	758	Matthew Ayres	21	
2	729	Darren Jeremiah	18	
3	784	Ryan Taylor	6	
4	716	Julian Beavis	4	



Graham Hill Trophy U17 S-Class

1	784	Ryan Taylor	4	
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Out-Paced or Quick?

SOME DRIVERS MORE THAN OTHERS LEFT THEIR MARK ON THE M7RC...



Jeremy Ormerod

The following is the full 'O, P & Q 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*...

Connor O'BRIEN
S-Class (2019-20)
Former 1.3i champion, immediately on pace to win 19 Winter series then 20 National class title too

John O'CALLAGHAN
Miglia (1980-81)
Top-6 finishes in TEAC championship

Gerry O'CONNELL
Se7en (1971)
Listed for a pair of DNS

Ed O'CONNOR (Irl)
Se7en (1984)
Raced at Donington with Irish M7s

Seamus O'CONNOR (Irl)
Se7en (1984)
Another Team Ireland visitor to UK, 3rd in Donington consolation race

Paddy O'DONNELL
Se7en (1971, 74-75)
Half a dozen starts, best of 8th place

John O'GRADY
Se7en (1975-76)
On leaderboard in 76 TEAC series

Maurice O'HALLORAN
Se7en (1971)
Class 3rd at non-points Lydden in rare Riley Elf-based racer

Brian O'MANT
Miglia (1978)
Couple of National starts, one finish

Kevin O'SHEA
S-Class (2009-18)
Shoestring racer, three Oulton class wins, later became circuit marshal

Tony OADES
Se7en (1972)
Mid-table rank from six starts

Francis OAKLEY
Miglia (1994-96)
Reliability came with new car for 95, top-10 results in third season

Paul OATES
Miglia (1988-90, 93)
Top-6 in class at 89 Brands winter warmer pursuit races

Mick OLDROYD
Se7en (1978)
One start recorded, at Mallory

Alan OLIVE
Se7en (1982-84, 86)
Best of 8th from sporadic outings

Jeremy ORMEROD ↑
Se7en (1983-84)
Impressive 83 Novice title, rose to 8th o/a in 84 National and Southern

Alex OSBORNE
Libre (2018) Miglia (2018-19)
Pembrey Libre lap record in only outing, impressed on switch to Migs

Mick OSBORNE
Se7en (1967-69) Miglia (1970-73, 83) GT (1977-78)
Nickname 'Mick the Quick', Se7en title in 68, followed up with inaugural 70 Miglia trophy, repeated in 72

Ben OWEN
Se7en (1996-98)
Debut season noted for huge 2-car shunt at Combe, best results in 97

Endaf OWENS ←
Miglia (1998-03, 06-11, 17, 19-20) Se7en (2009)
Indomitable Welsh Mini specialist, popular Miglia champion in 2011

John OXBORROW
Se7en (1969, 73)
Two DNS only, renowned 750 racer

Andy PACKHAM
Se7en (1982-84, 86-88)
Better results in Southern races, took Club mag photos on occasion

Nicholas PADDICK
Miglia (1990)
One qualifying session, DNS race



Endaf Owens

Photos: M7RC Archive (M+A Jackson Collection +retromini7pics)

...Out-Paced or Quick...



Nick PADDY →
Se7en (1996-97) 7-Classic (2014)
Play Mini exponent, won class in 97
Lydden *MiniWorld* invite

Keith PADMORE
Se7en (1969) Miglia (1974-77, 79-84)
Twice 3rd o/a in Graham Hill series,
2nd in 82 TEAC, couple of wins

Nick PADMORE
Miglia (2017-20)
Son of Keith, race winner in many
series, from Minis to Historic F1

Bob PAIGE
Se7en (1975-81)
Several top-6 results in TEAC series

John PALMER
Miglia (1983-87)
Podium finish in 87 Southern

Terry PALMER
Se7en (1986-88)
Top-5 finishes in shared car

Rajesh 'Roger' PANKHANIA
Se7en (1990)
Two races in multi-racial team effort

Charilaos PANTELOPOULOS (Gre)
Se7en (2002)
One-off in hire car at Spa

George PANTELOPOULOS (Gre)
Se7en (2002)
Spa rental drive with Dale team

Gay PARKER
Se7en (1977-80)
Limited starts over 4 seasons

Tony (Sutton) PARKER
Miglia (1987-91, 93-95)
Heyday was winning 90 & 91 South-
ern titles, victories mostly at Lydden

Nigel PARRATT
Se7en (1999-01)
Less than half a dozen races in
shared car

Dave 'Dai' PARRY
Se7en (1971-73, 78)
Couple of 2nds in 73 Nationals



Nick Paddy

Roland PARSLOE
S-Class (2012-13, 15, 17)
Class win at Snetterton in 2013

Chris PARSONS
Miglia (1970-71)
Finisher at 71 Thruxton opener

John PARSONS ↓
Se7en (1969)
Class win in non-points Lydden race

John PATEMAN
Se7en (1968)
Listed for a pair of DNFs

Rick PAVEK (USA)
Se7en (1988-89)
US airforce serviceman, ran car un-
der 'Fat Yanks Racing' banner

Robert PAVEY
S-Class (2010-12) Invitation (2013)
Class 2nds on occasion

Colin PEACOCK (#1)
Miglia (1985)
Brief stint in ex-TCR machine

Colin PEACOCK (#2)
Miglia (1997-00, 2002-20)
Stalwart, few wins too, 19 Winter
title, oversees M7RC promotion

Tony PEACOCK
Miglia (1984)
A few winter runouts in TCR entry

Charles PEARCE
Miglia (1978)
Two starts from five entries

Robert PEARCE
Se7en (1973)
One start listed at Llandow

Norman PIERCE
Se7en (1969)
Handful of appearances, best of 8th

Bob PEARSON
Miglia (1990) Se7en (1995)
Claimed 90 Novice title

John PEARSON
Se7en (1993-96, 98-99)
Some top-6 finishes in hugely com-
petitive era; 94 Novice champion

Rob PEARSON
Se7en (2016-18)
Decent results in first season

Tim PEARSON
Miglia (1979)
One race at Snetterton

Graham PENN
Se7en (1985-92) Miglia (1994-97)
Runner-up in 90 Nationals, several
wins, comeback planned...

Dave PERCIVAL
Se7en (1995-98)
Narrowly pipped to 95 Novice title,
regular frontrunner, 3 wins including
last-to-first in 97 Brands GP qualifier

Andrew PERCY
Miglia (1987)
Three races, no finishes

John PERCY
Miglia (1984-90)
Best of 2nd in a Southern Lydden
race, consistent mid-table rankings

Paul PERERA
Miglia (1974-77)
On the podium in third season

Daniele PERFETTI (CH)
Se7en (1999)
One-off at Mallory, sports GT racer

Mike PERKINS
Se7en (1989)
Went well in only outing, at Oulton

Rob PERKINS
Invitation (2014)
Shared car at couple of meetings

Oli PERRETT
Se7en (1999-04)
Frontrunner, took a win at O2 Croft,
big Thruxton rollover in same season

Jan PERSSON
Se7en (2001)
One-off in hire car, later in GT sports

Martin PESTER
Miglia (1996-98)
Fastest Miglia time at 94 Pestalozzi
Mini hillclimb; six race starts

David PHILIP
Se7en (1993-99)
Gradual progress to best of 3rd in 97
Snett Winter race; shared car mainly

Paul PHILLIMORE
Se7en (1974)
DNF in only appearance, at Brands

Ron PHILLIPS
Se7en (1984-87) Miglia (1985)
Fourth overall in 86 Nationals, won
Silverstone opener that season

Barry PHILLPOTT
Se7en (1982)
Finisher on only start, at Snetterton

Tony PHILPOTT
Miglia (1986)
A pair of DNS recorded

Richard PILE
Miglia (1984-87, 89-90)
Regular in top-20 standings

Mike PILGRIM
Miglia (1974-75)
Snett' 3rd aided 11th overall in 75

Andrew PILKINGTON
Se7en (1994-00)
Best year 3rd overall in 97 Winters,
shared Old Kent Rd Racing entry

Nuno PIMENTA (Por)
Miglia (2008-09, 11)
Popular Iberian racer, class win at
'Mini 50' Silverstone invite

Matt PINNY
Se7en (2001-02)
Class win at O1 Brands Winter finale;
previously raced in 1.3i Minis

Richard PIPER
Miglia (1971)
Listed as entrant/driver, no starts

Tom PITCHER
GT (1978)
Class win in Weber Carburettors
Mini invite at Brands



John Parsons

Photos: M7RC Archive (M Magee + courtesy MiniWorld)

...Out-Paced or Quick?



Nigel Puddiphatt

Gordon POCOCK
Miglia (1981-85, 92-00, 04-13, 17, 19-20)
Se7en (1980)
Novice 81 title included 3rd overall in Graham Hill series, also helped run Club mag; works in F1

Jo POLLEY
S-Class (2019) Se7en (2019-20)
Former 1.3i winner making progress

Tony POND
GT (1976) Miglia (1983)
BL Celebrity car in 76, rallying legend

Arnie POOLE
Se7en (1967)
Class 3rd in Mallory consolation, brother of BMC racer Alec Poole

Colin POPE
Se7en (1967-68)
Single start from four entries

Jason PORTER
Se7en (1992-99, 02-03) Miglia (2017-20)
Winter series podiums in Se7ens; return in Migs saw a 3rd at 19 Zandvoort and 4th overall in standings

Mike POTTER
Se7en (1974)
Two finishes recorded, one in the Nationals and one in TEAC series

David POVEY
Miglia (1976-79)
Best of 6th place in part-season campaigns

Clive POWELL
Miglia (1984)
Four finishes from six attempts

Mark POWELL
Miglia (1996)
DNA for Pestalozzi Mini hillclimb

Martin POWELL ↓
Se7en (1991-93)
Fast midlander in contention for 93 title before controversial exclusion

Anthony W. POWNALL
GT (1976-80)
Ever-present in series over five seasons, couple of 3rd place scores

Michael PRATT
Se7en (1972)
Best of class 3rd in Combe invite

William 'Bill' PRENTICE
Se7en (1971-72, 74)
Class victory in 71 Lydden non-points race

Alan PRESTBURY
Miglia (1975-76)
Top-6 pace in all three starts

John PRICE
Se7en (1972-73, 76-79)
Chalked up pair of 3rds in 78 season; rallying specialist

Sue PRICE (Whiteman)
Se7en (1972-74, 1978-79)
Podiums in 78/79 Graham Hill races; shared car with J Price

Oliver PRIN
Se7en (1968)
One finish from three starts

Evan PRINGLE
Se7en (1969)
Competitive top-10 results in limited appearances

Julian PROCTOR
S-Class (2008-13) Se7en (2013-20)
Twice S-Class champion in 12/13, top-10 results on switch to Se7ens

David PRYCE
Se7en (1969-73)
Class 2nd in 69 Snetterton invite

Terry PRYCE
Se7en (1989-93)
Couple of 3rds in Southern series, also raced Free Formula and 750s

Mick PUCHALKSI
Se7en (1983)
Single start came at Lydden

Nigel PUDDIPHATT ✓
Miglia (1995-96)
Five starts in ex-Martin Blunt car

Steve PUDDIPHATT
Se7en (1996)
Decent finishes in five outings

Terry PUDWELL
Se7en (1975-76)
Frontrunner with couple of wins, later raced in F3

Richard PULLEY
Miglia (1993-94, 96-00)
Best results in Winters, 6th o/a in 99

Bryan PURVES
Se7en (1975)
Several entries, no points recorded

Norman PURVES
Se7en (1975)
In final standings for two DNFs

Nigel PYBUS
Se7en (1993-99)
Occasional races; won in Renault 5s

Martin QUEDALLER
Se7en (1967)
One start, at Brands opener in Feb'

Malcolm QUICKFALL
Miglia (1973)
Best of 3rd at Snetterton

Brian QUINN
Miglia (1983-84)
Top novice 83, a few top-10 scores

Pat QUINN (Irl)
Se7en (1978, 81)
Irish M7 champ 78, raced in Ireland v England invite at Phoenix Park •

Look out for more
M7RC driver
recaps in the next
issue of
Pit & Paddock



Photos: M7RC Archive (K Ellison)

Martin Powell



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.



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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



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Mini Miglia: On top form...

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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

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
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On Silverstone's GP track

Mini S-Class: Fun feeder formula...



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Mini Se7en: Leading the way...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini Miglia: Powered up...



Miglia 50 Years 1970-2020

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

Mini Libre: Variety is the spice...



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Mini Se7en: Close quarters...

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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
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From the Archives
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Miglia Champions Gallery pt 2

Mini Libre: Honours even for Lewis & Davis



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Mini Miglia: TV screen hits...

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Mini Se7en: Closer than ever...

Mini-7 S-Class: Scholarship with spurs

Drama at Zandvoort!

Snetterton preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
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Miglia Champions Gallery pt 3
M7C - Now it all begins...

Mini S-Class: Scholars on song



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

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Mini Libre: Mixing it up...

Mini Se7en: Double delight

Mini Miglia: Three-way thrills

Combe preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
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From the Archives
A-to-Z of drivers I, J, K
Miglia Champions Gallery pt 4

Mini Libre: Honours even for Lewis & Davis



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Mini Miglia: Live streaming...

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Rain Stops Play...

Combe Sunday races washed out

Mini Libre: Lewis looms large



Mini Se7en: Hopping fortunes...

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

Thruxton preview...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
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Mini Libre: Honours even for Lewis & Davis



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Mini Se7en: Going the distance...

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Full-on Finals

National season concludes at Thruxton...

Mini S-Class: Scholars on song

Miglia 50 Years 1970-2020

Mini Miglia: Easy does it...

XMAS ISSUE...
• Se7en: 1000cc full race
• Miglia: 1293cc mega tune
• S-Class: 1275cc limited mods
• Libre: up to 1400cc free formula
Latest Club news
2021 calendar unveiled
Technical updates
Runners & riders
From the Archives
A-to-Z of drivers M & N
50 years ago: 1970 season

Mini Libre: Honours even for Lewis & Davis



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ABOUT US



Miglia
50
Years
1970-2020



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

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



The Mini 7 Racing Club

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

www.mini7.co.uk

Mini 7 Racing History

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

Mini Miglia

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

Mini Se7en

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

Mini-7 S-Class

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

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



From the Archives

THE M7C'S ONLY VISIT TO THE NORTHAMPTONSHIRE CIRCUIT IN 1971 CAME DURING MAY FOR ROUNDS 2 OF THE NATIONAL CHALLENGES...

50 years ago



1971 Silverstone

Silver linings

THE SECOND ROUND OF THE MINI 7 AND MIGLIA CHAMPIONSHIPS SAW OUR LADS AT SILVERSTONE ON MAY 1ST AND IT TURNED OUT THAT BOTH WINNERS WERE THOSE WHOSE LUCK DESERTED THEM AT THRUXTON A FORTNIGHT PREVIOUSLY. DAVID SAMBELL THIS TIME KEPT HIS LEAD AND LEN BRAMMER MANAGED 10 LAPS WITHOUT ALTERING THE SCENERY...

MINI SEVEN

The Mini 7s were the third event on a very full card catering mostly for single seaters of various

formulas, and the gaily coloured and wildly named pack roared out on good song. To give an idea of things to come Graham Wenham at last had his car going well and recorded fastest in practice, a good bit under the lap record. David Sambell, Peter Drane and Dennis Fernie were very close to his time, all coming near to the magic 1.18.6. Sambell once gain made the best start and led poleman Wenham into Copse corner with Thruxton victor Drane in close pursuit, followed closely by a huge gaggle of cars all fighting for fourth place, usually four or five abreast past the pits. After two laps the order had settled slightly with the leader consolidating his position, Wenham and Drane scrapping furiously and Armstrong, Fernie and Styles pulling away from the rest. The third and fourth

laps saw Frank Anderson and Doug Carr in the pits followed by Alan Cosby and Joe Rubie a lap later. Tony Styles by this time had demoted Fernie and proceeded to attack Armstrong and finally some demon out-braking into Woodcote saw him clear. Mick Bowring and Ray Kortlang enlivened a midfield of evenly matched but otherwise well spaced cars with some close motoring as the leaders approached the tailenders, the undoing of Sambell at Thruxton. This time however he had it well sorted and took the flag a good three seconds clear. Drane had managed to get by Wenham for a couple of laps but 'Wily Wenham' had it sewn up by the finish, and Drane headed Styles home by a good way, Reg Armstrong, Fernie, Bowring and Ray Kortlang made up the remaining points scorers.

Reg Armstrong tries a bit of autocross during the Formula Mini 7 race (above)
Pic: courtesy Autosport

750 MC Saturday 1 May 1971
Special Tuning Trophy
NATIONAL MIGLIA 'MILLE' CHALLENGE
Round 2 10 laps
(run with Historic Sports Cars)

Pos	No	Driver	Time
1	153	Len Brammer	12:30.8 - 77.10 mph
2	163	Mick Osborne	
3	151	Rod Baxter	
4	158	John Holloway	
5	154	Philip Spurling	
6	164	Roger Colson	
7	152	Rodney Rolfe	
8	155	Roger Dyer	

other entries:

157	Jim Burrows
159	Dudley Fisher
160	Lorrie Siegler
dnf	Eric Groves
dnf	Rod MacDonald
dnf	Rob Neatby

FL: L Brammer 1:14.2 - 78.02 mph (rec)
Pole: L Brammer
1.608-mile circuit

From the Archives

MINI MIGLIA

It is sad but true that although the Miglias are now in their third year there are, for some strange reason, still only sixteen cars which makes for organisers headaches and thereby usually a divided race. At Thruxton we had to contend with the 1000cc Free Formulas and this time, would you believe, the Historic Sports brigade. This is all very well but let's hope we can have a race to ourselves before long! In order to sort out the starting grid a little, the Historics were to lead off fifteen seconds before our lot and this they duly did with a great roar of famous engines. Len Brammer flew off from pole off the next grid with a slight edge on the following bunch comprising



1971 Silverstone



Mick Osborne, Roger Colson, Rod Baxter and Eric Groves, with Rod Neatby up with them for a short time. The furious pace of the opening lap saw them quickly catch the tailenders of the sports cars much to the dismay of Groves who had a moment avoiding one of them at the hairpin and damaged his mill. This incident helped Brammer to pull away slightly from the next bunch, with Osborne at the head from Baxter and Colson falling away a little. The Sports cars were hard at it in their race with the

leaders both rotating at Woodcote leaving the premier spot to a beautiful Jaguar D of Paul Kelly. These famous cars in no way distracting the interest from the Mini Miglias who were all disputing their race positions. Most eyes still being focused on the battle between Osborne and Baxter continually swapping places but the former having the edge past the pits up to Copse. John Holloway and Phil Spurling crept into the results as Colson dropped back and the race closed with Brammer fairly comfortably in the lead from Osborne by a bonnet from Baxter, Holloway, Spurling, Colson, Rodney Rolfe and Roger Dyer the only finishers. A spinning Ace Le Mans nearly changed the result sheet after attempting to outbreak Brammer into the last bend and clouting him up the chuff •

750 MC Saturday 1 May 1971

Bob Fox Trophy
NATIONAL MINI SEVEN CHALLENGE
Round 2 10 laps

Pos	No	Driver	Time
1	88	David Sambell	13:15.0 - 72.82 mph
2	72	Graham Wenham	
3	94	Peter Drane	
4	73	Tony Styles	
5	69	Reg Armstrong	
6	71	Dennis Fernie	
7	68	Mick Bowring	
8	79	Ray Kortlang	
9	86	John Wroe	
10	76	Jim Mancey	
11	89	Graham Thurston	
12	95	Ray Cox	
13	90	David Pryce	
14	70	Lloyd Guyenette	
15	75	Paul Beckham	
16	93	Keith Ball	
17	87	David Evans	9 laps
18	82	Tim Childs	9
19	91	Bryan Adams	9
20	84	Jim Robertson	9
21	77	Frank Anderson	8
dnf	81	Joe Rubie	5 laps
dnf	85	Alan Cosby	4
dnf	97	Douglas Carr	3
dnf	96	Danny Boulton	1
rs	74	John Digby	
	78	Ray Edge	
	80	Dick Williams	
	83	Dan Barratt-Brown	
	92	Ray Woodhead	
	98	John Bailey	

FL: G Wenham + P Drane
1:18.4 - 73.84 mph
Pole: G Wenham

1.608-mile circuit

Topspeed Miglia of Eric Groves Pic: E Groves Collection (Ferret Photographics/J Gaisford)



*Race reports from:
June 1971 Bulletin newsletter of the
Mini 7 Club Racing Section

*Further 1971 season race articles,
results and tables can be found in:
M7RC Archive 1971 issue

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

RETRO REVIVAL ONLINE

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 from 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 (right) and Miglia contender, and more recently Libre race winner Ian Fraser, 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! - 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..."



RetroMini7pics

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?

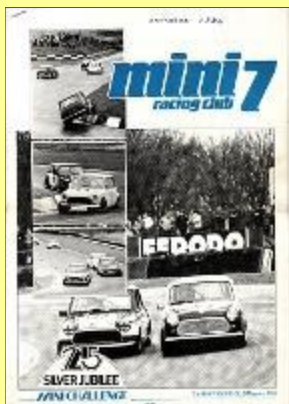


RetroMini7pics

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

Answers to *Pit & Paddock*: 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

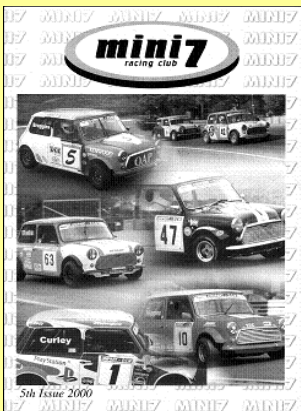
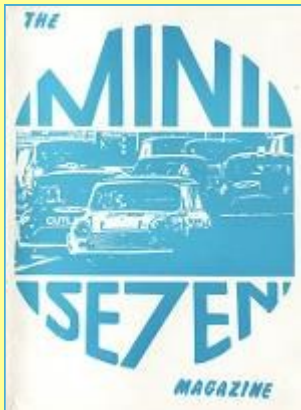
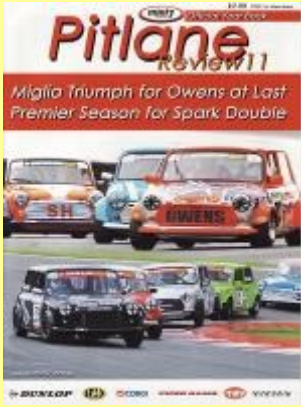
- 1983 Mike Fry (overall)

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

NOVICE AWARD - SE7EN

- 2002 Paul Brown
- 2003 Martin Wager
- 2019 Colin Peacock
- 2020 -
- 1973 Hugo Shipley
- 1974 John West
- 1975 Jeremy Wheatley
- 1976 Chris Lewis
- 1977 Tristan Batch
- 1978 Rob Selby
- 1979 Jonathan Lewis
- 1980 Derek Miller + Peter Lawton
- 1981 Mark Cinnamon
- 1982 Barbara Cowell
- 1983 Jeremy Ormerod
- 1984 Dave Banwell
- 1985 Bill Sollis
- 1986 Alan Jackson
- 1987 Steve Cooper
- 1988 Andy Hack
- 1989 Bill Boyle
- 1990 Niven Burge
- 1991 Tim Stanbridge
- 1992 Shaun King
- 1993 Matthew Hayman
- 1994 John Pearson
- 1995 James Hayman
- 1996 Paul Woodbridge
- 1997 Sarah Munns
- 1998 Tom Francis
- 1999 Peter Weston
- 2000 Duncan Emmett
- 2001 James Loukes
- 2002 Max Hunter
- 2003 Lewis Selby
- 2004 Alex Myall
- 2005 Lee Jones
- 2006 Ricky Horne
- 2007 Thomas Knight
- 2008 Neil Robins
- 2009 Terry Barringer
- 2010 Mike Rayner
- 2011 Ashley Davies
- 2012 Ross Billison
- 2013 Justin Drury
- 2014 Shaun Tarlton
- 2015 Lewis Fox
- 2016 Leon Oli Window
- 2017 Joe Thompson
- 2018 Stephen Colbran
- 2019 Glen Woodbridge
- 2020 **Jordan Sims**

NOVICE AWARD - S-CLASS

- 2019 Ben Cutler
- 2020 **Matt Ayres**

NOVICE AWARD - MIGLIA

- 1973 Kelvin May
- 1974 Gary Cashman

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



LAP RECORDS

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

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

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

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2

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Mini Se7en

- | # | Driver |
|----|---------------------|
| 1 | Jeff SMITH |
| 2 | Spencer WANSTALL |
| 6 | Graeme DAVIS |
| 7 | Jordan SIMS |
| 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 |
| 76 | Jo POLLEY |
| 77 | Andrew DEVINY |
| 80 | Joe THOMPSON |
| 87 | Connor O'BRIEN |
| 88 | Mike JORDAN |
| 94 | Lee ROBERTS |
| 95 | Julian PROCTOR |
| 99 | Nick CROYDON-FOWLER |
| 3 | Andrew Deviny |
| 4 | Lee Roberts |
| 5 | Jo Polley |
| 8 | Julian Proctor |
| 9 | Leon Oli Window |
| 10 | Joe Thompson |
| 45 | Leon Wightman |
| 46 | Max Hunter |
| 63 | Dave Robinson |
| 69 | Steve Trench |
| 22 | Graeme Davis |
| 31 | Jordan Sims |
| 35 | Jeff Smith |
| 73 | Spencer Wanstall |

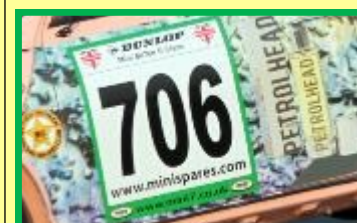


Mini Miglia

- | # | 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 |
| 32 | Endaf OWENS |
| 34 | Joe FERGUSON ? |
| 36 | Damon ASTIN |
| 37 | James CUTHBERTSON |
| 42 | Paul SIMMONDS |
| 44 | Shaun KING |
| 47 | Darren MASON n |
| 49 | Martin WAGER |
| 50 | Ben BUTLER |
| 55 | Ben COLBURN |
| 56 | Nick PADMORE |
| 62 | Chris LOVETT ? |
| 69 | Tony LE MAY |
| 77 | Andrew JORDAN |
| 80 | Joe THOMPSON |
| 85 | Sam SUMMERHAYES |
| 86 | Jason BALDING |
| 91 | Thorburn ASTIN |
| 96 | Justin COOPER |
| 1 | Aaron Smith |
| 2 | Rupert Deeth |
| 3 | Sam Summerhayes |
| 5 | James Cuthbertson |
| 6 | Lee Deegan |
| 7 | Kane Astin |
| 9 | Nick Padmore |
| 10 | Andrew Jordan |
| 17 | Rick Jessop |
| 27 | Peter Harries |
| 29 | Dave Drew |
| 43 | Dave Edgecombe |
| 48 | Lee Deegan |
| 53 | Niven Burge |
| 72 | Rob Howard |

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 |
| 728 | Michael WINKWORTH |
| 729 | Darren JEREMIAH |
| 732 | Darren COX |
| 733 | James BRYAN |
| 744 | Ben SEYFRIED |
| 747 | Kelvin EDGAR |
| 748 | Mal DICKINSON |
| 750 | Neil SLARK |
| 758 | Matthew AYRES |
| 763 | John COCKBURN-EVANS |
| 766 | Geoff WILLIAMS |
| 777 | Dave REES |
| 784 | Ryan Taylor n |
| 789 | Arnold DUNCAN |
| 795 | Stuart GILBY |
| 796 | Mark CHAPPELL |
| 716 | Julian Beavis |
| 720 | Ben Cutler |
| 736 | Thorburn Astin |
| 765 | Simon Martin |
| 787 | Connor O'Brien |

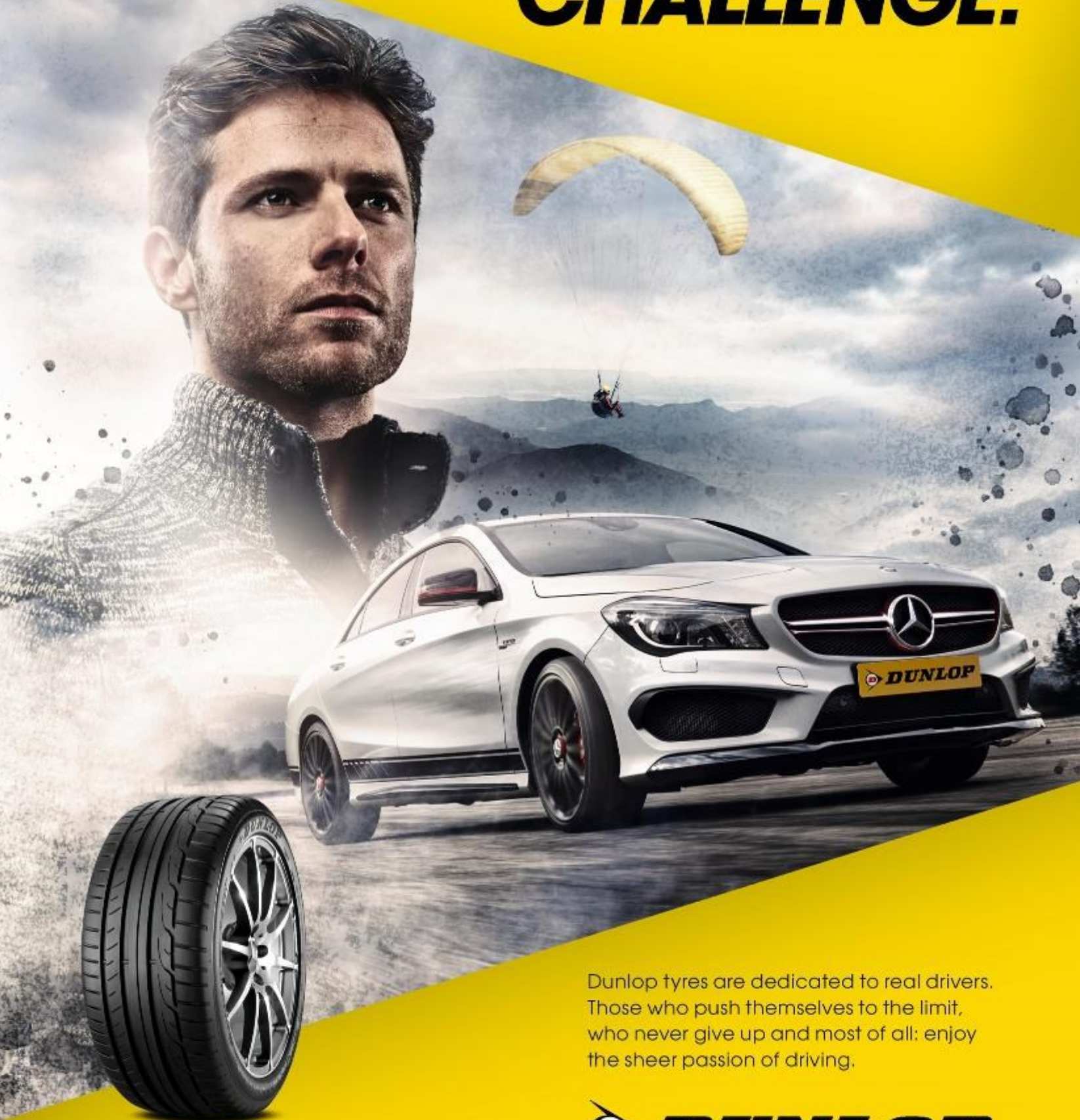


Mini Libre

- | # | 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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