

Pit & Paddock

2021

Official Newsletter of the Mini Seven Racing Club

2021: Issue 2



www.mini7.co.uk

Mini Se7en:
Kerb appeal...

DUNLOP MINI CHALLENGE
supported by MINI SPARES



Stunning Silverstone!

Mini-7 S-Class:
New faces...

Mini Libre:
Different strokes...

RACE REPORT: Full recap of exciting season opener...

Mini Miglia:
Power play



REVEALED: First peek at 'e-Mini racer' conversion...

Snetterton preview...

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

Latest Club news
Revised 2021 calendar
Technical updates
Runners & riders

From the Archives

A-to-Z of drivers: R...
50 years ago: Snetterton 1971



PIPER GAMS

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Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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.

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

Take our range of Evolution Oil Pumps for example. Most other manufacturers have sacrificed precision in their quest for production volume - but not us. Our pumps have been CNC machined from alloy billets with sintered internals and assembled to very exacting standards enabling them to consistently produce high oil pressure even at high engine speeds.

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.



mini spares

Parts available online at www.minispares.com or by mail order on 01707 607 700

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York YO26 6QU
Tel: 01423 881800

Minispares - LONDON

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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



Sponsor of the Fastest Lap awards

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 •

Emotional rescue?

Motor racing can be an emotive subject. On one hand, the anticipation of a brand new racing season should always set off the butterflies in the stomach; whether it be a seasoned driver looking for a good start to the campaign in their fully-sorted-over-the-winter racer, a complete first-time circuit novice perhaps dreading a *faux pas* out on track, or just a humble, enthusiastic fan impatient for the action to begin, those moments of collective holding of breath were no doubt all there on the Saturday morning in the Silverstone Wing paddock, just before the first Mini A-Series engine fired into life. On the other hand, there has always been an accepted and unswerving routine as to how a race meeting operates, from all sides, and that dyed-in-the-wool certainty is the yin to the yang of the stomach-churning collywobbles. Except that, since all our lives have been blighted by the coronavirus pandemic, 'normal' intrinsic routines have gone out of the window, and somewhat different methods and ideas have begun to supplant those ingrained behav-

ours and feelings that stir within. For example, the first 'test' of scrutineering was always something to be challenged head on, that combination of fear and nervous banter under the examining eye of the 'screw-it-in-ere' even before going out on track. Now though, a somewhat less theatrical online self-certification is the pass mark, albeit with the onus on the competitor to actually conform to what they have submitted via electronic documentation - already sounds quite dull doesn't it? Or that excitable moment when eyes were clapped on a timesheet on which was the proof of how fast, or slow, you had gone in qualifying, who you lined up alongside on the grid, or how many places you had made up in the race, a tactile piece of paper in the hands, with onlookers over the shoulder, all chipping in with quips that gave life to paddock atmosphere. Yes, the facts are still all there to see on a phone app, but does it stir the emotions..? •

RW



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NEWS NEWS NEWS NEWS

SILVERSTONE LIVE STREAMING SUCCESS

Image: M7RC Facebook / courtesy BARC Livestream

Mini Miglia		R4	00:15:56
	DRP TIME		
1	56 PADMORE	3:55.904	
2	27 OWENS	0.265	
3	23 DEETH	0.556	
4	77 JORDAN	0.808	
5	11 ASTIN	1.069	
6	85 SUMMERHAYES	1.320	
7	21 SMITH	2.624	
8	37 CUTHBERTSON	3.192	
9	55 COLBURN	4.893	
10	20 SIMS	5.535	
11	49 WAGER	5.965	
12	4 PEACOCK		
13	69 LE MAY		
14	44 KING		
15	25 COLBURN		
16	8 KENDALL		
17	62 LOVETT		
18	15 COLBURN		
19	47 MASON		
19	91 ASTIN		
20	26 ARNOLD		
21	17 CREWES		
3	13 HILLS		
4	13 STANTON		
5	12 TURNER		

...astounding viewing figures for Mini races on BARC package

Over 120,000 tune-in online to watch terrific race action!

Even the most ardent Mini racing fans could not have anticipated the huge audiences for the Silverstone livestreaming on 24-25 April, and race organiser BARC was justifiably pleased to announce staggering figures of over 200,000 for their whole weekend race programme. A further break down check for actual viewing numbers on YouTube revealed that the Mini Challenge races attracted a whopping 71,000 on the Saturday and another 56,000 on Sunday, which is an impressive percentage of the overall broadcast. No doubt the presence of YouTube 'star' Jimmy Broadbent racing in the main Britcar endurance event helped draw people to watch too, many of whom may not ordinarily have been inclined to click and view anything below F1 or BTCC, or what is politely classified as 'non-elite motorsport'. Perhaps too, the frustrating but understandable easing out of lockdown rather than a blanket lifting of all restrictions overnight has kept people at their TV, laptop or mobile phone screens for just that little bit longer than they might originally have intended, but either way the underlying optimism after Silverstone is that a whole new audience for club motorsport may have been found, especially for Mini racing going by many of the Facebook comments and online 'chatroom' feedback. Of course, viewing through a screen is

nothing like the real thing of being there in person, and those lucky enough to have been allowed paddock access for the weekend were witness to not only the sight and sound of close, wheel-to-wheel racing, but also the smell of hot engines and tortured tyres. Or those moments off camera that only being there can ingrain on the senses and which make the complete motor racing package that remote spectating can never recreate. Nonetheless, the initial live streaming went so well that BARC has confirmed its ongoing programme of events for 2021, and very possibly into 2022 even with a renewed hope for fuller lifting of COVID-19 restrictions, which bodes well indeed for the M7RC as it forms part of the BARC race meetings this year at Snetterton on 8-9 May, Cadwell Park in July, Pembrey in September and Brands Hatch in November •

STOP PRESS!

LATEST NEWS...

The M7RC is pleased to announce that MED Engineering will be sponsoring live 'TV' coverage of rounds 3 & 4 of the National Mini Se7en and Mini Miglia Challenges this weekend at Snetterton, 8-9 May. Follow the British Automobile Racing Club on Facebook to tune in live, via www.barc.net There's two qualifying sessions and one race on Saturday, and three more races on Sunday. Don't miss it! •

DISCOUNT ON IT



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

Image: www.minispares.com



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



NEWS NEWS NEWS NEWS

NEW VISOR STRIP UNVEILED



Mini-7 S-Class racer Matt Ayres sported this excellent idea on his crash helmet visor at Silverstone, having found that the Mini windscreen header strip scaled-down almost perfectly to fit. Before joining the M7RC in 2020 and going on to secure the S-Class Novice title, Matt previously competed in karts where the idea for the visor strip came from as it is quite common for kartists to carry their class identification on their visors. So well was the idea received at Silverstone, the M7RC will print up a batch of these very professional-looking visor strips for all classes and they should hopefully be available at Snetterton •

SPRUCE UP FOR SPONSOR

Challenge co-sponsor Mini Spares has found a positive side to all of the past year's difficulties with coronavirus and lockdowns, by having found time to refurbish its Potters Bar shop! With trading restrictions gradually being eased, the Mini specialist has been able to welcome back customers through its doors in recent weeks, albeit only two are allowed in the shop at any one time and everyone is reminded to still wear a mask •

www.minispares.com



MINI SHORTS



PETER BALDWIN @ 80

Mini racing legend Peter Baldwin recently celebrated his Octogenarian status by posting a short video message online to thank all those who had wished him well on the momentous occasion, and raised a toast with a (large) glass of vino too. Your good health, sir! •



BEAULIEU LIBRARY @ 60

The National Motor Museum Trust at Beaulieu celebrates 60 years of its Reference Library with an online commemoration giving motoring enthusiasts a fascinating insight into one of Europe's largest motor heritage libraries. A selection of films can be viewed at www.youtube.com/user/MotorMusuem, going behind the scenes of the library which contains over 300,000 items, spanning from the 1880s right up to the present, with a wealth of research material including rare and out of print publications on everything from Minis and motorcycles to commercial vehicles. The library hopes to reopen to the public before long, with new Covid-secure procedures •

www.nationalmotormuseum.org.uk



NEW MINI @ 20

The MINI brand and BMW Group's UK manufacturing plants in Oxford and Swindon are celebrating 20 years of MINI production. In early 2001, production began for MINI body parts in Swindon and in April that same year the first new MINI rolled off the line in Oxford. Over the past two decades MINI has built over 5 million cars in the UK, while in recent times Plant Oxford has become a must-see tourist destination with 26,000 visitors to the production facility •

Photo: M7RC Facebook

Images: courtesy Newspress



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.



NEWS NEWS NEWS NEWS

FASTEST MINI RACE GATHERING PACE



...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, like the 2019 holder of the FMITW title - the Austin Mini Cooper S V8 spaceframe driven by Harvey Death, which was built by Rollcentre racing. Equally quick is legendary Bill Richards in his ultra-successful Clubman-fronted spaceframe, and 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 / R Rakers



MINI SHORTS



ALMOST READY FOR @SNETTERTONOFFICIAL @KSMRACER @SMGMOTORSPORT

BIGMAC RACING RETURN

If only because the editor is partial to a bright orange race car, here is the newly re-vamped Miglia of Kieren McDonald which he hopes to be out in at Snetterton. Having missed all of the 2020 Mini season, the Welsh BigMacRacing driver should be running under the wing of SMG Motorsport in 2021, and the mandarin-hued Mig will also be carrying much more prominent Mini Spares logos along its previously gold flanks. Pob Iwc! •

PRESCOTT MINI FESTIVAL

The inaugural Prescott Mini Festival on 22 May will celebrate all things Mini, especially the 60th Anniversary of the Cooper. Co-promoted by The Sporting Minis, the event is scheduled to take place on the iconic Prescott Speed Hillclimb course in Gloucestershire, with competitive and demonstration runs planned, car club displays and trade stands. Live streaming through Facebook and YouTube channels is promised too, while the possibility of spectators and camping is also under consideration •

www.prescotthillclimb.co.uk

GOING OFF-LINE

Motorsport UK joined the Social Media Boycott from 3pm on Friday 30 April to 11.59pm on Monday 3 May. "We stand united with English football and other sports in calling for action to..."

#StopOnlineAbuse
#NoRoomForRacism
#OurMotorsportUK •

www.motorsport.co.uk

Photo: M7RC Facebook/BigMac Racing

NEWS NEWS NEWS NEWS

CLASSIC MINI RACING ROUND-UP...

Spring has sprung...

On the same bill as the M7RC at Silverstone on 24 April, the Classic Touring Car Racing Club opened its season with several championships, including one for Pre-66 Touring Cars. No less than eight Minis made up the 30+ double-header grids, the Cooper S pair of Barry Sime (1293) and Harvey Death (1275) twice taking 2nd and 3rd in class respectively behind a 1.6 Alfa Sprint GT.

On the same weekend, the BARC-supported 1.3 Mighty Minis attracted 16 cars to Cadwell Park for their first two rounds, the Super class cars of Ian Slark and Neven Kirkpatrick sharing a 1-2 apiece on Saturday and Sunday respectively, with a double for Dan Heywood in the Standard class.

Elswhere, during the current COVID-restricted calendar, Libre-registered racer Gary Warburton (right) has been concentrating on his local Oulton Park circuit, pedalling his 1293cc 'Miglia' to a class win in the CNC Sports Saloon Championship on 17 April. The following day at Snetterton on 18 April saw Kevin O'Con-

nor's Cooper S the only Mini runner in the HSCC's Historic Touring Car Championship, featuring unusual cars such as a Ford Falcon, Jensen CV8 and Singer Chamois •

Image: M7RC Archive (P Waller)



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 •



MAKE MIGLIA 50 HAPPEN

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

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 •



NEWS NEWS NEWS NEWS

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 push on a mask if not wearing a crash helmet and fireproof balaclava, so being prepared to wear the M7RC colours, either in the paddock, *parc fermé*, on the podium or receiving trophies is more likely to get your picture selected for inclusion in this newsletter or annual *Pitlane* magazine too! •

SETTING THE STANDARD - into 2021

As you will have read elsewhere, the possibility of motor racing carrying on is dependent on every one 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 recommended;

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: M7RC Archive (M Barrington)

Photos: M Barrington + S Roche

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES

Technical Sub-Committee Report

30 April 2021

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

Following a meeting at Silverstone over the 24-25 April weekend, the following is a brief outline of relevant points discussed:

- The printed version of the 2021 M7RC Regulations are now available.
- These days of COVID-19 regulations and self-certification scrutineering, it is easy to overlook some of the safety features on our cars (i.e. lights not working, loose wheels and non-working master switches), which would be picked-up in the old form of scrutineering. So please welcome our Eligibility Scrutineers into your paddock area/space.
- Clarification of S-Class Alternator:
TR.5.19.6.1 Standard production alternator and charging system must remain unaltered and operational.
To Clarify: Alternator must be similar in type and design to those fitted to the Rover Production Mini. Lightweight/race alternators are prohibited.
 That is any BMC Austin/Morris/British Leyland/Austin Rover Group/Rover Group/MG Rover Group Mini and NOT any alternator from another manufacturer's production car!
- We will re-instate the anonymous Technical Inspection Suggestion Box, located at the M7RC awning. The Technical Sub-Committee will review the suggestions and may then ask the scrutineering team to inspect all cars.
- Libre Class start will now be on the lights with Miglias, no flag start but with a 2-row spacing. We will review the situation for the combined grid on the Silverstone GP circuit in June..

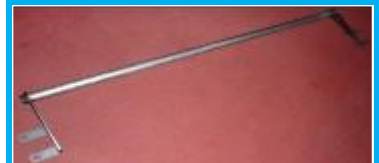
Regards

TS-C



Photo: M Barrington

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



TECHNICAL UPDATES

Scrutineers' Report

Silverstone Race Weekend 24-25 April 2021

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

Qualifying session Miglia / Libre
Selected cars were weighed and a visual inspection of front damper seals

Qualifying session Mini 7 / S-Class
Selected cars were weighed, carburettor restrictors and chokes removed and measured

Race 4 Miglia / Libre
Selected cars were weighed, visual inspection of tie bar mounts and steel body panels checked with a magnet

Race 6 Mini 7 / S-Class
Selected cars were weighed, distributor caps removed and advance system checked

Race 9 Miglia / Libre
Selected cars were weighed, diffs checked, checks on engine seal drillings

Race 14 Mini 7 / S-Class
Selected cars were weighed, diffs checked, dampers checked for steel body with magnet

- All competitors were advised of the requirement to have bolts drilled for the application of MsUK seals if necessary, and would like to remind all competitors by drawing their attention to the mandatory 2021 Regulations, as per **SR.3.2.1, TR.5.4.3 & SR.6.6**
- Two S-Class competitors were advised that the alternators fitted were not within the spirit of the regulations and would need to be changed before the next meeting
- It was noticed that there are three drivers bearing the same surname in the Miglia/Libre classes (and two others in Miglia), and it was suggested that they be allowed to display their first names under regulation TR.5.17.5 (iii)
- There will also be an ongoing investigation into the legality of hydraulic handbrakes installed in some cars
- We would also like to remind everyone about *Parc Fermé* regulations, as per **SR.2.8.2**, especially as we are still under COVID rules but it will apply at all times thereafter...

Regards

Julian Affleck
M7RC Eligibility Scrutineer



Photos: courtesy J Tanner

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES

VEHICLE LOG BOOKS

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

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

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

Ownership History

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

Roll Cage

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

Bodywork

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

Fuel Tank

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

Seat

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

Harness

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

Fire Extinguisher

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



TECH TIDBITS

A POLITE REMINDER FROM THE CHALLENGE TYRE SUPPLIER...



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

During the week of the race weekend and tests:

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

At the circuit:

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

Monday after race weekend:

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

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

Kind Regards

John Pearson, Company Director

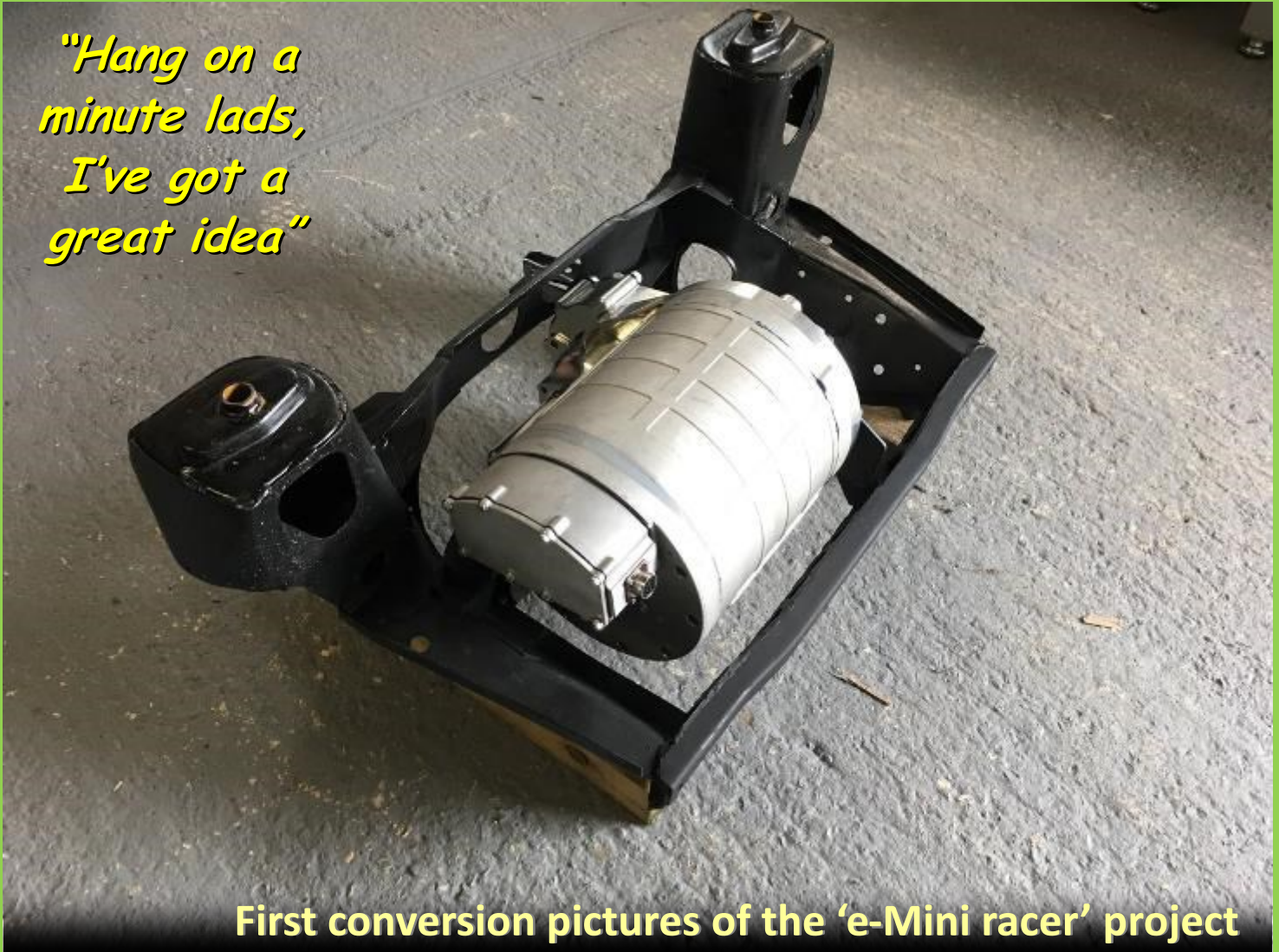
Units 5 & 6 Broad March Trade Park, Long March Industrial Estate, Daventry, Northants, NN11 4HE
Tel: (01327) 301887
www.hptyres.com
Email: office@hptyres.com



TECHNICAL INSIGHT



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



First conversion pictures of the 'e-Mini racer' project

Following the introduction to the 'e-Mini racer' project in the previous issue of *Pit & Paddock*, the first notable engineering steps to fit an electric alternative to the venerable A-Series engine have been recorded with this set of images taken by project test driver, Tina Cooper. As can clearly be seen, the e-Mini motor and transmission sits well within a classic Mini front subframe, and looks a really neat and simple installation, with minimal added brackets to the standard subframe.

As the project's founder, Roger Ratley points out: "Yes - just 3 brackets welded to the standard subframe, and a reinforcing gusset on the inside edge of the front crossmember (not visible in the picture). The Motor/gearbox can be solid-mounted or can use bushes. I have used custom-made bushes from Proflex, in 3 different shore hardnesses - I'll see which hardness works best when we start testing..."

NEXT TIME...
In-depth installation and meeting MsUK standards •

FOOTNOTE FROM THE M7RC COMMITTEE:
It is important to appreciate that the 'e-Mini racer' 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 trialled in other motorsport disciplines, such as hillclimbs and sprints. The term 'eMiglia' has also 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... •



Photos: T Cooper

RACE RECAP

Silverstone Int. 24-25 April 2021 National & Winter Rds 1 + 2



Stunning Silverstone!

Superb action and huge online viewing figures mark successful start to the Mini 7 season...

Brilliant Mini racing at Silverstone on 24-25 April proved a hit for 'lockdown' viewers tuning in to watch the action on live screening channels, with the combined winning margins of all four races totalling less than a second!

Both Miglia encounters saw between 6- and 8-car trains in contention throughout, with Endaf Owens holding off tremendous pressure to take the opening victory on Saturday, while Nick Padmore came through to triumph in Sunday's repeat, further lowering the lap record after Sam Summerhayes' fine effort the day before. Former BTCC champion Andrew Jordan twice had to settle for 2nd while reigning Miglia titleist Aaron Smith scored a brace of 3rds.

In the Libre category, Richard Colburn landed a double, despite a 'jump start' in the first race.

Jeff Smith and Spencer Wanstall looked to continue their Mini Se7en title battle from last season, but it was Joe Thompson returning from a

year's hiatus who came through brilliantly to claim both victories by a proverbial whisker from Smith, the latter also setting a new class lap record for the International circuit. Wanstall claimed a Race 1 podium but retired in the second as Nick Croydon-Fowler stormed up the order to third on the Sunday to pip Jonathan Lewis, the latter returning to the category 41 years after he won it in 1980!

It was equally intense in the concurrent S-Class, newcomer Michael Winkworth ahead at the chequered flag both times, with Damien Harrington running him the closest of several challengers.

The M7RC received amazingly positive feedback of the fabulously entertaining action, with eyebrow-raising viewing figures, and perhaps best summed up by an incredulous driver at Silverstone from another race series who commented: "How do they race so close, nose-to-tail?!"

"Oh it's always like that..." came the reply.

Despite the continuing spectator restrictions under COVID-19, it's still 'roll on' Snetterton in Norfolk over the 8-9 May weekend for Rounds 3 & 4 in the Dunlop National Challenges supported by Mini Spares •

RW



Photos: M Barrington + J Tanner/T Pratley

RACE RECAP

Stunning Silverstone!



Photos: M Barrington + J Tanner/T Pratley

NOTES ON THE CARS:

Miglia

- #4 - New car teething trouble in Friday testing, water pump issues led to R1 DNF, penultimate row to top-6 finish in R2
- #8 - Frustrated by lack of pace all weekend but at least made finish in both races
- #11 - Car completely rebuilt, among lead group throughout, shuffled down to 7th in R1, loss of drive in R2
- #15 - First run out for a couple of seasons, crank failure in R1 meant weekend over
- #20 - Finally debuted new car after 2020 hiatus, pleased with progress in top 10
- #21 - Looking for 4th title in a row, happy with podium positions after mega battles, car unmarked...
- #23 - Strong pace but edged out to 6th in R1, led majority of R2 before late engine drama
- #25 - New colours for ex-Drew car, midfield pace, coil/electrics produced a double-DNF
- #26 - A lap down in both races but good progress to take chequered flag twice
- #32 - Brilliant victory drive to fend off strong attack in R1, good recovery to 4th in R2
- #34 - Withdrew after engine problems during testing in ex-Astin Invitation/British Trophy car..
- #37 - Stayed with leaders in R1, reverse grid saw 'pole' for R2 but dropped away by chequer

- #44 - Brand new car for return after couple of decades away, decent midfield pace
- #47 - Reworked ex-Dunkley/Horsfall car, but mechanical gremlins stymied weekend...
- #49 - Familiar black/red TCR car, good pace and lots of midfield place-swapping
- #55 - Impressive debut in ex-Knight/Casey/Hack/Lewis/etc Westbourne team car, also busy in team Clios
- #56 - Out-flanked to 5th in R1, redressed with perfectly-judged R2 win, lap record too
- #62 - Debut in 'old' ex-Featherstone car, improving pace before R1 DNF and then R2 pit visit
- #69 - Good midfield battles produced decent finish in R1, but pulled off in R2
- #77 - Former BTCC champ' in the mix throughout, a pair of 2nds enough for title lead, a few battle scars...
- #85 - Right in the thick of R1 action, briefly held lap record, spun off on R2 out-lap when CV joint seized
- #91 - Former S-Class frontrunner in ex-Bell/Howard car, struggled for traction
- #96 - On entry list but withdrew before qualifying...

Libre

- #113 - Chronic misfire under load from 1380 5-port, only 4 intermittent laps per race
- #123 - Welsh-based racer debuting 1380 16V, pace improving before DNFs
- #126 - Going great guns in races after issues with 1380 16V during testing
- #133 - Neat Extreme/CustomMinis entry, solid debut in class with 'old-spec' 1293 Miglia
- #177 - Unique 7-port sounding great, good battle in R1 for 2nd, reckoned on R2 win before puncture
- #219 - 'Old-spec' 1293 Mig, R1 start confusion led to double 10s penalties but still enough in hand, R2 victory closer

Silverstone Recap continued over



RESULTS: Round 1

Mini Miglia & Libre

Pos	#	Driver	16 Laps
1	32	Endaf Owens M	20:56.211 / 84.86 mph
2	77	Andrew Jordan M	
3	21	Aaron Smith M	
4	85	Sam Summerhayes M	
5	56	Nick Padmore M	
6	23	Rupert Deeth M	
7	11	Kane Astin M	
8	37	James Cuthbertson M	
9	55	Ben Colburn M	
10	20	Mark Sims M	
11	49	Martin Wager M	
12	69	Tony Le May M	
13	44	Shaun King M	
14	91	Thorburn Astin M	
15	8	Scott Kendall M	
16	219	Richard Colburn L	21:56.022* / 81.01 mph
17	177	Peter Crewes L	
18	126	Peter Hills L	
19	133	Les Stanton L	15 laps
20	26	Peter Arnold M	15
dnf	62	Chris Lovett M	12 laps
dnf	47	Darren Mason M	12
dnf	25	James Colburn M	5
dnf	113	Phil Harvey L	4
dnf	4	Colin Peacock M	3
dnf	123	Huw Turner L	3
dnf	15	Gordon Pocock M	1
wd	34	Joe Ferguson M	
wd	96	Justin Cooper M	
FL/M		S Summerhayes	1:16.748 - 86.81 mph
FL/L		R Colburn	1:19.728 - 83.57 mph
Pole/M		E Owens	
Pole/L		R Colburn	

*#219 inc. 2x 10s penalties

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
1	80	Joe Thompson 7	20:01.335 / 77.65 mph
2	01	Jeff Smith 7	
3	2	Spencer Wanstall 7	
4	41	Jonathan Lewis 7	
5	49	Ross Billison 7	
6	99	Nick Croydon-Fowler 7	
7	33	Adam Gould 7	
8	77	Andrew Deviny 7	
9	4	Lee Roberts 7	
10	6	Graeme Davis 7	
11	728	Michael Winkworth S	20:54.578 / 74.35 mph
12	712	Greg Daw S	
13	784	Ryan Taylor S	
14	758	Matt Ayres S	
15	795	Stuart Gilby S	
16	789	Arnold Duncan S	
17	796	Mark Chappell S	
18	732	Darren Cox S	13 laps
19	766	Geoff Williams S	13
20	763	John Cockburn-Evans S	13
21	707	Greg Causon S	12
dnf	711	Damien Harrington S	5 laps
dnf	87	Connor O'Brien 7	4
dnf	777	Dave Rees S	3
dnf	744	Ben Seyfried S	2
dnf	76	Jo Polley 7	0
ns	709	Graham Sheppard S	
wd	18	Tina Cooper 7	
wd	20	Darren Thomas 7	
wd	37	Gareth Hunt 7	
FL/7		J Smith	1:24.275 - 79.06 mph (record)
FL/S		M Winkworth	1:27.425 - 76.21 mph
Pole/7		S Wanstall	
Pole/S		M Winkworth	

1.8508-mile International circuit

full official results @ www.tsl-timing.com



RACE RECAP

Silverstone Int. 24-25 April 2021 National & Winter Rds 1 + 2



...Stunning Silverstone!

Se7en

- #01 - Slow getaway in R1 but fought back to 2nd with new lap record, similar chase in R2 and another fast lap point
- #2 - Pole for R1 but dropped away to 3rd, then R2 DNF when again on the tail of the leaders
- #4 - Managed to improve on start spots in both races, still awaiting that first National podium
- #6 - Familiar yellow car, caught up in R1 clash, started and finished in 10th spot for both encounters
- #18 - In entry list but DNA for qualifying...
- #20 - Usual green car scheduled for entry after being on sodelines in 2020, but concentrated on running 'customer' cars for weekend...
- #33 - Pleased with progress after 2020 engine woes, made up several places in R1 from back row, although went the other way from R2 front row start

No show...

- #41 - Return to category from 1980 champion, on the pace in new car despite a few varied lines at times...
- #49 - Well among leading group in R1, same again in R2 before trundling pitwards on lap 11
- #76 - Engine swap after testing problems, tapped and spun out at chicane in R1, good recovery from back row in R2
- #77 - Lacking usual pace, tactical 8th in R1 gave 'Pole' for R2 but shuffled back in pack where he became a target for panel damage...
- #80 - Superb in R1 to hold off pursuers, even better in R2 after tigering through from 4th row for double victory
- #87 - Promising switch from S-Class curtailed by R1 misfire, R2 recompense with good climb up from back row to 5th
- #99 - Return in ex-Burger car after couple of seasons away, R1 finding limits, R2 slow start but tigering recovery to 3rd



Photos: M Barrington + J Tanner/T Pratley

RACE RECAP



...Stunning Silverstone!

Photos: M Barrington + J Tanner/T Pratley

S-Class

- #707 - Novice first time in car, cautious R1, improved pace in R2 but got off line into Stowe gravel, game over...
- #709 - Newcomer spun and hit in qualifying, tracking out, unfortunate double-DNS
- #711 - Damaged valves in R1, flew in R2 from penultimate grid row, plus a fastest lap
- #712 - In contention for both races, but R2 clash in chicane dropped him places
- #728 - Sublime debut in ex-Rightline car, a pole, fastest lap and two wins...
- #732 - Settled for 8th in R1, 'pole' in R2 helped enable a top-4 finish
- #744 - Former 1.3i Mini champion, new car niggles led to early pit visits in both races
- #758 - Front-running pace from top 2020 Novice

- #763 - Yet another convert from 1.3i Minis, class debut in new car, steady run in R1, spin delay in R2
- #766 - Novice debut, no dramas in R1 but unclassified after long pit visit in R2
- #777 - Another former 1.3i series titleist, head gasket in R1, fixed for R2 and decent run among chasing pack
- #784 - Only second race meeting for 2020 Under-17 stand-out, impressive runs in both races in sight of lead battles
- #789 - Promising R1 run to 6th on Saturday, deflated by electrical gremlins in Sunday's race
- #795 - Good run in R1 opener, on front row for R2 but overheating coil hampered power
- #796 - Great run in top half on Saturday, quicker on Sunday but so were others, happy with double finish... • RW



RESULTS: Round 2

Mini Miglia & Libre

Pos	#	Driver	16 Laps*
1	56	Nick Padmore M	20:43.545 / 85.73 mph
2	77	Andrew Jordan M	
3	21	Aaron Smith M	
4	32	Endaf Owens M	
5	55	Ben Colburn M	
6	4	Colin Peacock M	
7	37	James Cuthbertson M	
8	20	Mark Sims M	
9	49	Martin Wager M	
10	44	Shaun King M	
11	91	Thorburn Astin M	
12	8	Scott Kendall M	
13	219	Richard Colburn L	22:04.229 / 80.50 mph
14	126	Peter Hills L	15 laps
15	133	Les Stanton L	15
16	26	Peter Arnold M	15
17	62	Chris Lovett M	15
dnf	23	Rupert Deeth M	14 laps
dnf	11	Kane Astin M	10
dnf	177	Peter Crewes L	10
dnf	25	James Colburn M	7
dnf	69	Tony Le May M	5
dnf	47	Darren Mason M	5
dnf	123	Huw Turner L	5
dnf	113	Phil Harvey L	4
dnf	85	Sam Summerhayes M	0
ns	15	Gordon Pocock M	
wd	34	Joe Ferguson M	
wd	96	Justin Cooper M	
FL/M		N Padmore	1:16.623 - 86.96 mph (record)
FL/L		P Crewes	1:19.680 - 83.62 mph
Pole/M		J Cuthbertson	
Pole/L		L Stanton	

* reverse grid format, all classes, top 8 from Race 1

Mini Se7en & S-Class

Pos	#	Driver	14 Laps*
1	80	Joe Thompson 7	20:43.545 / 85.73 mph
2	01	Jeff Smith 7	
3	99	Nick Croydon-Fowler 7	
4	41	Jonathan Lewis 7	
5	87	Connor O'Brien 7	
6	77	Andrew Deviny 7	
7	4	Lee Roberts 7	
8	76	Jo Polley 7	
9	33	Adam Gould 7	
10	6	Graeme Davis 7	
11	728	Michael Winkworth S	
12	711	Damien Harrington S	
13	758	Matt Ayres S	
14	732	Darren Cox S	
15	784	Ryan Taylor S	
16	712	Greg Daw S	
17	777	Dave Rees S	
18	795	Stuart Gilby S	
19	796	Mark Chappell	13 laps
20	763	John Cockburn-Evans S	13
dnf	49	Ross Billison 7	10 laps
dnf	789	Arnold Duncan S	10
dnf	2	Spencer Wanstall 7	10
dnf	766	Geoff Williams S	10
dnf	707	Greg Causon S	9
dnf	744	Ben Seyfried S	3
ns	709	Graham Sheppard S	
wd	18	Tina Cooper 7	
wd	20	Darren Thomas 7	
wd	37	Gareth Hunt 7	
FL/7		J Smith	1:24.756 - 78.61 mph
FL/S		D Harrington	1:27.398 - 76.24 mph
Pole/7		A Deviny	
Pole/S		D Cox	

* reverse grid format, all classes, top 8 from Race 1

1.8508-mile International circuit

full official results @ www.tsl-timing.com



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2021 CHALLENGE STANDINGS

NATIONAL POINTS

Standings after 2 of 14 rounds

Mini Miglia

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

Mini Libre

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

Mini Se7en

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

Mini-7 S-Class

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

Miglia Novices

Pos	#	Driver	Pts
1	47	Darren Mason	2

Mini-7 S-Class Novices

Pos	#	Driver	Pts
1	784	Ryan Taylor	6
2	766	Geoff Williams	4
3	707	Greg Causon	3

FASTEST LAPS

*includes 1 championship point

Miglia

S Summerhayes	x1
N Padmore	x1

Libre

R Colburn	x1
P Crewes	x1

Se7en

J Smith	x2
---------	----

S-Class

M Winkworth	x1
D Harrington	x1

POLE POSITIONS

*includes reverse grid system

Miglia

E Owens	x1
J Cuthbertson	x1

Libre

R Colburn	x1
L Stanton	x1

Se7en

S Wanstall	x1
A Deviny	x1

S-Class

M Winkworth	x1
D Cox	x1

'O-Plate' WINTER POINTS

Standings after 2 of 5 rounds

Mini Miglia

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

Mini Libre

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

Mini Se7en

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

Mini-7 S-Class

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



BARC RACE MEETING

The British Automobile Racing Club takes centre stage at Snetterton this weekend as the 2021 season continues to gather momentum. Renowned for producing exciting wheel-to-wheel racing, the Norfolk venue will see a host of categories battle it out for overall honours including the Britcar Endurance Championship, which served up a memorable season-opener a few weeks back. Further single-make thrills and spills will come in the shape of the Junior Saloon Car Championship, Caterham Graduates Championship and Carbon8 Hyundai Coupe Cup, each of which have already made their mark during the season so far. The British Superkart Racing Club and Mini 7 Racing Club round out the weekend's track action •

www.barc.net

LATEST LATEST LATEST LATEST!

DELMONTE TROPHY

As at Silverstone, there are separate double-header races for Miglia/Libre and Se7en/ S-Class, although this time the Libres will go on the lights with the Miglias and with a 2-row gap, while the S-Class cars will start off 10s after the Se7ens on the flag, and also with a 2-row gap. Competitors are reminded to keep checking the BARC website for updates and to have read the various notices, including the 'Resumption of Motorsport at MSV Circuits' document, the 'Final Instructions' and any relevant 'Drivers' Briefings', as there will be no paper copies available. Similarly, all qualifying times, grids and results will only be viewable on www.tsl-timing.com and competitors will be expected to know their starting positions, especially with the new-for-2021 reverse grid system for Race 2 •

www.m7rc.co.uk

TIMETABLE: Snetterton 300

DUNLOP NATIONAL MINI CHALLENGES Rounds 3 + 4

Saturday 8 May

START	FINISH	DURATION	SESSION	CLASS
online	-	pre-event	Signing-on	All
online	-	pre-event	Scrutineering	All
10.25	10.45	20 mins	Qualifying	Miglia + Libre
14.55	15.15	20 mins	Qualifying	Se7en + S-Class
16.35	16.55	20 mins	Race 3 - Rd 3	Miglia + Libre

Sunday 9 May

START	FINISH	DURATION	SESSION	CLASS
10.30	10.50	20 mins	Race 7 - Rd 3	Se7en + S-Class
13.55	14.15	20 mins	Race 12 - Rd 4	Miglia + Libre
15.10	15.30	20 mins	Race 14 - Rd 4	Se7en + S-Class

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



CIRCUIT LENGTH:

2.9689 miles (300)

Grid limit - saloon cars: 45

Snetterton Circuit, Norwich, Norfolk, NR16 2JU
Tel: 01953-887303 Email: snetterton@msv.com

Driving there:
Circuit is 10 miles north-east of Thetford on the A11 from London to Norwich. Coming from the south, leave the M11 at Junc.9 and follow the A11. From the north or west, use the M11/A11 and join the A11 after Newmarket •

www.snetterton.co.uk



REVISED 2021 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

Winter 1+2~	Silverstone Int (Wing)	24-25 April	BARC (Spring Championships)
National 1+2	Silverstone Int (Wing)	24-25 April	BARC (Spring Championships)
National 3+4	Snetterton 300	8-9 May	BARC (Delmonte Festival)
National 5+6	Silverstone GP*	12-13 June	MGCC (MG 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

National Rounds 3+4

Snetterton 300

8-9 May 2021

BARC

Photo: MTRC Archive (M Barrington)

EVENT PREVIEW

SNETTERTON 300:
Saturday 8-Sunday 9 May...

Full of Eastern promise...

National Challenge
Rounds 3 + 4


MINI ACTION IS GUARANTEED AS THE M7RC HEADS TO NORFOLK...

AFTER THE TERRIFIC OPENING ROUNDS IN THE DUNLOP MINI CHALLENGE SUPPORTED BY MINI SPARES, THE MINI 7 RACING CIRCUS HEADS TO EAST ANGLIA FOR A MUCH ANTICIPATED SECOND INSTALMENT OF THE NATIONAL CAMPAIGN...

MINI MIGLIA

With up to eight cars all in with a shout of victory last time out, the top-tier Mini formula is headed by former BTCC Champion Andrew Jordan no less, thanks to a pair of 2nd places on the Silverstone International circuit. He holds a slender 1 point advantage over both Endaf Owens, the 2011 National Miglia Champion, and also Historic F1 specialist Nick Padmore, who

each won a race apiece. Reigning title holder Aaron Smith's pair of 3rds puts him just another point behind, while other previous champions include Rupert Deeth who led for much of the second race at Silverstone before a late engine hiccup, and Kane Astin who also dropped out with a driveshaft problem when in contention.

MINI LIBRE

The semi-invitational category for A-Series-based Miglia-lookalikes produced some excellent racing behind the top class, with Richard Colburn holding the advantage coming to Snetterton. Peters Crewes (7-port) and Hills (16V) were not far behind, while newcomer Les Stanton's 5-port example went well first time out.

MINI SE7EN

Having missed most of last season, the 2019 National runner-up Joe Thompson returned to the championship trail a fortnight ago on a mission, and boy did he mean business! Two brilliant drives under pressure from several fierce rivals, not least former BTCC racer and reigning 2019/2020 Se7en Champion Jeff Smith, gave him the overall advantage, although Smith's tally for narrowly finishing 2nd twice was boosted by extra points for setting both fastest laps. Spencer Wanstall continued his title challenging pace from last season too, although a DNF in the second race means he dropped behind the likes of Mini veteran Jonathan Lewis (he won the Se7en title back in 1980!) and series returnee Nick Croydon-Fowler.

MINI-7 S-CLASS

Entries in the limited-tuning feeder category have soared in recent times, and it was one of these 2021 newcomers, Michael Winkworth who set the benchmark at Silverstone with a brace of well fought victories. Reigning



Photos: M7RC Archive (M Barrington)

EVENT PREVIEW

...SNETTERTON 300:

...Saturday 8-Sunday 9 May

...full of Eastern promise

National Challenge
Rounds 3 + 4

...WITH PACKED GRIDS AND SLIPSTREAMING THRILLERS

class Novice Champion Matt Ayres is next up in the standings while former 1.3i Mini frontrunners Greg Daw and Damien Harrington should be on the leading pace in Norfolk. Look out too for the 2020 Graham Hill Trophy Under-17 title winner, Ryan Taylor who has turned in archetypal 'old head-on-young-shoulders' performances so far •

LAP RECORDS:	Snetterton 300	2.9689-mile circuit	
Driver	Time	Ave Speed	Date Set
MIGLIA Rupert Deeth	2:12.348	80.75 mph	11 September 2016
LIBRE Justin Cooper	2:20.784	75.91 mph	13 May 2018
SE7EN Andrew Deviny	2:26.720	72.84 mph	10 May 2015
S-CLASS Nick Croydon-Fowler	2:28.331	72.05 mph	13 May 2018



Photos: M7RC Archive (M Barrington)

G**R**eat expectations...

COUNTLESS DRIVERS HAVE ADDED COLOUR & COMMOTION TO M7RC GRIDS OVER THE YEARS...



Kyle Ranson

The following is the full 'R 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*...

Tony RAGONA
Se7en (1993-97)
Notable win in 97 Oulton qualie race

Tim RANSOM
GT (1978-80)
Best of 7th place at 80 Cadwell

Derek RANSOME
Se7en (1976-77)
Scored a 5th at 77 Snett' opener

Kyle RANSON ↑
Miglia (1991-93)
Couple of top 6s in TCR-run car

Paul RATCLIFFE
Se7en (1975-76)
Winner in Northern Mini-7 series

Roger RATLEY ↓
Se7en (1993-94)
Pair of 8ths in Winter series, became scrutineer and commissioner, more lately heading up EV race projects

Mike RAYNER
Se7en (2009-10, 12)
Couple of early races before securing Novice title in 2010

Neil RAYNER
Se7en (1994-96, 09-10)
Dozen or so races over two spells

Bryan READ
Miglia (1974-75)
Three starts recorded

Alan REARDON
Se7en (1967-69)
Couple of 7th place finishes

Barry REECE
Se7en (1969)
DNF at Mallory, later in Special Saloons but seriously injured at Combe

Bill REECE
GT (1977-78)
Handful of races over two seasons

Ken REES
Se7en (1977-78)
Best of 6th at 78 Donington

Phil REES
GT (1976)
Two starts recorded, best of 7th

Justin REID
Miglia (2006)
Double-DNF at Rockingham

John REVELL
Miglia (1970)
Two Brands entries in records

M REVELL
Se7en (1967)
One start recorded, at Snetterton

Nick REYNOLDS
Miglia (1994-95)
Secured 94 Novice honours, later raced in Rovers

Ron RICHARDS

Miglia (1971-74)
Half a dozen races, best of 6th

Clive RICHARDSON
GT (1976)
Leyland Celebrity car at Mallory

Colin RICHARDSON
Se7en (1980-82, 84-85)
Best of 6th in first season

John RICHARDSON
Se7en (1972)
Three finishes, not eligible for points

Alan RICHES
Se7en (1975)
Handful of races, best of 7th in TEAC

Fred RICHES
Se7en (1977-79)
Many entries made, all DNA/DNS

Peter RICHMAN
Miglia (1977)
Top-6 pace in Longman-tuned car

Vaughan RICHMOND
Se7en (1996)
One Brands practice, no race

Eian RIDDIFORD
Se7en (1989-92) S-Class (2017)
Frontrunner, 2nd o/a in 91, helped test unleaded 1000cc Se7en engine, later became circuit instructor

Robert RIDING
Se7en (1998-01, 03-05)
Decent early results in old car

Roger Ratley



Photos: M7RC Archive (K Ellison)



...Great expectations

Cliff RILEY
Miglia (1977-79)
Eight starts recorded

John RILEY
Se7en (1967-68)
Half a dozen outings, two finishes

Ashley RING
Se7en (1972)
One finish listed, at Snetterton

Ian ROBERTS
Se7en (1997)
On the pace in four outings, ran ex-King/Braggins proven race-winner

Lee ROBERTS
Se7en (1992-94, 17-20)
Now well into second stint in formula, podiums at 2018 O-Plate event

Peter ROBERTS
Se7en (1966-67)
Top 6 in a pair of Brands outings

Jim ROBERTSON ↓
Se7en (1971-75)
Better results in TEAC, Ripspeed-backed, now trackside photographer

Neil ROBINS
Se7en (2008)
Impressive Novice title-winning season, 6th overall in standings

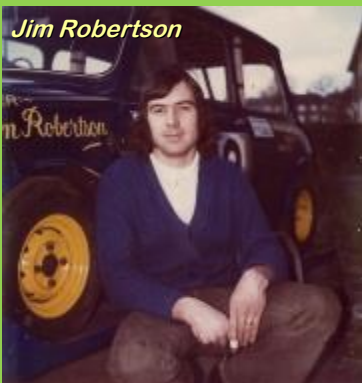
Dave ROBINSON
Se7en (2010-16, 19)
True club racer, headed up M7RC team in recent Birkett 6 Hour Relays

Dick ROBINSON
Se7en (1980-84) Miglia (1984-86)
Race winner in TEAC series, top-6 results too on switch to Miglias

Mark ROBINSON
Miglia (1981-83)
Couple of 6ths in TEAC/Southerns

Paul ROBINSON
Se7en (1973-80)
Better results in TEAC series, several 2nd places in non-points invites

Peter ROBINSON
Se7en (1969)
Started in two events



Jim Robertson

Geoff ROBSON
Miglia (1974-77, 79-80)
Couple of podiums in 76 season

Martin ROBSON
Miglia (1979)
Class 2nd in Winter invite one-off

Colin RODGER
Se7en (1981-85)
Regular frontrunner, three wins and several more podiums

Alan ROGERS
Se7en (1987-92)
Raced Free Formula/Specials before Se7ens, Southern title in 1990

Charles 'Chas' ROGERS
Miglia (1995)
Three starts, best of 7th in Winters

Kelly ROGERS →
Se7en (1987-95, 99-01) Miglia (2002-07)
Three-time Southern/Winter champion, regular winner, briefly raced single seaters before return in Migs

Paul ROGERS
Se7en (1997-99) Miglia (2000)
Best of 5th at Snett' in 97 Winters

Jason ROLF
Miglia (1991-93)
Winter podiums in Dale-run car

Rodney ROLFE
Miglia (1971)
Couple of 5ths helped gain 11th o/a

Graham ROLLINS
Se7en (1979)
Two starts in National Challenge

Gerald ROLSTON
Miglia (1980-84, 88-90, 92-98, 03)
Sporadic starts over three decades

Gary ROOKER
Miglia (1972)
Pair of 5th places in four attempts

Mick ROPE
Se7en (1968-69)
Leading contender in 69, two wins apiece in Nationals and invitations

David ROSE
GT (1979)
Made the start on five occasions

Mac ROSS →
Se7en (1966, 68)
Leading light in Sixties Mini racing, won FM-7 race at 66 Snetterton

Terry ROSS
Se7en (1968-69)
Saw the chequered flag once in seven attempts

Kevin ROUT
Miglia (1976)
Started and finished two races



Kelly Rogers



Louis Rowell

Louis ROWELL ↑
Miglia (1981)
On the grid for Thruxton National opener in Boopspeed car

Paul ROWLAND
Miglia (1976, 78-79)
Runner-up in 78 Graham Hill Trophy, went one better in 79 TEAC series

Robert ROWLEY
Se7en (1973, 75-77)
Tended to race in TEAC series, pair of non-points wins at Lydden

Michael ROYCE
Se7en (1966-67)
One start listed, 6th at 67 Lydden

Joe RUBIE
Se7en (1970-78)
Better results in TEAC series, class wins at Combe and Lydden invites

Mike RUDD
Se7en (1979-82)
Won Lydden TEAC race in 1982

Phil RUDGE
Miglia (2004-07)
Best season 10th overall in 2005, 3rd in Silverstone 'Mini 45' invite

Andrew RUTHVEN
Se7en (1993, 99-09, 11)
Progressed to 7th overall by 2009, also helped oversee televised celebrity Mini 7 'The Race' at Silverstone

Syd RYDER
Miglia (1969-73)
One of prime movers behind original Miglia formula, regular on leaderboard in Carlow Engineering entry •



Mac Ross

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

Photos: M7RC Archive (J Robertson Collection + J Parish Collection + RW + courtesy Motoring News)

Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 3  www.mini7.co.uk

Mini Se7en: Clear intentions

DUNLOP MINI CHALLENGE supported by MINI SPARES

Behind Closed Doors

COULD UK MOTORSPORT RESUME WITHOUT THE FANS?

Mini Miglia: Nothing to hide



50 Years 1970-2020

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

Mini Libre: Alternative A-Series



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 4  www.mini7.co.uk

Mini Miglia: On top form...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Libre: Different strokes for A-Series folks

Racing to Resume!

Mini Se7en: Premier players...

Revised 2020 calendar gets 'green light'...



Miglia 50 Years 1970-2020

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
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Revised calendar
Classic Corgi
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A-to-Z of drivers pt 3
On Silverstone's GP track

Mini S-Class: Fun feeder formula...



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 5  www.mini7.co.uk

Mini Se7en: Leading the way...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini Miglia: Powered up...

Let's Go Racing!

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...



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 6  www.mini7.co.uk

Mini Se7en: Close quarters...

DUNLOP MINI CHALLENGE supported by MINI SPARES



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



Mini Miglia: Smith's double...

Miglia 50 Years 1970-2020

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

Mini Libre: Honours even for Lewis & Davis



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 7  www.mini7.co.uk

Mini Miglia: TV screen hits...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini-7 S-Class: Scholarship with spurs

Drama at Zandvoort!



Mini Se7en: Closer than ever...

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



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 8  www.mini7.co.uk

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

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini Libre: Mixing it up...

Saviours at Snetterton

Mini racers lift fans' spirits...

Mini Se7en: Double delight

Miglia 50 Years 1970-2020

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

Mini Miglia: Three-way thrills



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 9  www.mini7.co.uk

Mini Miglia: Live streaming...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Miglia 50 Years 1970-2020



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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Miglia Champions Gallery pt 5

Mini Libre: Lewis looms large



Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 10  www.mini7.co.uk

Mini Se7en: Going the distance...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini 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 S-Class: Scholars on song



Why join the Mini 7 Racing Club?

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

membership@mini7.co.uk
www.mini7.co.uk
http://www.facebook.com/Mini7RacingClub

ABOUT US



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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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

50
years ago

1971 Snetterton



A SINGLE NATIONAL ROUND PLUS SEVERAL OTHER TEAC & NON-POINTS VISITS TO NORFOLK...

1 August
NATIONAL MINI MIGLIA
NATIONAL MINI SE7EN

Mick's Miglia stays on track as Se7ens are led by runaway Drane

BOTH CLASSES ran together for the first time in the season's championship trail, and after early leader Len Brammer coasted to a halt, it was Mick Osborne who took up a clear Miglia margin to the flag. Likewise in the Se7ens, the leading car dropped out,

leaving the class victory to Peter Drane by some distance over the chasing pack

That other Snetterton lap charters' nightmare, a capacity grid of Mini Se7en and Miglias comprised the third event. Points were at stake for the respective championships. Straight to the front, not unexpectedly, went the Miglias of Len Brammer and Mick Osborne. These two conducted their usual swappery until Brammer departed on lap 3 when the core plug blew out of his Mini's mill. Osborne cruised the Colson car home unchallenged, setting a new class record of 1m 54s. An enormous

gaggle contested second, splitting up slightly after Eric Groves (Topspeed) dropped down the charts after one of the many incidents, and further after David Sambell, Graham Wenham and Peter Drane had tasted the Lytag at the Hairpin. Drane continued to take the small category and Sambell set a lap record for the same, sub-2 min for the first time. Second and third went to Rod MacDonald (Macron) and Dudley Fisher (Status Quo) by that favourite Mini distance, 0.8s •

report courtesy Autosport

Miglia of Jim Burrows was a leading contender during 1971 Challenge (above)
Photo: J Burrows Collection

RESULT:

West Essex CC Sunday 1 August 1971

Special Tuning Trophy
NATIONAL MIGLIA 'MILLE' CHALLENGE
(run with Mini Se7en)

Round 9		8 laps	
Pos	No	Driver	Time
1	224	Mick Osborne	15:22.2 - 81.97 mph
2	227	Rod MacDonald	
3	226	Dudley Fisher	
4	225	Roger Colson	
5	229	John Holloway	
6	233	Eric Groves	
dnf	232	Phil Spurling	4 laps
dnf	230	Len Brammer	3
ns	183	Syd Ryder	
	228	Jim Burrows	
	231	Rodney Rolfe	
	235	Mike Lavers	

FL: M Osborne 1:54.0 - 85.58 mph (record)

Pole: L Brammer

2.71-mile circuit

RESULT:

West Essex CC Sunday 1 August 1971

Bob Fox Trophy
NATIONAL MINI SE7EN CHALLENGE
(run with Mini Miglia)

Round 9		8 laps	
Pos	No	Driver	Time
1	205	Peter Drane	16:30.0 - 78.94 mph
2	216	Ray Kortlang	
3	215	Anthony Westbrook	
4	211	Tony Styles	
5	203	John Wroe	
6	197	Jeremy Hampshire*	
7	221	David Sambell	
8	223	David Parry	
9	210	Jim Mancey	
10	214	Graham Thurston	
11	212	Frank Anderson	
12	218	Danny Boulton	
13	209	Ken Everden	
14	202	Tim Wright	
15	220	David Evans	7 laps
16	198	Paul Beckham	7
17	208	Mick Bowring	7
18	219	Tim Childs	7
dnf	204	Graham Wenham	7 laps
dnf	384	Dennis Fernie	4
ns	206	David Pryce	
	207	Gerry T. O'Connell	
	213	Reg Armstrong	
	217	Ray Spring	
	222	Tim Guest	
	197	Dan Barratt-Brown*	

FL: D Sambell 1:59.2 - 81.85 mph (record)

Pole: G Wenham

2.71-mile circuit

From the Archives

21 March
 Non-Championship MIGLIA
 Non-Championship MINI 7

Meagre Minis

WHETHER THE RECENT postal difficulties, or a general reluctance among competitors to visit this decidedly chilly part of the country so early in the year, were to blame for the pitifully small entry received by the Romford Enthusiasts' CC for their meeting at Snetterton is a matter of opinion. Suffice to say that the club bravely tore up their scheduled programme of events, shuffled the meagre entry and came up with a very good five-race clubbie which they ran with their now expected smoothness

The original Mini-7 and Miglia entries eventually went into a pair of mixed saloon thrashes instead, with an aggregate result based on the two race results. The Mini-7 cars of David Pryce and Jim Robertson were still among the classified runners, and came second and third in the up-to-850cc class, while of the Miglias, both Rod Baxter and Dudley Fisher failed to finish and weren't classified overall •

ing News reported: "The Mini Seven category went to Michael Collard by a mere 0.8s from John Fowles after a start to finish scrap". Peter Day came home third in class, while only one of the 850cc Free Formula Minis finished, that of Ray Beaumont. The second saloon bash featured many of the bigger-class saloons from the first, but this time with the Miglia Minis added into the mix. Dudley Fisher managed to stay on the lead lap to take the Miglia victory and fastest lap in class, while M Taylor and Terry Hird filled the next two class positions •

27 June
 TEAC MINI 7

Stretched Armstrong

BEHIND THE runaway Free Formula victor, Reg Armstrong led a strong entry of Mini-7 contenders for the second round of the TEAC series

The meeting opened with a Mini 7 and 850 Mini race and provided a runaway win

for Graeme Janzen's device. Janzen led from the flag and opened up nearly a minute advantage at the finish. Second place contained more interest with a dice between the orange Minis of Reg Armstrong (leading Mini 7), Ivor Goodwin and Mick Collard, and after eight hectic laps, Armstrong pipped a side-by-side Goodwin and Collard •

report courtesy Autosport

10 October
 TEAC MINI 7

Westbrook ho!

Where have all the Mini 7s gone? Only 12 started the opening race and after overcoming Reg Armstrong's first lap burst, Tony Westbrook dominated the proceedings in his 850. Poleman Peter Day challenged Armstrong hard for second but encountered the solid sandbags at the Hairpin for his pains. Mike Collard kept a steadily closing watch on the boot of Armstrong's Mini throughout, the 0.2s at the flag being extended to 10.2s by a push-start penalty, without the loss of third spot. Danny Boulton and Joe



Rubie circulated in equally close company throughout •

report courtesy Autosport



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

16 May
 Non-Championship MIGLIA
 Non-Championship MINI 7

Se7ens & Miglias saloon car double

A PAIR of mixed saloon races gave a run out apiece for both formulae, with Mick Collard in Se7ens & Dudley Fisher in Miglias winning their respective classes

In the first of the two saloon races, a handful of Mini Se7ens made up the busy 30-car field. Although nowhere near the pace of the front-running Escort and Cooper Ss and finishing a lap down overall, the Se7en class still put on a decent show, as *Motor-*



1971 Snetterton

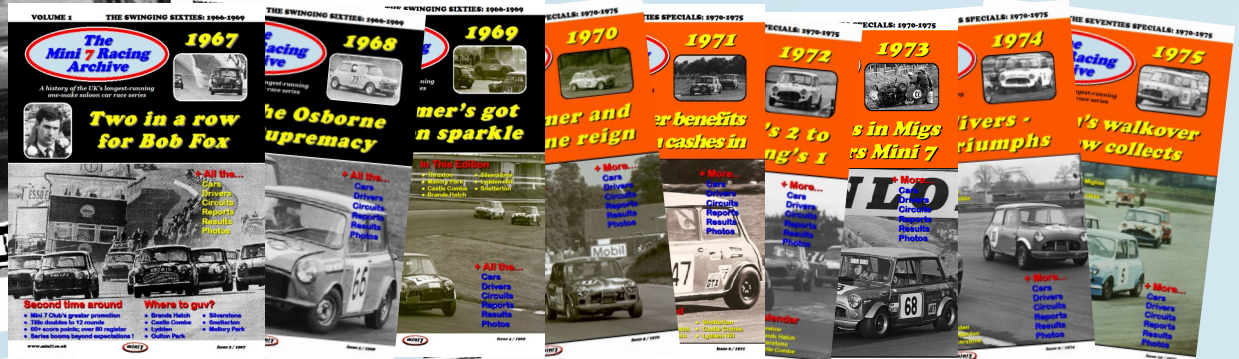
Jim Robertson's Mini 7 on 21 March (above)
 Photo: J Robertson Collection

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 and Miglia contender, and more recently Libre race winner Ian Fraser (right), the level of interest and number of names from the M7RC's past to have signed in for a 'catch-up' has blossomed remarkably, and many a photo gem and even rarer video footage has been unearthed. This has also opened up an opportunity for some very informative history forthcoming via the messaging facility; some of it perhaps hazier than others may remember,



some of it tongue-in-cheek, and some of it downright hilarious! - but in all cases there is a genuine warmth to the memories shared, with a common theme running through the comments, such

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

RW

Who? What? Where? When?

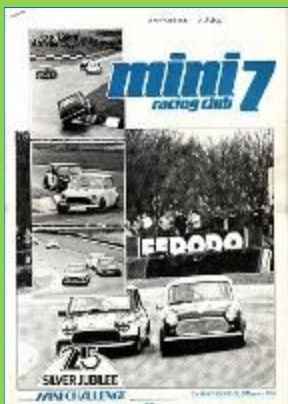


RetroMini7pics

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

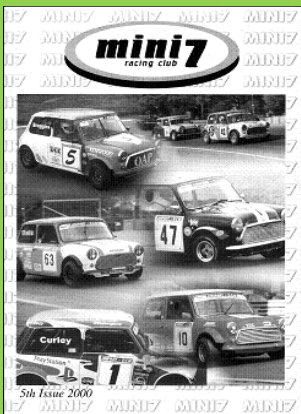
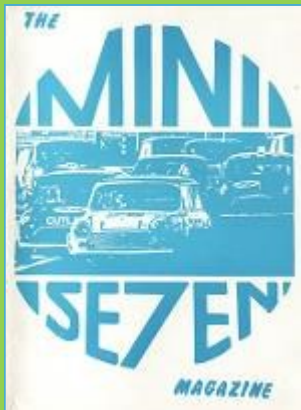
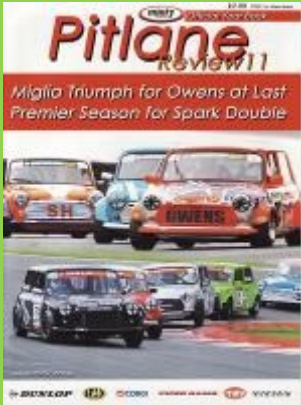
- 1983 Barbara Cowell / Peter Moore
- 1984 Chris Gould / Dave Titmuss
- 1985 Peter Kavanagh/Grant Munday
- 1986 Chris Tyrrell / Bev Comber
- 1987 Bill Sollis / Bev Comber
- 1988 Bill Sollis / Mark Jones

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

- 2002 Paul Brown
- 2003 Martin Wager
- 2019 Colin Peacock
- 2020 -

NOVICE AWARD - SE7EN

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

NOVICE AWARD - S-CLASS

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

NOVICE AWARD - MIGLIA

- 1973 Kelvin May
- 1974 Gary Cashman

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



LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Jeff SMITH 8 August 2020 1:53.023 77.50 mph	Kane Astin 9 August 2020 1:44.086 84.15 mph	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Dan Lewis 9 August 2020 1:44.713 83.65 mph
CADWELL PARK	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Jeff Smith 11 July 2020 1:29.141 79.92 mph	Rupert Deeth 11 July 2020 1:20.154 88.48 mph	Zack Booth 18 June 2016 1:30.174 79.00 mph	Rob Davis 11 July 2020 1:22.041 86.84 mph
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestalozzi (hillclimb) 0.514	Paul Frankcom 17 August 1995 0:40.40 45.80 mph	Martin Pester 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	Paul Thompson 27 September 2008 1:42.815 67.92 mph	Rupert Deeth 20 September 2017 1:34.260 74.09 mph	Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph	Peter Crewes 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	Andrew Deviny 22 March 2003 1:14.398 79.30 mph	Tony Le May 7 April 2007 1:08.137 86.60 mph	Connor O'Brien 30 March 2019 1:16.065 77.63 mph	Phil Harvey 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	Jeff Smith 24 April 2021 1:24.275 79.06 mph new!	Nick Padmore 25 April 2021 1:16.623 86.96 mph new!	Nick Croydon-Fowler 7 Oct' 2018 1:25.876 77.59 mph	David Franks 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	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	Aaron Smith 19 September 2020 2:12.216 80.83 mph	Thorburn Astin 20 September 2020 2:28.129 72.15 mph	Dan Lewis 19 September 2020 2:14.269 79.60 mph
SPA-FRANCORCHAMPS, Bel 4.3349	Paul Clark 4 June 2006 3:13.408 80.69 mph	Paul Thompson 11 June 2011 2:58.885 88.09 mph	Julian Affleck 12 June 2011 3:21.721 77.36 mph	
THRUXTON 2.356	Paul Thompson 21 August 2005 1:37.933 86.60 mph	Nick Padmore 19 May 2019 1:28.646 95.67 mph	James Bull 2 June 2018 1:38.447 86.15 mph	Phil Harvey 19 May 2019 1:29.809 94.44 mph
ZANDVOORT, Ned 2.676	Jeff Smith 7 July 2019 2:11.495 73.26 mph	Rupert Deeth 7 July 2019 2:00.192 80.15 mph	Scott Kendall 7 July 2019 2:14.187 71.79 mph	Phil Harvey 7 July 2019 2:02.839 78.42 mph
ZOLDER, Bel 2.492	Darren Thomas 17 August 2013 2:05.782 71.32 mph	Aaron Smith 17 August 2013 1:54.818 78.13 mph	Julian Proctor 17 August 2013 2:13.915 66.99 mph	

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

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

KNOW YOUR RIVALS

DUNLOP
Mini Se7en Challenge

2

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

DUNLOP
Mini Miglia Challenge

0

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

DUNLOP
Mini Se7en S Class

2

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

DUNLOP
Mini Libre

1

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

Mini Se7en

- | # | Driver |
|----|---------------------|
| 1 | Jeff SMITH |
| 2 | Spencer WANSTALL |
| 4 | Lee ROBERTS |
| 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 |
| 95 | Julian PROCTOR |
| 99 | Nick CROYDON-FOWLER |
| 3 | Andrew Deviny |
| 94 | 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 |

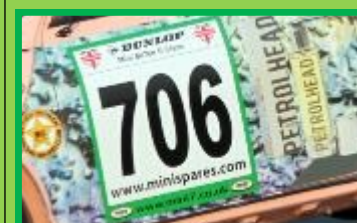


Mini Miglia

- | # | 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 |
| 27 | Peter Harries |
| 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 |
| 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 |
| 723 | Frazer HACK |
| 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 n |
| 777 | Dave REES |
| 784 | Ryan Taylor n |
| 789 | Arnold DUNCAN |
| 795 | Stuart GILBY |
| 796 | Mark CHAPPELL |
| 716 | Julian Beavis |
| 720 | Ben Cutler |
| 765 | Simon Martin |
| 787 | Connor O'Brien |

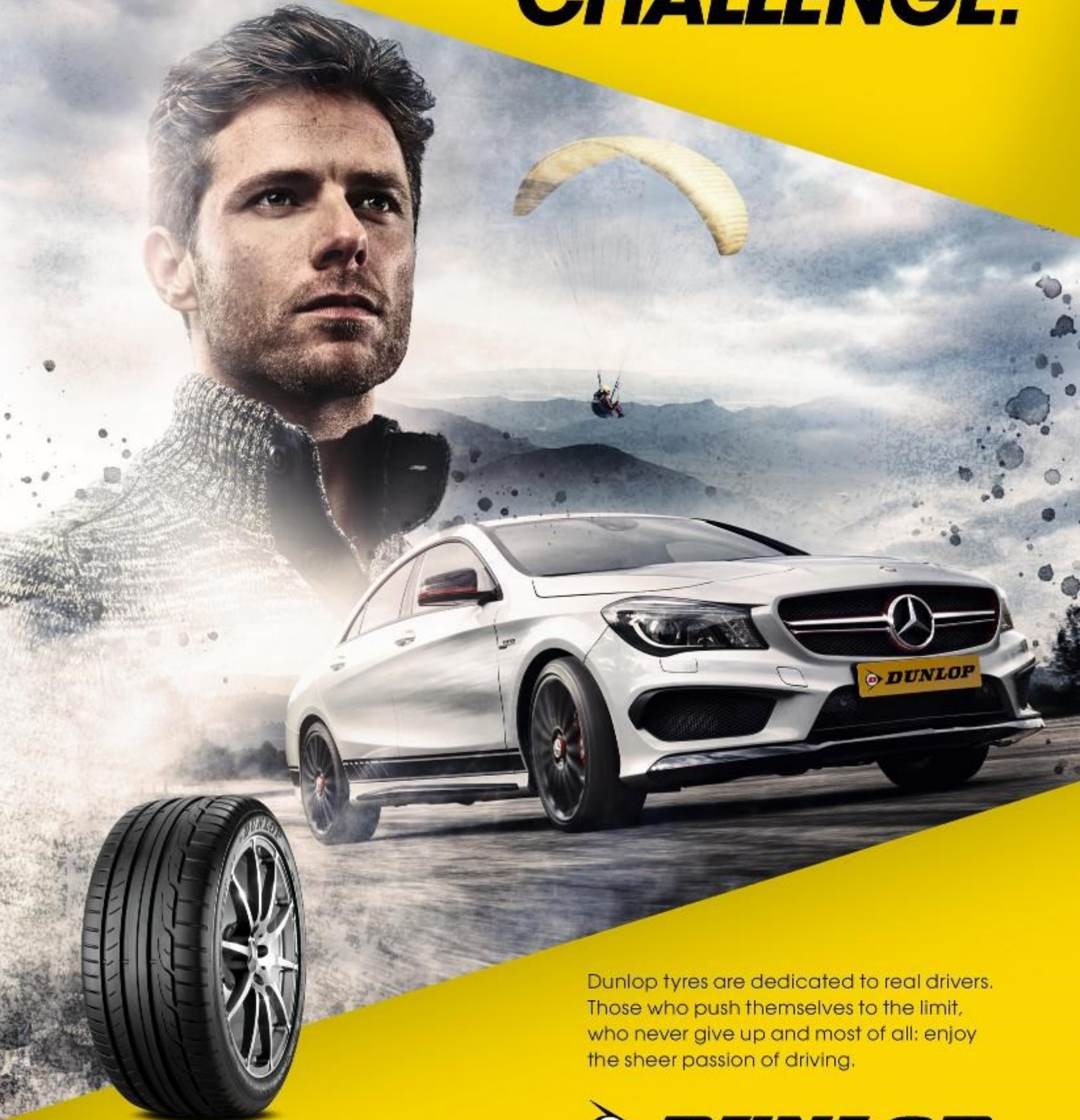


Mini Libre

- | # | 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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