

Pit & Paddock

2021

Official Newsletter of the Mini Seven Racing Club

2021: Issue 3



www.mini7.co.uk

**Mini Miglia:
Jordan's duo...**

DUNLOP MINI CHALLENGE supported by MINI SPARES



Two's Company

**Mini-7 S-Class:
Winkworth went well...**

**Mini Libre:
Colburn keeps clear...**

RACE REPORT: Wind & rain create mixed fortunes at Snetterton

**Mini Se7en:
Storming Smith...**



Don't Miss!
Live Streaming
from Silverstone
12-13 June

Silverstone GP preview...

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

- Latest Club news
- Full 2021 calendar
- Technical updates
- Points standings

From the Archives

- A-to-Z of drivers: S...
- 50 years ago: Mallory Park 1971

REVEALED: Miglia 50 Commemorative T-Shirt



www.minispares.com

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.

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

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



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

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Tel: 01423 881800

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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 •

Feed your passion

Well, I was thinking of our welcoming hosts, the MG Car Club, who themselves offer up a fine selection of British racing heritage. If you can't be there in person, tune-in to watch the live feed streaming, on Facebook - Mini 7, or on YouTube - MySuperCar, or on Twitter - @ianwaterhouse1, or on Twitch - Contentive_productions, or on LinkedIn - Ian Waterhouse. So, just switch off the F1, percolate yourself an espresso and take a break at home for a great weekend of Mini sport! •

RW



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Cover photos: M Barrington + J Payne

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UNIQUE T-SHIRT TO MARK MIGLIA @ 50

Image: courtesy Dread/JR Art



MAIN STORY!

FANS RETURN TO MOTORSPORT

Brands Mini Festival one of five events in MSV racing recovery...

As many of you will already have read in the motorsport press or experienced first-hand, racing fans have been allowed back through the gates to watch live action, specifically at MotorSport Vision-organised events. As the M7RC's facebook page noted a few weeks ago, MSV's Brands Mini Festival is all set for an influx of spectators and Mini enthusiasts in August with the following positive announcement: "Fans will return to motorsport events at MSV's five race circuits from Saturday 22 May, following confirmation England will move to Step 3 on the roadmap exit plan. A specific ban on spectators at all sports events will be lifted, which means that up to 4000 visitors will be welcome per day - the first time since 2020 that it will be possible to watch motorsport trackside in the UK. We can't wait to see all you 'Minifanatics' on the 22 August!"

Qualifying and racing behind closed doors begins on Saturday 21 August, continuing into Sunday 22 August when the Mini Festival crowds are allowed in •

Photo: courtesy MSV



Revitalised PR campaign aims for celebration at Brands...

This unique T-shirt design is just one of several fresh ideas to commemorate the 50-year Anniversary of Mini Miglia, carried over to 2021 after the coronavirus pandemic put the kybosh on plans to celebrate the motorsport milestone in 2020. Having taken over the project, Ian Fraser has received the official artwork back from the artist Jeff Robinson (kindly sponsored by Owens Fabrication), and Mark Sims has printed posters and stickers, while through his Dread clothing company, Dan Wheeler has produced a small run of T-shirts (above). Ian will also be 'upping' the PR side of the project from Silverstone onwards, and plans to use the various Facebook pages and Club group chat to get the message across. Further, each Miglia competitor will receive a free sticker to help promote the anniversary, while Ian is actively trying to convince Endaf Owens to bring the 1998-2001 Phil Manser Miglia to Brands as a comparison to one of the brand-new cars, adding "but it's a big ask and I may have to get him drunk first, which is not as easy as it once was as he takes his racing a bit more seriously now!"

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 ianfraserbs27@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! •



SUNDAY 22 AUGUST

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PHOTO FINISH!



By a nose...

This is the blink-of-an-eye moment that S-Class racers Ben Butler, Greg Daw and Jonnie Kent crossed the finishing line three-abreast at Snetterton for 19th-21st overall. The image was captured on the circuit's closed-circuit cameras

linked to race control, and kindly forwarded to the M7RC by the TSL timekeepers who were quite obviously impressed with the 0.003 and 0.005 gaps between them, similarly the 0.006 gap between the 2nd-3rd place Se7ens of Connor O'Brien and Jonathan Lewis! (right) •

Images: courtesy TSL Timing



MINI SHORTS



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

Image: www.minispares.com

mini spares

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



Images: courtesy Spax Performance



RUTLAND WEEKEND (Tele) VISION

A huge thanks is due to James Bryan and Graham Penn who kindly displayed their respective S-Class and Se7en racers on behalf of the M7RC at the recent Classic Wheels Show in Rutland. While James debuted his new car at Snetterton last month, Graham is making a return to the formula he so nearly won over three decades ago! As it was then, colour scheme is the same blue and white, plus his traditional number of #72, while the sponsor says 'Totally Tina', no not Cooper, but a new concert tour in tribute to the singer Tina Turner! •

Photo: G Penn



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

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

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



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CLASSIC MINI RACING ROUND-UP



A busy month of May...

CSCC Swinging Sixties + Mintex Classic K Series Thrupton - 2 May

No less than eight classics in the 43-car field contested the series' second meeting of the season, a race won overall by a 4.7-litre TVR Griffith. However, former M7RC Invitation racer Chris Watkinson was again the leading Mini in his 1380 Austin, first in Class C, with former Se7en campaigners Vaughan Winter/Clive Tonge 2bd in class in a 1380 Morris Cooper S. Class F was won by Nick Swift sharing a 1293 Morris Cooper S with Giles Page. In the Classic K race won overall by a 1.6 Lotus Elan GTS, Ollie Streek's 1293 Austin Cooper S was best of six Minis in 4th overall, just ahead of the Swift/Page pairing.

Donington Park - 30 May

A 40-car Swinging Sixties grid contained 10 Minis, and it was Miglia newcomers Tom Bell/Joe Ferguson in their Class F 1293 Austin Cooper S who triumphed overall, with former M7RC father/son team of Ralph and Charlie Budd 2nd in their 1380 BL version, both cars having started from the front row. Watkinson retired, while Tonge/Winter were again 2nd in Class C, this time three places behind the 4th-placed 1380 Mk1 Mini Jem variant of the Crudgington duo. The Classic K race drew seven Minis, Bell/Ferguson again best in Class F, 4th overall, with Phil Bullen-Brown 6th in his 1293 Cooper S.

HTCC Historic Touring Car Challenge U2TC

Donington Park - 2 May

In an amalgamation of several touring car capacities at the MSVR Historic Festival, including Sierra Cosworths, Capris and Beemers, just two Austin Cooper S lined up to take on the 'big boys'. Miglia frontrunner Rupert Deeth joined Harvey Deeth to come home 21st but behind all their nearest Lotus Cortina rivals, while Peter Baldwin didn't get to drive Graham Churchill's car after it retired before half distance.

HSCC Historic Touring Car Championship

Silverstone GP - 22 & 23 May

A few familiar M7RC names appeared in this double-

header, and of the 45-car entry in Saturday's race Bill Sollis was the leading Cooper S in the K3 class, 17th overall, with Dan Wheeler, David Ogden and Nick Paddy a few seconds adrift, and all appearing to enjoy themselves in amongst a bunch of Mustangs and Cortinas! Sunday's encounter saw Wheeler pip Sollis to class honours by 0.552s, with Paddy and Ogden again in the mix.

Masters Historic Pre-66 Minis

Brands Hatch GP - 30 May

All bar one for this double-header were either Austin or Morris FIA Cooper S examples, with the interloper being Mark Burnett's unique Countryman estate. However, it was former Se7en/Miglia Champion Ian Curley who triumphed in both races at his local Kent circuit, leading home Nathan Heathcote and current Se7en Champion Jeff Smith in the early afternoon runout, and then Ollie Streek and the Jonathan/Matthew Page pairing in the teatime sprint. Other familiar names to line-up in the 18-car entry included Dave Edgecombe, Jo Polley, Dan Wheeler, Elliot Stafford and Charles Cooper, grandson of the late, great Sir John Cooper. Curley was joined by Bill Sollis for the Pre-66 Touring Car event, but they dropped out early from the 31 lapper won by a mighty Ford Falcon. However, the Mini class was won by the Giles Page car, on this occasion co-pedalled by Miglia and Historic F1 racer Nick Padmore to 9th overall, with Heathcote next in 13th from the other Page/Page duo.

CTCRC Poultec Pre-66 Classic Saloon &

Historic Touring Car Championship

Donington Park - 31 May

Of the 10 Minis in the 35-car field, the Tom Bell/Joe Ferguson entry was again top performer, securing both overall wins in their Class C 1293 Austin Cooper S ahead of various bigger capacity Fords. Ferguson won the earlier race and then Bell tore through from the back row to claim the second. Phil Bullen-Brown was 2nd in class on both occasions, with Paul and Will Dyrdal each claiming a 3rd in class apiece •

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MINI SHORTS

BARC MIGHTY MINIS

Donington Park - 31 May

A larger entry of 24 cars arrived for rounds 3 & 4 after the Cadwell opener back in April. The post-lunch race saw Stuart Coombs get the better of David Burns, Steven Rideout and Ian Slark up front in the better-supported Super category, with Dan Heywood ahead of Matthew Baker from Mark Price in the Standard class. Just over three hours later it was Slark's turn to take the chequered flag in front from Coombs but by a scant 0.224s, Rideout and Alex Comis also within a second of the winner, while the Standards repeated their earlier 'podium' order •

FASTEST MINIS UPDATE

Brands Hatch - 21 & 22 August

This year's Fastest Mini in the World is designed to feature any racing derivative of the classic Mini i.e. Saloon, Estate, Pick-up, Van, Hornet, Marcos, Jem, GTM, Midas etc, with four classes:

- A) No engine restrictions, aerodynamic additions permitted;
- B) any engine <1600cc, aerodynamic additions permitted;
- C) A-Series engine >1300cc, no aerodynamic additions permitted;
- D) A-Series engine <1300cc, no aerodynamic additions permitted.

*Choice of wheels & tyres are free for all classes; **Turbo cars can be classified by engine capacity x 1.4, as an example 1380cc x 1.4 = 1932cc (Class A); ***Minimum class for kit/fibreglass cars (Class C) i.e. Marcos, Jem, GTM etc; ****Most importantly the Race is for driver and spectator enjoyment. The Race Committee will support and help with any classification to achieve this. Entry fee is £250 but for fuller details and Motorsport UK requirements contact:

Nigel Death T: 07758 808131

E: fmitwr@gmail.com

https://www.fmitw.com

Castrol Classic Oils
Proud sponsors of Fastest Mini in the World Race Brands Hatch 2021

Photo: courtesy Swiftune/E Ionescu

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TAKING CARE OF YOUNG ONES



Timely reminder...

A matter that urgently needs bringing to everyone's attention is the concern raised from the M7RC's Safeguarding Officer, Amanda Proctor, and a situation she encountered in the assembly area at Snetterton. You can read her account below, and we are sure you may agree that it was a disappointing response from the marshal/s in that area. Separately, the M7RC Committee wishes to reinforce to all our members that under-16s are not permitted in the pitlane, assembly area or even *parc fermé*, and that at all times children under 16 should be carefully supervised and made aware of the potential dangers of a race paddock *per se*:

"While all the Se7en and S-Class cars were in the collection area before the race, I noticed that there was a young child on a bike in the collection area. I spoke to Mike and Alan (Jackson) who agreed with me that we thought it not right. So I went to the area and spoke to our scrutineer who agreed too. I then went to the marshals and spoke to one of them. I told him I was the Club's Safeguarding Officer and was concerned about a young child in the collection area. I was told by the marshal that it was 'fine as the child was with an adult and was used to being around a race track'. I'm on the understanding that these areas are out of bounds for under-16s. This child was about 3-to-4 years old. I'm hoping the Club will agree with me and pass any info onto all race members that for safety

reasons all children under 16 must not enter these areas. Many thanks" •

Amanda

The M7RC's Safeguarding Officer passes on her observations to the Snetterton assembly area marshals... (above)

Paddock roadways are shared by race cars and pedestrians, so children should always be supervised (below)

'Big kids' having a bit of fun in the paddock before the race (bottom) - not to be confused with children under 16 years of age venturing into areas where they are not permitted...

Images: J Tanner/T Pratley



PITLANE REVIEW

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



MINI 7 MEMORIES

Ten more issues of the *M7RC Archive* are available, making 30 years worth of the Club's history available in print. Chapter 5 'The Last Years of 850' covers 1986 to 1990, and the swansong of the original 850cc Mini Se7en engine, while Chapter 6 'The Green Revolution' from 1991 to 1995, records a new 1000cc Mini Se7en unit and a move to 1300cc for Mini Miglia, plus the adoption of unleaded fuel and growing ties with RoverSport and Unipart. Archive copies of individual seasons, including 1966 through to 1985, are available from Mike Jackson on the Club stand or via mike.jackson@mini7.co.uk In addition, a further 10 years worth of seasonal reviews are currently in production, and these are due to cover the seasons from 1996 through to 2005, although if anyone has pictures from 1998 & 1999 then please email any copies to richard.williamson@mini7.co.uk •



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MOTORSPORT UK COVID-19 UPDATE

25 May 2021

Important Considerations

The UK is still in the midst of a healthcare emergency and it is the Government requirement that we closely follow their advice and guidance in order that as a nation the UK can navigate our way through the current crisis situation. Life should not feel normal at this time and it is unlikely that the UK motorsport community can return to how things were for a long period of time. Notwithstanding that, with the appropriate checks and measures in place, motorsport should be able to continue at this time and it is important for the mental health and physical wellbeing of

the community that life goes on as much as normal. The following are important considerations in getting various parts of the sport up and running at the earliest opportunity:

1. Vehicle Sharing/ Passengers/ Co-drivers
Government easing of restrictions is now varied and localised. This guidance is presented on the understanding that what is permissible in one area may not be appropriate in another
2. Variations to Documentation
It is likely that documents and processes will need to be modified in order to provide for social distancing with the implementation of some additional checklists and processes

3. Communications
Flexible communication methods will be required, with an increased emphasis on digital engagement both pre and during the event

4. Training
New ways of working will be required and appropriate awareness training will need to be undertaken for all involved

5. Social Activities
The social aspect of motorsport is an important part of the sense of community, however it is necessary at these times that these be accommodated within the parameters of government restrictions



Motorsport UK
Image: courtesy MsUK

WEAR THE MASK IS ALL WE ASK



With the likelihood of the COVID-19 virus still affecting how we all go motor racing well into the 2021 season, it is prudent to follow official PPE advice. A face mask is one of the most instantly accessible 'safety' items in the fight against coronavirus and has arguably become a 'fashion' statement too. In which case, what better way to both keep yourself, and others around you, safer and promote the Club at the same time than with the M7RC-logged face mask: one-size-fits-all, lightweight double-layer, stretchy and breathable, and can be washed quite easily in warm soapy water. Cost is £6 each or two for a tenner, and available from the Club stand. Social distancing and COVID-secure measures have been further tightened, with Motorsport UK and event organisers given a strict mandate to carry out spot-checks at race meetings, so make sure you have a mask to hand if requested to wear it. Drivers must put on a mask if not wearing a crash helmet and fireproof balaclava, so being prepared to wear the M7RC colours, either in the paddock, *parc fermé*, on the podium or receiving trophies is more likely to get your picture selected for inclusion in this newsletter or annual *Pitlane* magazine too!

SETTING THE STANDARD - in 2021 and beyond

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

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



Photo: J Tanner/T Pratley

Photos: M Barrington + S Roche



Recognised Club



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TECHNICAL UPDATES

Scrutineers' Report

Snetterton Race Weekend 8-9 May 2021

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

Qualifying session Miglia / Libre
All cars were weighed, BG Motorsport were present and 5 cars were selected for front damper dyno checks

Qualifying session Mini 7 / S-Class
All cars were weighed

Race 3 Miglia / Libre
Selected cars were weighed, selected cars had front and rear track measurements checked, also top rear damper mount distances checked

Race 7 Mini 7 / S-Class
Selected cars were weighed, charging systems checked using a voltmeter

Race 12 Miglia / Libre
Selected cars were weighed, door apertures checked for foam fillers

Race 14 Mini 7 / S-Class
Selected cars were weighed, S-Class cars checked for handbrake operation

The lack of pre-event scrutineering is exposing some safety factors being overlooked; one Mini Se7en car had no means of operating the fire extinguisher from inside the car, an additional cable was hastily fitted, ignition and extinguisher decals the wrong size, secondary braking system ineffective on a car with single-circuit braking system and one car without door fillers. It was noticed that there are 3 drivers (below) bearing the same surname in the Miglia/Libre class and it was suggested that they be allowed to display their first names under regulation TR.5.17.5

Regards

Julian Affleck & John Wasilewski
M7RC Eligibility Scrutineers



TECH TIDBITS



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

Image: P Harvey

STICKY NOT TRICKY DECALS
A few cars are occasionally short of one or two of the required Challenge stickers, so as a reminder:

- Two (x2) DUNLOP/MINI SPARES Title Sponsor/Co-Sponsor door number panels & one windscreen header;
- One (x1) MINI SPARES decal inside car & clearly visible when viewed on camera in-car footage;
- One (x1) PIPER CAMS decal, forward facing;
- One (x1) SPAX decal, on both front wings - Se7en & S-Class only;
- One (x1) CURLEY decal, on both front wings.
- Optional - two (x2) M7RC decals, one forward-facing & one rearward-facing... Simple, really! •

MAKING A 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

Photo: ????

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TECHNICAL UPDATES

Technical Sub-Committee Reminder

8 June 2021

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

SR 3.2.1 The Organisers / Promoters and the Challenge Motorsport UK Technical Commissioner and Motorsport UK Eligibility Scrutineer reserve the right to check any suspect part directly with a standard original part as previously supplied by Competition Parts or Rover Cars, or any of its nominated dealers or suppliers. The Organisers / Promoters and the Technical Commissioner and Eligibility Scrutineer also reserve the right to impound individual parts or the whole race car without prior notification. Parts or cars removed for checking elsewhere will be marked by official Motorsport UK approved seals and a certificate of sealing will be handed to the competitor or his/her agent. The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, or any other technical regulation is found to have been contravened, all costs associated with the necessary checking and testing will be borne by the Competitor. The competitor's membership will be suspended until all costs have been fully recovered by the club. Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the affixing of Motorsport UK approved seals at any time during the season (refer to TR.5.4.3 & SR.6.6, and competitors will be required to keep the Eligibility Scrutineer informed, in writing, of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with Motorsport UK General Regulation J3.1.6. See also TR.5.1 and TR.5.4.2.

TR.5.4.3 Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the affixing of Motorsport UK approved seals at any time during the season (refer to SR.3.2.1 & SR.6.6).

SR6.6: SEALING REFERENCE / IMAGES (refer also to SR.3.2.1 and TR.5.4.3)

- Three (x3) adjacent cylinder head studs (see image 'Sealing 1').
- Two (x2) rocker cover fixings (image 'Sealing 2').
- Two (x2) adjacent flywheel bellhousing/cover bolts (image 'Sealing 3')... OR, note white line across bellhousing/cover (image 'Sealing 4'); this may be drilled straight through both sections as an alternative.
- Two (x2) adjacent timing cover bolts for chain drive, or equivalent gear drive (image 'Sealing 5'), or a pair of two (x2) drilled holes (x4 in total), to allow for sealing wire on opposing edges of equivalent belt drive cover (image 'Sealing 10') ... OR, if belt drive without timing cover is fitted, provision must be made for the large camshaft end nut to be marked with scrutineering sealing paint (image 'Sealing 6').
- One (x1) manifold/carburettor stud, drilled at both ends to allow sealing wire to pass through both holes (image 'Sealing 7').
- Two (x2) adjacent diff housing bolts (image 'Sealing 8').
- Two (x2) adjacent speedo drive housing/gearbox end casing bolts (image 'Sealing 9').



Sealing 1
Cylinder head

Sealing 2
Rocker cover

Sealing 3
Flywheel/Bellhousing... or

Sealing 4
...flywheel/bellhousing

Sealing 5
Timing cover, chain/gear drive



Sealing 6
Camshaft end nut



Sealing 7
Manifold/Carburettor



Sealing 8
Diff housing



Sealing 9
Speed drive/Gearbox end casing



Sealing 10
Timing cover, belt drive

Images M7RC

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

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Tel: (01327) 301887
www.hptyres.com
Email: office@hptyres.com



TECHNICAL INSIGHT



ELECTRIC-POWERED CLASSIC MINI

City-centric conversion that's claimed (literally) won't cost the earth...

As if to prove that electric vehicle (EV) conversions don't have to cost the earth, London Electric Cars (LEC) has launched what it terms its own 'affordable' electric-powered classic Mini, with prices starting from £25,000. Not only do LEC claim its conversions are 'some of the most cost-effective in the marketplace', they are also 'some of the most sustainable' in terms of their end-to-end vehicle lifecycle impact.

Based in the heart of London, LEC is the only electric car conversion specialist within the Ultra Low Emission Zone (ULEZ) as well as being the only EV converter based in one of the world's largest cities and, although this may upset petrolhead purists, is aiming to transform the face of electric vehicle ownership and electric-powered conversions of classic cars from petrol power. Founded in 2017, the LEC company is on a mission to create sustainably converted classic cars using electric power, with real-life EV mileage predictions based on real-world city driving and in-car usage, such as a stereo and heater.

The base 20 kWh LEC classic Mini conversion, costing from £25,000 (excluding local taxes, shipping and donor), has a projected range of 60-70 miles, with owners having a cost option to install a higher kWh motor and upgraded batteries to provide more range. Drivers can use any Type 1 or Type 2 public charger available country-wide, rapid charging on demand, as

well as use their private home wall-box systems and also charge from a domestic 13A socket should they wish.

Focusing on the full lifecycle impact of the conversion, and not just the powerplant itself, the LEC team has conducted extensive research, development and independent analysis to offer the opinion that by using a pre-owned Nissan Leaf infrastructure (motor and battery cells) it is

a more sustainable solution than mining and creating materials for an LEC-only powertrain. The company also has plans to reuse and renew computer hardware and batteries inside traction packs and uses additive manufacturing technologies to assist with the production and engineering of the LEC classic Mini conversions, all conducted from its London-based workshop. Matthew Quitter, Founder and Managing Director of LEC said: "As a classic car enthusiast and advocate for affordable and sustainable electric vehicle conversions, it made sense for us (LEC) to focus on the original Mini. [Sir Alec] Issigonis was one of the most collaborative and free-thinking designers, but also someone who knew how to stick to a budget. With this EV conversion we wanted the classic Mini to be an affordable yet useful option for city dwellers, not just in our home town of London but all over the world to tackle traffic and help put a stop to pollution.

"There's also a bigger picture to think of here. With the UK's announcement of the world's most ambitious climate change target of a 78% CO2 reduction by 2035, it is clear that combustion engines will soon be a thing of the past. LEC offers an affordable conversion that keeps these British classic cars on the road. The vehicle becomes fast and clean whilst maintaining the originality and appeal that our customers love about a classic car." •

www.londonelectriccars.com
info@londonelectriccars.com

With the 'e-Mini Racer' project on course for a track debut in the M7RC's Libre category, and now this latest roadgoing Mini EV conversion to hit the motoring press, the classic Mini shows it still has many more chapters in its life story yet!

RW



Photos: courtesy Newspress/LEC

RACE RECAP

Snetterton 300

8-9 May 2021

National Rds 3 + 4



Two's Company

Double victories for Touring Car stars at Snetterton

Former BTCC winners Andrew Jordan and Jeff Smith triumphed twice apiece in their respective Mini Miglia and Se7en double-headers over the 8-9 May weekend in Norfolk, with newcomer Michael Winkworth also bagging a brace in the S-Class category. The 1.3-litre Miglias raced first on the Saturday afternoon, on a still greasy track following rain in morning qualifying. Jordan led from pole and never looked in danger as behind Rupert Deeth headed the chasing pack from Ben Colburn, although the race ended behind the Safety Car for a stranded car. On the Sunday, not even a shower before the start could deter Jordan who stormed up from the 4th row of the reverse grid to again make a break, reigning Champion Aaron Smith followed by Deeth not quite able between them to reel him in before the chequered flag was waved.



Photos: J Payme + M Barrington

In the concurrent Mini Libre class, Richard Colburn failed to take up his Pole slot in Race 1 due to a broken wire shorting out as he made his way to the grid, but made up for that by winning Race 2 the next day after closest challenger Peter Crewes dropped out in his 7-port, having won the previous day's encounter.

With qualifying on the Saturday, the 1.0-litre Se7ens actually had both of their races on Sunday, and Jeff Smith pretty much mirrored Jordan's progress by leading from pole in the morning run ahead of Joe Thompson and Spencer Wanstall, and then followed that up with victory from 8th on the grid in the afternoon, the latter very much a case of being on the right tyre choice of slicks, despite another rain shower before the start. Smith also set a new lap record for the class during Saturday's race. Smith's title rivals Thompson and Wanstall opted for wets and rued that choice as they gradually dropped back, allowing Connor O'Brien and Jonathan Lewis through to battle over the podium positions.

Similarly, Winkworth cleaned up in the limited tuning 1275cc S-Class although his wins weren't so clear cut, as Damien Harrington hounded him throughout with Matt Ayres shadowing the pair for 3rd in both races, and teenager Ryan Taylor again turning heads especially when he nearly rolled at the Esses!

As at Silverstone in April, race organiser BARC had set-up live screening of all the action and, as with Owens Motorsport sponsorship for Silverstone, thanks to backing from MED Engineering on this occasion footage was again available to view on the M7RC Facebook page, with thousands more Mini race fans tuned in over both days.

With 4 rounds completed, there is now a 5-week gap before the National Mini Challenges supported by Mini Spares reconvene, and it's back to Silverstone on 12-13 June but on the full GP layout. Should be another cracking weekend! •

RW

RACE RECAP

Two's Company



Photos: M Barrington + J Payne

NOTES ON THE CARS:

Miglia

- #4 - New car coming along nicely, only problem being "the wet"; moved up a few places in R1 to start R2 on front row, salvaged a top-6 as track dried
- #11 - Engine swap after qualifying but no revs for R1 due to ECU mapping; good run in R2 before another DNF...
- #20 - Heated screen not working! but plugged on for R1 finish; pitted early in R2 struggling for grip
- #21 - Finally edged out of podium spot in R1 after strong defence on wets, while R2 saw epic chase of leader, reckoned could have won with one more lap...
- #23 - Had the pace as two fastest laps reveal, well pleased to have scored high points with 2nd and 3rd
- #25 - Battled intently among chasing bunch in R1, started R2 from pole but dropped out with sheared wheel stud
- #34 - Class debut in D Astin car, impressed with top-5 finishes despite picking up damage in qualifying and races
- #37 - Hopeful of good results but off in R1 dropped him down the order while R2 saw early mechanical failure
- #44 - Feeling his way back in after a couple of decades away, steady runs after electrical gremlins in qualifying
- #49 - Ran well, with several overtakes to amuse onlookers - won his debut Miglia race here back in 1996...
- #55 - On the pace all weekend, edged 3rd in R1 then played catch-up in R2 on slicks to head best of chasing pack
- #69 - Frustrated on home circuit due to recurring misfire throughout, having seemingly changed everything...



- #77 - Peerless performances in both races, winning from Pole in R1 then repeating the feat from 4th row in R2
- #85 - Sideways lots, challenged for R1 lead before tyres lost grip and dropped down order, diff failure ended R2 effort
- #88 - Revamped car in bold orange colours, possible R1 podium before off into Esses; broken throttle cable R2
- #91 - Struggled for grip in R1 but battled on to flag, much better in R2 to finish half a dozen places higher
- #96 - Getting to grips with ex-Peacock car on class debut, no major dramas apart from couple of trips over kerbs

Libre

- #113 - Electrical misfire from Silverstone still evident, came in early in R1, plugged on a lap down in R2
- #126 - Pitted to change tyres in R1 so a lap down at flag, similar grip issues in R2 but still bagged a 3rd place in 16V
- #133 - Two more solid performance running older Mig-spec engine to leave him a few points shy of class points lead
- #177 - Comfortably clear in R1, similarly all set for a double in R2 before glorious sounding 7-port went off song
- #219 - Pole in R1 wasted after wire shorted leaving assembly area; fixed for R2, secured win when #177 dropped out

Se7en

- #01 - Made right calls on tyres for both races, Pole to Chequer in R1, then again from 8th on grid in R2
- #2 - In R1 lead battle but had to settle for 3rd, while wrong tyre choice in R2 saw him drop from early lead back to 6th
- #4 - Felt gearing was biggest issue, ran on the tail of the lead pack in R1 then among it in R2 for decent points haul
- #6 - Tracking was out after qualifying, tweaked for races but ran and finished pretty much where he started



RESULTS: Round 3

Mini Miglia & Libre

Pos	#	Driver	8 Laps
1	77	Andrew Jordan M	20:53.395 / 68.21 mph
2	23	Rupert Deeth M	
3	55	Ben Colburn M	
4	21	Aaron Smith M	
5	34	Joe Ferguson M	
6	49	Martin Wager M	
7	4	Colin Peacock M	
8	25	James Colburn M	
9	85	S Summerhayes M	
10	37	J Cuthbertson M	
11	44	Shaun King M	
12	177	Peter Crewes L	21:06.163 / 67.53 mph
13	20	Mark Sims M	
14	96	Justin Cooper M	
15	91	Thorburn Astin M	
16	133	Les Stanton L	
17	126	Peter Hills L	7 laps
dnf	88	Kieren McDonald M	5 laps
dnf	113	Phil Harvey L	2
dnf	69	Tony Le May M	1
dnf	11	Kane Astin M	0
ns	219	Richard Colburn L	
FL/M		R Deeth	2:14.988 - 79.17 mph
FL/L		P Crewes	2:21.756 - 75.39 mph
Pole/M		A Jordan	
Pole/L		R Colburn	

Mini Se7en & S-Class

Pos	#	Driver	9 Laps
1	01	Jeff Smith 7	22:05.278 / 72.58 mph
2	80	Joe Thompson 7	
3	2	Spencer Wanstall 7	
4	87	Connor O'Brien 7	
5	99	N Croydon-Fowler 7	
6	41	Jonathan Lewis 7	
7	77	Andrew Deviny 7	
8	4	Lee Roberts 7	
9	728	M Winkworth S	22:51.168 / 70.15 mph
10	711	D Harrington S	
11	76	Jo Polley 7	
12	6	Graeme Davis 7	
13	20	Darren Thomas 7	
14	758	Matt Ayres S	
15	777	Dave Rees S	
16	7	Jordan Sims 7	
17	8	Julian Proctor 7	
18	712	Greg Daw S	
19	784	Ryan Taylor S	
20	715	Jonnie Kent S	
21	796	Mark Chappell S	
22	742	Ben Butler S	
23	729	Darren Jeremiah S	
24	733	James Bryan S	
dnf	732	Darren Cox S	
dnf	766	Geoff Williams S	
dnf	763	J Cockburn-Evans S	
wd	49	Ross Billison 7	
FL/7		J Smith	2:25.459 - 73.47 mph (record)
FL/S		M Winkworth	2:28.485 - 71.98 mph
Pole/7		J Smith	
Pole/S		M Winkworth	

2.9689-mile 300 circuit

full official results @ www.tsl-timing.com

Snetterton Recap continued over



RACE RECAP

Snetterton 300

8-9 May 2021

National Rds 3 + 4



...Two's Company

#7 - Electrical misfire in qualifying, ran ok in R1 after overnight tweak, then pitted early in R2 with recurrent problem
 #8 - New car, almost identical looking to older one, ran ok apart from faulty temperature sensor gauge
 #20 - Familiar green car revamped after year 'parked'; ran further back than expected but "not a fan of the wet..."
 #41 - Fuel pump cut out in qualifying led to red flag, thereafter ran competitively, culminating in R2 podium
 #49 - Entry withdrawn...
 #76 - Not quite able to match pace of leading group, headed the rest with S-Class leaders for company
 #77 - Qualified 2nd for R1 but gradually slipped back, likewise R2 from front row start as tyre choice proved critical
 #80 - Led the chase in R1 to keep up the title challenge, however R2 tyre gamble saw dramatic progress backwards

#87 - Two strong results show rapid progress since switch from S-Class, especially late charge to 2nd in R2
 #99 - Erratic handling even after replaced CV joint, but discovery of worn steering arm bolts transformed R2 result

S-Class

#711 - Challenged for both race wins throughout but not quite able to make the final move, perhaps explained by low compression readout...
 #712 - Initially challenging for podium spots but a broken engine mount and then brake issues saw him drop him down the order in both encounters
 #715 - Another 'retro' look car- this one is called 'Doris'; usual new-car bedding-in tweaks but otherwise ran among chasing pack to claim useful haul of points
 #728 - Four wins from four starts marks him out as an early title contender, and as one team member remarked with a wry grin, "It's all going too well...!"

Photos: M Barrington + J Tanner/T Pratley



RACE RECAP



...Two's Company

Photos: M Barrington

#729 - Refettled car now mainly grey from last season's orange; spin in R1 perhaps highlighted re-learning process, but tweaks for R2 saw clear progress made

#732 - Running in top-6 before late DNF having lost use of clutch in R1, changed for R2 but complete loss of gears on opening lap

#733 - Brand new, plain white car on debut, no major issues apart from driver admitting to simple 'race rustiness'...

#742 - Another new car, virtually identical to previous one, hampered by loss of 2nd gear but still able to hustle it round for decent finishes

#758 - Shadowed the leading duo throughout but frustratingly short of that little extra from under the bonnet to make a challenge

#763 - Dropped out of R1 with a valve problem, fixed for R2 and well up order before a 'moment' dropped him back several positions

#766 - Enjoying his run in R1 before riding a kerb and finding the tyrewall, sadly too much damage to fix in time for R2, long trek home to County Durham...

#777 - Buoyed by strong run to 4th in R1, then immediately deflated after pulling off on warm-up lap in R2 with suspected electrical gremlin

#784 - Looked in his element on wet or dry track, although confidence of youth almost saw him roll at Esses in R1, marginally calmer R2 secured excellent 4th

#796 - Overcame brake problem for good run to 8th in R1, pole start for R2 but soon pitbound with ominous rattle

● RW



RESULTS: Round 4

Mini Miglia & Libre

Pos	#	Driver	8 Laps*
1	77	Andrew Jordan M	19:23.349 / 73.49 mph
2	21	Aarom Smith M	
3	23	Rupert Deeth M	
4	55	Ben Colburn M	
5	34	Joe Ferguson M	
6	4	Colin Peacock M	
7	49	Martin Wager M	
8	91	Thorburn Astin M	
9	44	Shaun King M	
10	96	Justin Cooper M	
11	219	Richard Colburn L	20:34.593 / 69.25 mph
12	133	Les Stanton L	
13	126	Peter Hills L	
14	113	Phil Harvey L	7 laps
dnf	11	Kane Astin M	6 laps
dnf	25	James Colburn M	6
dnf	177	Peter Crewes L	6
dnf	85	S Summerhayes	3
dnf	69	Tony Le May M	3
dnf	20	Mark Sims M	1
dnf	37	J Cuthbertson M	0
dnf	88	Kieren McDonald M	0
FL/M		R Deeth	
		2:13.154 - 80.26 mph	
FL/L		P Crewes	
		2:20.525 - 76.05 mph	
Pole/M		J Colburn	
Pole/L		P Hills	

* top 8 reverse grid from Race 1

Mini Se7en & S-Class

Pos	#	Driver	8 Laps
1	01	Jeff Smith 7	19:59.306 / 71.29 mph
2	87	Connor O'Brien 7	
3	41	Jonathan Lewis 7	
4	99	N Croydon-Fowler 7	
5	77	Andrew Deviny 7	
6	2	Spencer Wanstall 7	
7	4	Lee Roberts 7	
8	80	Joe Thompson 7	
9	728	M Winkworth S	
10	76	Jo Polley 7	
11	711	D Harrington S	
12	6	Graeme Davis 7	
13	20	Darren Thomas 7	
14	758	Matt Ayres S	
15	8	Julian Proctor 7	
16	784	Ryan Taylor S	
17	729	Darren Jeremiah S	
18	742	Ben Butler S	
19	712	Greg Daw S	
20	715	Jonnie Kent S	
21	763	J Cockburn-Evans S	
22	733	James Bryan S	
dnf	796	Mark Chappell S	4 laps
dnf	7	Jordan Sims 7	0
dnf	777	Dave Rees	0
dnf	732	Darren Cox S	0
ns	766	Geoff Williams S	
wd	49	Ross Billison 7	
FL/7		J Smith	
		2:25.878 - 73.26 mph	
FL/S		M Winkworth	
		2:28.860 - 71.79 mph	
Pole/7		L Roberts	
Pole/S		M Chappell	

* top 8 reverse grid from Race

2.9689-mile 300 circuit

full official results
@ www.tsl-timing.com

Next event:
Silverstone
12-13 June

GALLERY

Snetterton 300

8-9 May 2021

National Rds 3 + 4

Photos: M Barrington + J Tanney/T Pratley + J Payne



GALLERY

Snetterton

Photos: M Barrington + J Tanner/T Pratley + J Payne



Snetterton 300

8-9 May 2021

National Rds 3 + 4





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01892 730948

2021 CHALLENGE STANDINGS

NATIONAL POINTS

Standings after 4 of 14 rounds

Mini Miglia

Pos	#	Driver	Pts
1	77	Andrew Jordan	78
2	21	Aaron Smith	72
3	55	Ben Colburn	63
4	23	Rupert Deeth	55
5	49	Martin Wager	51
6	4	Colin Peacock	45
7	44	Shaun King	41
8	37	James Cuthbertson	39
9	32	Endaf Owens	37
10	56	Nick Padmore	37
11	91	Thorburn Astin	37
12	20	Mark Sims	34
13	85	Sam Summerhayes	32
14	34	Joe Ferguson	32
15	96	Justin Cooper	19
16	11	Kane Astin	17
17	25	James Colburn	15
18	8	Scott Kendall	15
19	26	Peter Arnold	13
20	69	Tony Le May	12
21	62	Chris Lovett	8
22=	47	Darren Mason	2
	88	Kieren McDonald	2
24	15	Gordon Pocock	1

Mini Libre

Pos	#	Driver	Pts
1	219	Richard Colburn	31
2	133	Les Stanton	27
3	126	Peter Hills	26
4	177	Peter Crewes	23
5	113	Phil Harvey	8
6	123	Huw Turner	2

Mini Se7en

Pos	#	Driver	Pts
1	1	Jeff Smith	82
2	80	Joe Thompson	72
3	41	Jonathan Lewis	67
4	99	Nick Croydon-Fowler	66
5	77	Andrew Deviny	58
6	87	Connor O'Brien	53
7	4	Lee Roberts	53
8	2	Spencer Wanstall	52
9	6	Graeme Davis	44
10	76	Jo Polley	38
11	33	Adam Gould	26
12	20	Darren Thomas	20
13	49	Ross Billison	17
14	8	Julian Proctor	17
15	7	Jordan Sims	10
nc	18	Tina Cooper	-
	37	Gareth Hunt	-

Mini-7 S-Class

Pos	#	Driver	Pts
1	728	Michael Winkworth	83
2	758	Matt Ayres	71
3	784	Ryan Taylor	66
4	712	Greg Daw	64
5	711	Damien Harrington	59
6	796	Mark Chappell	40
7	763	John Cockburn-Evans	35
8	777	Dave Rees	33
9	732	Darren Cox	32
10	795	Stuart Gilby	29
11	729	Darren Jeremiah	28
12	742	Ben Butler	28
13	715	Jonnie Kent	27
14	733	James Bryan	22
15	789	Arnold Duncan	16
16	766	Geoff Williams	14
17	707	Greg Causon	11
18	744	Ben Seyfried	2
19	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	10
2	766	Geoff Williams	5
3	707	Greg Causon	3

FASTEST LAPS

*includes 1 championship point

Miglia

R Deeth	x2
S Summerhayes	x1
N Padmore	x1

Libre

P Crewes	x3
R Colburn	x1

Se7en

J Smith	x4
---------	----

S-Class

M Winkworth	x3
D Harrington	x1

POLE POSITIONS

*includes reverse grid system

Miglia

E Owens	x1
J Cuthbertson	x1
A Jordan	x1
J Colburn	x1

Libre

R Colburn	x2
L Stanton	x1
P Hills	x1

Se7en

S Wanstall	x1
A Deviny	x1
J Smith	x1
L Roberts	x1

S-Class

M Winkworth	x2
D Cox	x1
M Chappell	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



TIMETABLE: Silverstone GP

DUNLOP NATIONAL MINI CHALLENGES Rounds 5 + 6

Saturday 12 June

START	FINISH	DURATION	SESSION	CLASS
online	-	pre-event	Signing-on	All
online	-	pre-event	Scrutineering	All
09.00	09.20	20 mins	Qualifying	All
12.15	12.35	20 mins	Race 1 - Rd 5	Se7en + S-Class
16.55	17.15	20 mins	Race 7 - Rd 5	Miglia + Libre

Sunday 13 June

12.20	12.40	20 mins	Race 10 - Rd 6	All
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*** Please note that this event remains provisional and subject to change in accordance with the latest government guidelines and the situation regarding COVID-19 ***

MG RACE MEETING

Originally scheduled to be MGLive! has again been cancelled for the third year running. However, the MGCC has still retained this year's date as a full race meeting - eight MG Car Club's race categories will be keeping fans entertained for this weekend, showcasing the club's variety with cars from pre-war right up to the modern day. Alongside the popular MGCC races, the much-loved Mini Sevens will be on track and a trio of Equipe series races, featuring plenty of eclectic machinery... •

www.mgcc.co.uk



LATEST LATEST LATEST LATEST!

CIRCUIT PADDOCK ACCESS

On Friday 11th access to circuit paddocks is from 5pm, and garages when they're vacated by those testing who are not part of the race meeting. SCL Security will only admit those in for MGCC once safe to do so. Please have tickets ready (on phone or printout to scan). SCL will not accept a photocopy of another competitor's ticket. Please have your, and any passengers' mask on when approaching Main gate. Do not attend if you or any of your teams are suffering from COVID-19 symptoms. If you don't have a ticket go to CP 49 and head to ticket collection at the Welcome Centre. The Paddock Diner is open for takeaway and dine-in from 07.30-16.00. Public Spectators will be based on the outside of the Circuit watching via Luffield grandstand. Public will have designated seating in Luffield grandstand, a Freemans unit will provide catering and the new merchandise Woodcote hub will also be open. Gates will open from 0800 each day. Parking for public Car park 49 and entry through gate 1. There is no public access to the paddock for this event, likewise Competitors under no circumstances should try to access the outside of the circuit •

www.m7rc.co.uk

MG CAR CLUB GRAND PRIX CIRCUIT



CIRCUIT LENGTH:

3.66 miles (GP)

Grid limit - saloon cars: 58

Silverstone Circuit, Towcester, Northants, NN12 8TN
Tel: 0344 372 8200 Email: enquiries@silverstone.co.uk

Driving there:

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

www.silverstone.co.uk



REVISED 2021 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

Winter 1+2~	Silverstone Int (Wing)	24-25 April	BARC (Spring Championships)
National 1+2	Silverstone Int (Wing)	24-25 April	BARC (Spring Championships)
National 3+4	Snetterton 300	8-9 May	BARC (Delmonte Festival)
National 5+6	Silverstone GP*	12-13 June	MGCC (MG Race Meeting)
National 7+8	Cadwell Park	10-11 July	MSV (Mini Festival)
National 9+10	Brands Hatch Indy	21-22 Aug'	MSV (Mini Festival)
National 11+12	Pembrey	11-12 Sept'	BARC (BBQ/Karaoke Night)
National 13+14	Donington Park	23-24 Oct'	BARC (Dunlop Festival)
Winter 3+4+5~	Brands Hatch Indy*	13-14 Nov'	BARC (Winter Championships)

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



Photo: MTRC Archive

EVENT PREVIEW

SILVERSTONE GP:
Saturday 12-Sunday 13 June...


Magic Minis...

TWO SEPARATE RACES ON SATURDAY...

National Challenge
Rounds 5 + 6

THE DUNLOP NATIONAL MINI CHALLENGE HITS SILVERSTONE FOR THE SECOND TIME THIS SEASON, HAVING OPENED THE 2021 CAMPAIGN ON THE INTERNATIONAL CIRCUIT IN APRIL, SO EXPECT THE ACTION TO BE AS CLOSE AND FRANTIC THIS TIME AROUND ON THE FULL GP LAYOUT

MINI MIGLIA

With four races completed in the 14-round National Challenge, it is former BTCC Champion Andrew Jordan who holds the points lead having scored a double victory at Snetterton last month, adding to a pair of 2nds in the previous Silverstone double-header. Reigning double Champion Aaron Smith lies second in the standings although has yet to pass the

chequer in front this season, while another former champion Rupert Deeth lies fourth overall behind impressive newcomer Ben Colburn who is dovetailing his efforts alongside the Renault Clio he has campaigned for several seasons. Of the rest, preparation specialist Endaf Owens scored a win at Silverstone, along with Historic F1 racer Nick Padmore although the latter will probably be busy elsewhere this time around, while Joe Ferguson comes fresh from a successful race-winning weekend at Donington in a Pre-66 Mini Cooper S Historic having also made an impressive Miglia debut in May. Sam Summerhayes, Kane Astin and Kieren McDonald can be expected to be on the pace too.

MINI LIBRE

In the semi-invitational category for 'free-formula' Minis, Richard Colburn has edged ahead in his 'old generation' Miglia although he may be running his Westbourne race prep team elsewhere, so this could give Les Stanton an opportunity to close the points gap in his similar 5-port. Last year's class Champion Dan Lewis makes his first appearance of 2021 in his 8-port machine, while other variations include Peter Crewes with a 7-porter and Peter Hills' 16V.

LAP RECORDS: Silverstone GP 3.66-mile circuit

Driver	Time	Ave Speed	Date Set
M Rupert Deeth	2:32.369	86.48 mph	25 June 2017
L Gary Warburton	2:38.213	83.29 mph	25 June 2017



Photos: M7RC Archive (M Barrington)

EVENT PREVIEW

...SILVERSTONE GP:

...Saturday 12-Sunday 13 June

National Challenge
Rounds 5 + 6

...Magic Minis

...AND ONE HUGE COMBINED GRID ON SUNDAY

MINI SE7EN

Like Jordan in Miglias, Jeff Smith is another former BTCC race winner and has similarly opened up a clear lead in the longest-established Mini formula with a brace of victories at Snetterton last time out to complement the pair of runner-up spots from Silverstone in April. The reigning double title holder's four fastest laps have added further points, so second placed Joe Thompson will be looking to make up ground despite taking the first two wins of the season, this pair having fought out a close title duel in 2019. Last season's overall runner-up Spencer Wanstall has been on the pace but lies back in 8th following an early DNF, so it

is Mini veteran Jonathan Lewis who holds 3rd in the standings thanks to strong performances to mark his return to the category over four decades since he won the title. Nick Croydon-Fowler should be right in the mix having sorted a mysterious handling problem in the early rounds, while the experience of three-time former champion Andrew Deviny can be relied upon to put him in the frame when the chequered flag appears, with Connor O'Brien and Darren Thomas also capable of top points.

MINI-7 S-CLASS

Despite being new to the class this season, Michael Winkworth has been the benchmark with a straight four-from-four success rate, including three fastest laps too to hold a 12-point advantage. Without a DNF in the opening round, Damien Harrington would be a lot higher in the standings and has been the closest on pace so far, while Matt Ayres' 2nd overall position is no fluke as he looks the most likely to upset the formbook. Greg Daw and teenager Ryan Taylor will be ones to watch too, the latter having won last season's Graham Hill Under-17 trophy •

LAP RECORDS: Silverstone GP 3.66-mile circuit

Driver	Time	Ave Speed	Date Set
7 Darren Thomas	2:47.198	78.81 mph)	25 June 2017
S Ben Butler	2:52.185	76.53 mph)	25 June 2017



Photos: M7RC Archive (M Barrington)

HALF A CENTURY OF THE MINI MIGLIA



22

Where and when to watch live feeds from Silverstone GP circuit this weekend...







Mini 7 Racing Club Live Stream Timings

Saturday 12th June

Qualifying LIVE from 8.45am
 Dunlop National Mini Se7en & S-Class Challenges supported by Mini Spares – Race 1 LIVE from 12pm
 Dunlop National Mini Miglia Challenge & Libre Invitation supported by Mini Spares – Race 1 : LIVE from 16:45

Sunday 13th June

Dunlop National Mini Challenges supported by Mini Spares – Race 2: LIVE from 12pm

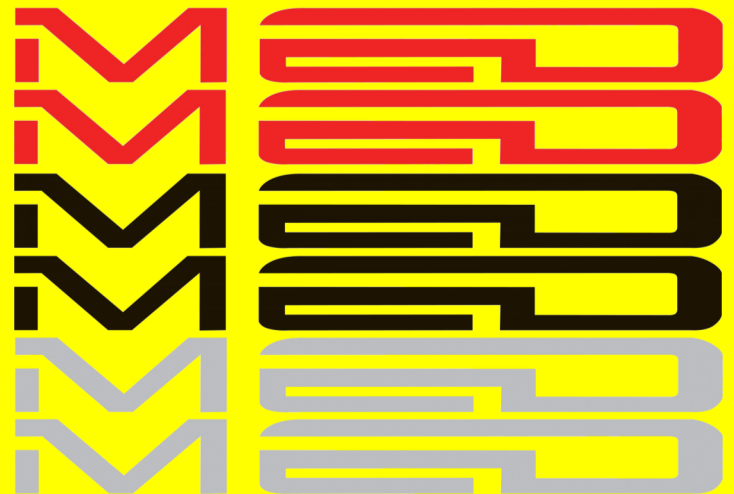
* Don't forget to tune-in throughout the day for our special behind the scenes paddock walks!

Here's where you can watch LIVE | Facebook Mini 7 | YouTube MySuperCar | Twitter @ianwaterhouse1 | Twitch Contentlive_productions | LinkedIn Ian Waterhouse

+ A massive 'thank you' to our sponsors of the previous live streaming events in 2021

Silverstone Int.
24-25 April

Snetterton 300
8-9 May



Success & Se7ens...

S IS FOR SPECIAL, SO MANY IT'LL TAKE TWO ISSUES TO LIST THEM ALL..!



CASTROL



David Sambell

The following is the first half of the 'S list' of driver surnames but if you think there may be more then let the M7RC know and we'll endeavor to add them in a future issue of *Pit & Paddock*...

Simon SABEL
Se7en (1973-74)
Three races before big write-off

Don SADLER
Miglia (1975-76)
Seventh on only start

Peter SAINSBURY
Miglia (1982, 84-89)
Better results in Southern series

David SAMBELL ↑
Se7en (1970-73)
Several wins, runner-up 71 Nationals before claiming 72 TEAC title

Tom SANDERSON
Se7en (2016-18)
Former Metro title winner soon on the pace, victory at 18 Thruxton

Henry SARGENT
Se7en (1993-95)
Several starts in ex-Banwell car

Ralph SAUNDERS ↓
Se7en (1998, 00-03), Miglia (2003-09)
Race winner in Migs, also ran many new drivers under Pitstop banner

Roger SAUNDERS
GT (1976-77)
Inaugural 1275 GT Champion, progressed to BTCC in 1980s

Brian SAVAGE
Se7en 1984)
DNF in only appearance

Bob SAYER
Miglia (1977-80)
Best of 7th place in 78 season

Gordon SCOTT
Invitation (2012)
British Trophy racer, Brands only

Ian SCOTT #1
Se7en (1967-69)
Third at Combe in 68

Ian SCOTT #2
Miglia (1990-96)
Top-6 pace on occasion, later became Club Vice-Chairman

Ken SCOTT
Miglia (1979-80)
Two entries recorded only

Simon SCOTT
Se7en (1985-87)
Best of 8th place in debut season

T SEARLE
Se7en (1967)
One finish recorded, at Snetterton

Alan SEEKINGS
Se7en (1973-75, 80-87), Miglia (1976)
Essex-based, several high finishes in Swiftune cars, later edited Club mag

Lewis SELBY
Se7en (2003-04, 15-17), Miglia (2015, 18)
Autograss to 03 Novice, narrowly lost out on 17 title, several race wins

Rob SELBY
Se7en (1978-81, 87-91, 93-99)
Top Mini tuner and innovative engineer, 78 Novice, came close to title in mid-90s, sadly died in 2017

Ken SELFE
Se7en (1991)
Brief stint produced one finish

Andrew SHANKS
GT (1976)
One-off in BL Celebrity car

David SHARP
Se7en (1989-95)
Two wins in 92 Winter series

Alan SHAW
GT (1978)
Solo outing in BWRDC car

Bill SHAW
Se7en (1967)
Classified finisher in Brands opener

Georgie SHAW
GT (1978)
Headed-up BWRDC team, leading light in women's motoring press

Mark SHAW
Se7en (1968-69)
Best of 6th in first season

Michael SHEARER
Se7en (1970)
Couple of finishes recorded

Jack SHEARING
S-Class (2018-19)
Promising newcomer, return due

George SHEARMAN
Miglia (1973-75)
Class 2nd at 73 Combe invite

Photos: M7RC Archive (D Sambell + M Harvey)



Ralph Saunders

...Success & Se7ens



Tom G SHEPARD
Miglia (1977)
Podiums aided 8th overall ranking

Bill SHEPHERD
Se7en (1969)
Handful of races listed

Geoff SHEPHERD
Se7en (1967)
Couple of 7th places in Caltune car

Jen SHEPHERD
Se7en (1968)
DNF for solitary Snetterton race

Peter SHEPHERD
Se7en (1968-69)
Won 69 Lydden invite in Oselli entry

David SHEPPARD
Miglia (1990)
Class win in Thruxton consolation

Alan SHIELDS
Se7en (1973-75), Miglia (1982-90, 92-93)
Won reserves race 74 Lydden, later podiums in 83/84 Southern Migs

Hugo SHIPLEY
Se7en (1973-76)
Top-10 rankings, trio of wins in 76, inaugural Mini Se7en Novice in 73

Gary SHIPTON
Miglia (2007-08)
Decent mid-table results in 08

John R SHIPTON
Miglia (1976-77)
Best of 5th place at Mallory in 77

Russell SHIPTON
Miglia (1985-86)
Three non-championship starts

Rick SHORTLE
S-Class (2018)
Brief stint from ex-single seater ace

Lorrie SIEGLER (Lassman)
Miglia (1971)
Best of 6th place

Paul SIMMONDS
Miglia (2001-14, 16-20)
Novice title 02, stalwart campaigner

John SIMMONS
Se7en (1983-84)
Occasional top-10 finishes

Colin SIMPSON
Miglia (1999-02)
Progressed to top 10 overall by 02

John SIMPSON #1 →
Miglia (1972-74, 76-82, 84-85)
Graham Hill title in 1980 included two wins

John SIMPSON #2
Se7en (1994)
Three qualifying attempts only

Tim SIMPSON
Se7en (2001-02)
Some good top-10 results

Guy SIMS
Se7en (1986-90, 92, 95, 98)
Shared Simmini car with brother Tim, two wins aided 88 Winter title, 1st/2nd/3rd in 92/95/98 one-offs

Jordan SIMS
Se7en (2019-20)
Claimed 20 Novice title

Mark SIMS
Se7en (1992-00), Miglia (2001-13, 16-19)



John Simpson #1

Longtime racer, won 97 Cadwell qualifier, organizes M7RC awards do

Martyn SIMS
Miglia (1972, 84)
Scored a 5th in first season

Tim SIMS ↓
Se7en (1986-03), Miglia (2004-06)
First to win treble back-to-back Se7en titles 01/02/03; huge Donington crash curtailed Mini career

Arthur SINCLAIR
Miglia (1977-78)
Best of 8th place from several starts

Nick SKEGG
Miglia (1979-81, 83-84, 86)
Took 3rd at Lydden in 85 Southern

Tim SKEGG
Se7en (1991-92)

Big Donington accident curtailed racing; photographer and artist

G J SKINNER
Se7en (1966)
One outing recorded, at Lydden

Mike SKIPPER
Se7en (1975-76)
Few starts in TEAC series

Bryan SLARK
Miglia (1979-82, 84, 86)
Renowned A-Series engine tuner, joint-Novice 1980, a few podiums

Graham SMALL
Se7en (1982-87)
Better results in Southern series

M SMEE
Miglia (1972)
One race recorded, at Thruxton

Aaron SMITH
Miglia (2009-20)
Three-time champion 2018/19/20, especially on form at 'home' Brands Hatch circuit

Adam SMITH
Se7en (2011-13, 15)
Zolder 3rd & Brands Allcomers 2nd in 13; huge Oulton roll in 15

Alec SMITH
Se7en (1975)
Three entries, no result recorded

Chris SMITH
Miglia (1990)
Novice season in shared car

Fred SMITH
Miglia (1975)
Came 8th on only start, at Llandow •

Look out for more
M7RC 'S' driver recaps
in the
next issue of

Pit & Paddock

Tim Sims



Photos: M7RC Archive (J Parish Collection + RW)

Pit & Paddock 2020

Official Newsletter of the Mini Seven Racing Club

2020

2020: Issue 3  www.mini7.co.uk

Mini Se7en: Clear intentions

DUNLOP MINI CHALLENGE supported by MINI SPARES

Behind Closed Doors

COULD UK MOTORSPORT RESUME WITHOUT THE FANS?

Mini Miglia: Nothing to hide



50 Years 1970-2020

OPEN CHOICE...

- Se7en: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Coronavirus latest!
- Club news
- Revised calendar
- Garage projects

S-Class: Feeder formula growing in numbers

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...

- Miglia: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Motorsport & COVID-19
- Club news
- Revised calendar
- Classic Corgi

From the Archives A-to-Z of drivers pt 3 On Silverstone's GP track

Mini S-Class: Fun feeder formula...



Pit & Paddock 2020

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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

Countdown to Donington...

Four Times the Fun...

- Se7en: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Tackling COVID-19
- Club news
- Revised race calendar
- Classic Corgi pt 2

From the Archives A-to-Z of drivers D-E-F Miglia Champions Gallery

Mini Libre: Variety is the spice...



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2020

2020: Issue 6  www.mini7.co.uk

Mini Se7en: Close quarters...

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

Racing Resurrection

Donington recap...

Mini Miglia: Smith's double...



Miglia 50 Years 1970-2020

Brands GP preview...

- Se7en: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Tackling COVID-19
- Latest Club news
- Revised 2020 calendar
- Technical updates

From the Archives A-to-Z of drivers G Miglia Champions Gallery pt 2

Mini Libre: Honours even for Lewis & Davis



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2020

2020: Issue 7  www.mini7.co.uk

Mini Miglia: TV screen tabs...

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Mini Libre: Super updates

Blistering Brands!

Full report inside... Miglia 50 Years 1970-2020

Mini Se7en: Closer than ever...



Mini-7 S-Class: Scholarship with spurs

Drama at Zandvoort!

Snetterton preview...

- Se7en: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Latest Club news
- Revised 2020 calendar
- Technical updates

From the Archives A-to-Z of drivers H Miglia Champions Gallery pt 3 M7C - Now it all begins...

Mini Se7en: Closer than ever...



Pit & Paddock 2020

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2020

2020: Issue 8  www.mini7.co.uk

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

DUNLOP MINI CHALLENGE supported by MINI SPARES



Miglia 50 Years 1970-2020

Saviours at Snetterton

Mini racers lift fans' spirits...

Mini Libre: Mixing it up...



Mini Se7en: Double delight

Combe preview...

- Se7en: 1000cc full race
- Miglia: 1293cc mega tune
- S-Class: 1275cc limited mods
- Libre: up to 1400cc free formula
- Latest Club news
- Revised 2020 calendar
- Technical updates

From the Archives A-to-Z of drivers I, J, K Miglia Champions Gallery pt 4

Mini Miglia: Three-way thrills



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Mini Miglia: Live streaming...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Miglia 50 Years 1970-2020

Rain Stops Play...

Combe Sunday races washed out

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
- Latest Club news
- Revised 2020 calendar
- Technical updates
- Runners & riders

From the Archives A-to-Z of drivers L Miglia Champions Gallery pt 5

Mini Libre: Lewis looms large



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2020

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Mini Se7en: Going the distance...

DUNLOP MINI CHALLENGE supported by MINI SPARES



Mini Libre: 8-port prevails

Full-on Finals

National season concludes at Thruxton...

Mini S-Class: Scholars on song



Miglia 50 Years 1970-2020

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 Miglia: Easy does it...



Why join the Mini 7 Racing Club?

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

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

ABOUT US



The Mini 7 Racing Club

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

www.mini7.co.uk

Mini 7 Racing History

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

durable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50+ years; that averages out to nearly 40 new drivers per season. What other single-make race series can claim this strong support over such a long period?

season in an S-Class car is going to be more affordable. The Graham Hill Trophy is awarded to the leading Under-17-year-old too.

Mini Libre

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



Mini Miglia

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

Mini Se7en

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

Mini-7 S-Class

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

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



From the Archives



1971 Mallory Park

50
years ago

A RACE ON THE SILVERSTONE GP TRACK FOR THE M7RC WAS STILL A FEW YEARS OFF, BUT HALF A CENTURY AGO IN JUNE, UNDER AN HOUR UP THE ROAD, THERE WAS A VISIT TO MALLORY PARK...

20 June 1971
NATIONAL MINI MIGLIA

Masses of Minis on TV

ATV MIDLANDS devoted a whole hour to the Mini 7 Club's motor racing at Mallory. Three of the eight races were screened, and five of the eight were designed to cater for the breed Mini. Len Brammer (MRL Miglia) drove the opposition into the ground to take the John Stanton Trophy race and smash the Miglia lap record, leaving it at 43.0s (83.72 mph). Mini 7 Club rules demand that a record breaker's car is subjected to a scrutineer's eligibility strip, and Len was pleased to announce loud and clear that his car met all the requirements, a point which may serve to quieten the Brammer knockers

Colourful and courageous, the Miglias staged a fair show for the cameras in the fifth round of the current formula championship. A late arrival by table header Mick Osborne (Mayfield) allowed him scope only to achieve the minimum three qualifying laps,

consequently he was stuck on the third row of the grid. Len Brammer (MRL) sat on pole flanked by Eric Groves (Topspeed) and Phil Spurling (Austin). From the beginning to the end it was Brammer all the way, driving with miserly efficiency and giving nothing away to the mob at his rear, and the new lap record was set as early as the third lap. Osborne was securely boxed for those three laps and even when he had managed to shake himself free he spent a further five laps trying to pass Groves, a move which spurred the latter to greater but vain endeavours. Spurling also enjoyed freedom from worry by the halfway mark, though he was never able to get within spitting distance of Brammer •

report courtesy
Motoring News

20 June 1971
NATIONAL MINI SEVEN

Tony does it in Style

AROUND THE shorter 1.0-mile 'oval', two heats and a final were needed to find a winner from the over-full 29-car Mini-7 entry; Tony Styles duly obliged

Heat 1: David Sambell led for lap one, Dennis Fernie (Calbrook) - a slow starter these days - led for the next five, while Sambell sorted out the best approach over the adverse camber twitch on the chicane exit; the difference between Sambell and his nearest adversary, John Wroe was the amount of time lost at that point. By the sixth lap Sambell had got it hacked and not only issued challenge to Fernie but passed him; that was the signal for some vintage Mini-ing between the two, with Sambell always contriving to lead across the line. The first six were destined to go into the final, and doubtless it was this thought which prompted Alan Corbishley (Altune) into attempting to overcome his close companions Frank Anderson (Morris) and Danny Boulton, but this grand thrust forward expired with a snout-crumbing run along the unyielding Armco barrier.

The second heat was a tale of three pairs, and the best pair produced a spectacle so rarely seen as to be priceless. Reg Armstrong (Austin) made a bad start and for three laps he was committed to striving for equality, but once he had made contact with Alan Cosby (Calbrook) the fireworks started. Climax was reached on the

RESULT:

M7C 20 June 1971
Special Tuning Trophy
NATIONAL MIGLIA 'MILLE' CHALLENGE
Round 5 10 laps

Pos	No	Driver	Time
1	70	Len Brammer	7:15.8 - 82.71 mph
2	69	Phil Spurling	
3	79	Mick Osborne	
4	72	Eric Groves	
5	77	Mike Jordy*	
6	74	John Holloway	
7	80	Roger Colson	
8	75	Dudley Fisher	

Other entries:

52	Rod MacDonald
71	Roger Dyer
73	Rodney Rolfe
78	Ron Mason
55	Syd Ryder*

rs

57	Rodney Fletcher
76	Rod Baxter
55	Tony Bunton*
77	Rob Neatby*

FL: L Brammer 0:43.0 - 83.72 mph (rec)
Pole: L Brammer
1.0-mile 'Oval' circuit

RESULT:

M7C 20 June 1971
Bob Fox Trophy
NATIONAL MINI SEVEN CHALLENGE
Round 5 - Final 10 laps*

Pos	No	Driver	Time
1	108	Tony Styles	7:36.4 - 78.88 mph
2	103	Graham Wenham	
3	92	David Sambell	
4	95	John Wroe	
5	90	Dan Barnatt-Brown	
6	99	Danny Boulton	
7	114	Peter Drane	
8	106	Alan Cosby	
9	107	Chris Winter	
10	105	Reg Armstrong	6 laps
dnf	86	Mick Bowring	3 laps
dnf	62	Dennis Fernie	0

FL: G Wenham + D Sambell
0:44.4 - 81.08 mph
Pole: G Wenham

*The first 6 finishers from both heats qualified for Final

1.0-mile 'Oval' circuit

There was action aplenty for the Mini racers at Mallory Park in 1971, with a further two visits in October (top and opposite page)
Photos: courtesy Autosport + Motoring News

From the Archives



1971 Mallory Park

RESULTS:

M7C 20 June 1971

Bob Fox Trophy
NATIONAL MINI SEVEN CHALLENGE

Round 5 - Heat 1 10 laps

Pos	No	Driver	Time
1	92	David Sambell	7:46.4 77.19 mph
2	62	Dennis Fernie	
3	95	John Wroe	
4	90	Dan Barratt-Brown	
5	86	Mick Bowring	
6	99	Danny Boulton	
7	94	Jeremy Hampshire	
8	89	Frank Anderson	
9	88	David Pryce	
10	93	Ray Woodhead	9 laps
dnf	91	Alan Corbishley	9 laps
dnf	96	Frank Gillibrand	2
ns	87	Richard Williams	
	97	Anthony Westbrook	
	98	David Day	

FL: D Sambell + D Fernie
0:45.2 - 79.65 mph

Pole: D Sambell

Round 5 - Heat 2 10 laps

Pos	No	Driver	Time
1	103	Graham Wenham	7:43.8 77.62 mph
2	108	Tony Styles	
3	105	Reg Armstrong	
4	106	Alan Cosby	
5	114	Peter Drane	
6	107	Chris Winter	
7	109	Tim Wright	
8	113	Lloyd Guyenette	
9	104	Paul Beckham	
10	111	Tim Childs	
11	64	Ken Everden	
12	112	Graham Thurston	
ns	115	Ray Kortlang	
	116	Tim Guest	

FL: G Wenham
0:45.0 - 80.0 mph

Pole: G Wenham

1.0-mile 'Oval' circuit

last lap when they drove side by side through Gerards, up Stebbe Straight, through the chicane, almost to dead heat across the line. That was for third place: Graham Wenham (Micktuned) led throughout by a fraction from Tony Styles in the 'Rumblebum Dragon' Mini. Fifth spot was firmly pinned down by Peter Drane (Morris) ahead of Chris Winter (Lexter) and Tim

Wright (Morris), the final ride going the way of Winter.

Final: A front row of Graham Wenham, Tony Styles and David Sambell, backed up by Dennis Fernie, John Wroe, Reg Armstrong and Alan Cosby, augered well. Unfortunately the monumental dice failed to materialise: Fernie couldn't get his car stoked up in time

for the off and was pushed paddock-wards, and on the second lap Peter Drane spun in the chicane, taking Cosby along as witness, causing Armstrong to do likewise in order to avoid contact. So the sting was quickly drawn and a liberal coating of fresh oil was applied to the already slippery chicane. Styles grabbed a useful chunk of lead and held it greedily despite all that Wenham

could bring to bear against him and Sambell was unusually, and maybe wisely, restrained. Styles never visibly worked up a sweat, but a vividly snaking chicane exit on the penultimate lap at least had we spectators gasping for breath •

report courtesy
Motoring News

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



Mini Racing History

at your fingertips!

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

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



Out Now!

10 NEW ISSUES

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

From the Archives

Nostalgia is what it used to be!

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

However, in the meantime the M7RC's rich and colourful past does have a unique online portal on which racers, members and fans 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!



Photos: M7RC Archive (M Barrington + RW)

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

RW

Who? What? Where? When?

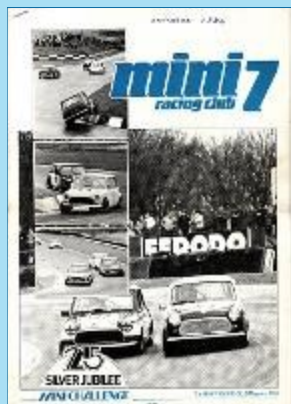


M7RC Archive RetroMini7pics

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

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

Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

- 1966 Bob Fox
- 1967 Bob Fox
- 1968 Mick Osborne
- 1969 Paul Gaymer
- 1970 Len Brammer
- 1971 Graham Wenham
- 1972 Reg Armstrong
- 1973 Mick Moss
- 1974 Chris Tyrrell
- 1975 Graham Wenham
- 1976 Graham Wenham
- 1977 Martin Goodall
- 1978 Steve Hall
- 1979 Patrick Watts
- 1980 Jonathan Lewis
- 1981 Gary Hall
- 1982 Gerald Dale
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Russell Grady
- 1986 Chris Tyrrell
- 1987 Chris Tyrrell
- 1988 Malcolm Joyce
- 1989 Steve Cooper*
- 1990 Bill Sollis*
- 1991 Bill Sollis*
- 1992 Mike Jackson*
- 1993 Tina Cooper*
- 1994 Ian Curley
- 1995 Mike Jackson*
- 1996 Phil Manser*
- 1997 Steve Bell
- 1998 Matthew Hayman
- 1999 Dave Braggins
- 2000 Dave Braggins
- 2001 Tim Sims*
- 2002 Tim Sims
- 2003 Tim Sims
- 2004 James Hall
- 2005 Paul Thompson
- 2006 Andrew Deviny
- 2007 Max Hunter
- 2008 Paul Thompson
- 2009 Kane Astin
- 2010 Paul Spark
- 2011 Paul Spark
- 2012 Paul Spark
- 2013 Andrew Deviny
- 2014 Andrew Deviny
- 2015 Paul Spark
- 2016 Ashley Davies
- 2017 Charlie Budd
- 2018 Max Hunter
- 2019 Jeff Smith
- 2020 Jeff Smith

*Overall Champion Award:
Rover Mini Cooper to National
Champion with highest points

NATIONAL MINI MIGLIA

- 1970 Mick Osborne
- 1971 Len Brammer
- 1972 Mick Osborne
- 1973 Phil Spurling
- 1974 Russell Dell
- 1975 Alan Curnow
- 1976 Mike Curnow
- 1977 Paul Gaymer
- 1978 Phil Spurling
- 1979 Phil Spurling
- 1980 Roland Nix
- 1981 Chris Hampshire
- 1982 Chris Lewis
- 1983 Chris Lewis
- 1984 Mike Fry
- 1985 Mike Fry
- 1986 Russell Grady
- 1987 Russell Grady
- 1988 Russell Grady
- 1989 Myk Cable
- 1990 Owen Hall
- 1991 Myk Cable
- 1992 Myk Cable
- 1993 Ian Gunn
- 1994 Chris Lewis*
- 1995 Chris Lewis
- 1996 Stewart Drake
- 1997 Bill Sollis*
- 1998 Ian Curley*
- 1999 Ian Curley*
- 2000 Peter Baldwin*
- 2001 Peter Baldwin
- 2002 Chris Lewis
- 2003 Peter Baldwin
- 2004 Peter Baldwin
- 2005 Peter Baldwin
- 2006 Bill Sollis
- 2007 Andrew Hack
- 2008 Andrew Hack
- 2009 Andrew Hack
- 2010 Paul Thompson
- 2011 Endaf Owens
- 2012 Peter Baldwin
- 2013 Peter Baldwin
- 2014 Rupert Deeth
- 2015 Kane Astin
- 2016 Shayne Deegan
- 2017 Rupert Deeth
- 2018 Aaron Smith
- 2019 Aaron Smith
- 2020 Aaron Smith

MINI-7 S-CLASS

- 2006 Tristen Knight
- 2007 Nathan Burge
- 2008 Nathan Burge
- 2009 Julian Affleck
- 2010 Julian Affleck
- 2011 Julian Affleck
- 2012 Julian Proctor
- 2013 Julian Proctor

- 2014 Shaun Tarlton
- 2015 Ian Deviny
- 2016 Josh Collins
- 2017 Shaun Tarlton
- 2018 Scott Kendall
- 2019 Scott Kendall
- 2020 Connor O'Brien

MIGLIA S-CLASS

- 2006 Phil Harvey
- 2007 Phil Harvey
- 2008 Phil Harvey
- 2016 Jim Burrows
- 2017 Jim Burrows

MINI LIBRE Invitational

- 2017 Peter Crewes
- 2018 Phil Harvey
- 2019 Phil Harvey
- 2020 Dan Lewis

NATIONAL 1275 GT

- 1976 Roger Saunders
- 1977 Steve Soper
- 1978 Jeremy Hampshire
- 1979 Steve Soper
- 1980 Steve Harris

GRAHAM HILL MEMORIAL TROPHY - SE7EN / MIGLIA

- 1977 Steve Hall / Peter Hill
- 1978 Roy Finlay / Ken Brown
- 1979 Tim Lester / Tony Edmonds
- 1980 Gordon Levett / John Simpson
- 1981 Steve Mole / Stewart Fowler

GRAHAM HILL MEMORIAL TROPHY - S Class Under 17

- 2018 Thorburn Astin (U-17)
- 2019 Ben Cutler (U-17)
- 2020 Ryan Taylor (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES

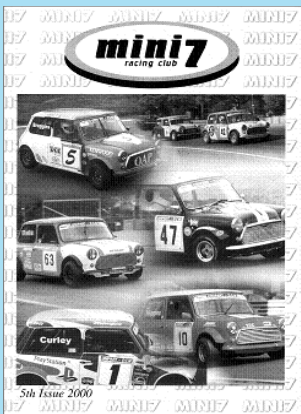
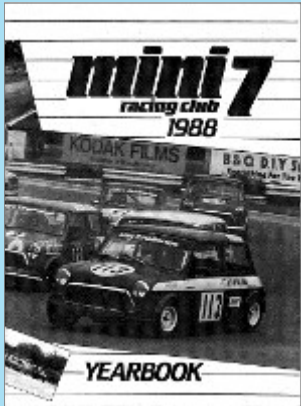
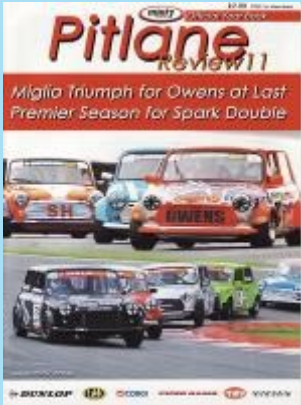
- 1983 Mike Fry (overall)

LYDDEN SERIES - 7 / MIG

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

Miglia
50
Years
1970-2020

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

- 1971 Mick Collard
- 1972 David Sambell
- 1973 Geoff Gilkes
- 1974 Geoff Gilkes
- 1975 Graham Wenham
- 1976 Bob Addison
- 1977 Richard Hamlyn
- 1978 Jim McDougall
- 1979 Roy Finlay
- 1980 Gerald Dale
- 1981 Richard Hamlyn
- 1982 Chris Gould
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Steve Mole
- 1986 Bill Sollis
- 1987 Bill Sollis
- 1988 Guy Sims
- 1989 -
- 1990 Alan Rogers
- 1991 Kelly Rogers
- 1992 Kelly Rogers
- 1993 Ian Curley
- 1994 Kelly Rogers + Matthew Hayman
- 1995 Dave Braggins
- 1996 James Hayman
- 1997 Alan Waite
- 1998 Dave Banwell
- 1999 Ian Deviny
- 2000 Andrew Deviny
- 2001 James Winnifrieth
- 2002 Andy Hack
- 2003 Nick Tandy
- 2019 Jeff Smith
- 2020 -

SOUTHERN/WINTER - MIGLIA

- 1979 Paul Rowland
- 1980 John Meale
- 1981 John Meale
- 1982 Jim McDougall
- 1983 Peter Moore
- 1984 Mike Fry
- 1985 Gerald Dale
- 1986 Mark Jones
- 1987 Mark Jones
- 1988 Mark Jones
- 1989 -
- 1990 Tony Parker
- 1991 Tony Parker
- 1992 Chris Lewis
- 1993 Jonathan Lee
- 1994 Dave Hancock
- 1995 Peter Baldwin
- 1996 Wayne Grayer
- 1997 Tony Higgins
- 1998 David Abbott
- 1999 Jonathan Lewis
- 2000 Kevin Mason
- 2001 Kelly Rogers

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

NOVICE AWARD - SE7EN

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

NOVICE AWARD - S-CLASS

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

NOVICE AWARD - MIGLIA

- 1973 Kelvin May
- 1974 Gary Cashman

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



LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Jeff SMITH 8 August 2020 1:53.023 77.50 mph	Kane Astin 9 August 2020 1:44.086 84.15 mph	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Dan Lewis 9 August 2020 1:44.713 83.65 mph
CADWELL PARK 2.1869	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Jeff Smith 11 July 2020 1:29.141 79.92 mph	Rupert Deeth 11 July 2020 1:20.154 88.48 mph	Zack Booth 18 June 2016 1:30.174 79.00 mph	Rob Davis 11 July 2020 1:22.041 86.84 mph
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestalozzi (hillclimb) 0.514	Paul Frankcom 17 August 1995 0:40.40 45.80 mph	Martin Pester 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	Paul Thompson 27 September 2008 1:42.815 67.92 mph	Rupert Deeth 20 September 2017 1:34.260 74.09 mph	Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph	Peter Crewes 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	Andrew Deviny 22 March 2003 1:14.398 79.30 mph	Tony Le May 7 April 2007 1:08.137 86.60 mph	Connor O'Brien 30 March 2019 1:16.065 77.63 mph	Phil Harvey 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	Jeff Smith 24 April 2021 1:24.275 79.06 mph new!	Nick Padmore 25 April 2021 1:16.623 86.96 mph new!	Nick Croydon-Fowler 7 Oct' 2018 1:25.876 77.59 mph	David Franks 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	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)

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Mini Se7en

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



Mini Miglia

- | # | Driver |
|----|-------------------|
| 4 | Colin PEACOCK |
| 8 | Scott KENDALL |
| 11 | Kane ASTIN |
| 15 | Gordon POCOCK |
| 18 | Lewis SELBY |
| 20 | Mark SIMS |
| 21 | Aaron SMITH |
| 23 | Rupert DEETH |
| 25 | James COLBURN |
| 26 | Peter ARNOLD |
| 27 | Peter Harries |
| 32 | Endaf OWENS |
| 34 | Joe FERGUSON |
| 36 | Damon ASTIN |
| 37 | James CUTHBERTSON |
| 42 | Paul SIMMONDS |
| 44 | Shaun KING |
| 45 | Chris MORGAN |
| 47 | Darren MASON n |
| 49 | Martin WAGER |
| 50 | Ben BUTLER |
| 55 | Ben COLBURN |
| 56 | Nick PADMORE |
| 62 | Chris LOVETT |
| 69 | Tony LE MAY |
| 72 | Rob HOWARD |
| 77 | Andrew JORDAN |
| 80 | Joe THOMPSON |
| 85 | Sam SUMMERHAYES |
| 86 | Jason BALDING |
| 88 | Kieren MCDONALD |
| 91 | Thorburn ASTIN |
| 96 | Justin COOPER |
| 1 | Aaron Smith |
| 2 | Rupert Deeth |
| 3 | Sam Summerhayes |
| 5 | James Cuthbertson |
| 7 | Kane Astin |
| 9 | Nick Padmore |
| 10 | Andrew Jordan |
| 53 | Niven Burge |
| 54 | Tom Bell |
| 78 | Scott Kendall |
| 83 | Colin Peacock |

Mini-7 S-Class

- | # | Driver |
|-----|---------------------|
| 707 | Greg CAUSON n |
| 709 | Graham SHEPPARD |
| 711 | Damien HARRINGTON |
| 712 | Greg DAW |
| 715 | Jonnie KENT |
| 717 | Dean STANTON n |
| 718 | David JONES |
| 721 | Ben JOHNSON |
| 723 | Frazer HACK |
| 728 | Michael WINKWORTH |
| 729 | Darren JEREMIAH |
| 732 | Darren COX |
| 733 | James BRYAN |
| 742 | Ben BUTLER |
| 744 | Ben SEYFRIED |
| 747 | Kelvin EDGAR |
| 748 | Mal DICKINSON |
| 750 | Neil SLARK |
| 758 | Matthew AYRES |
| 763 | John COCKBURN-EVANS |
| 766 | Geoff WILLIAMS n |
| 777 | Dave REES |
| 784 | Ryan TAYLOR n |
| 789 | Arnold DUNCAN |
| 795 | Stuart GILBY |
| 796 | Mark CHAPPELL |
| 716 | Julian Beavis |
| 720 | Ben Cutler |
| 765 | Simon Martin |

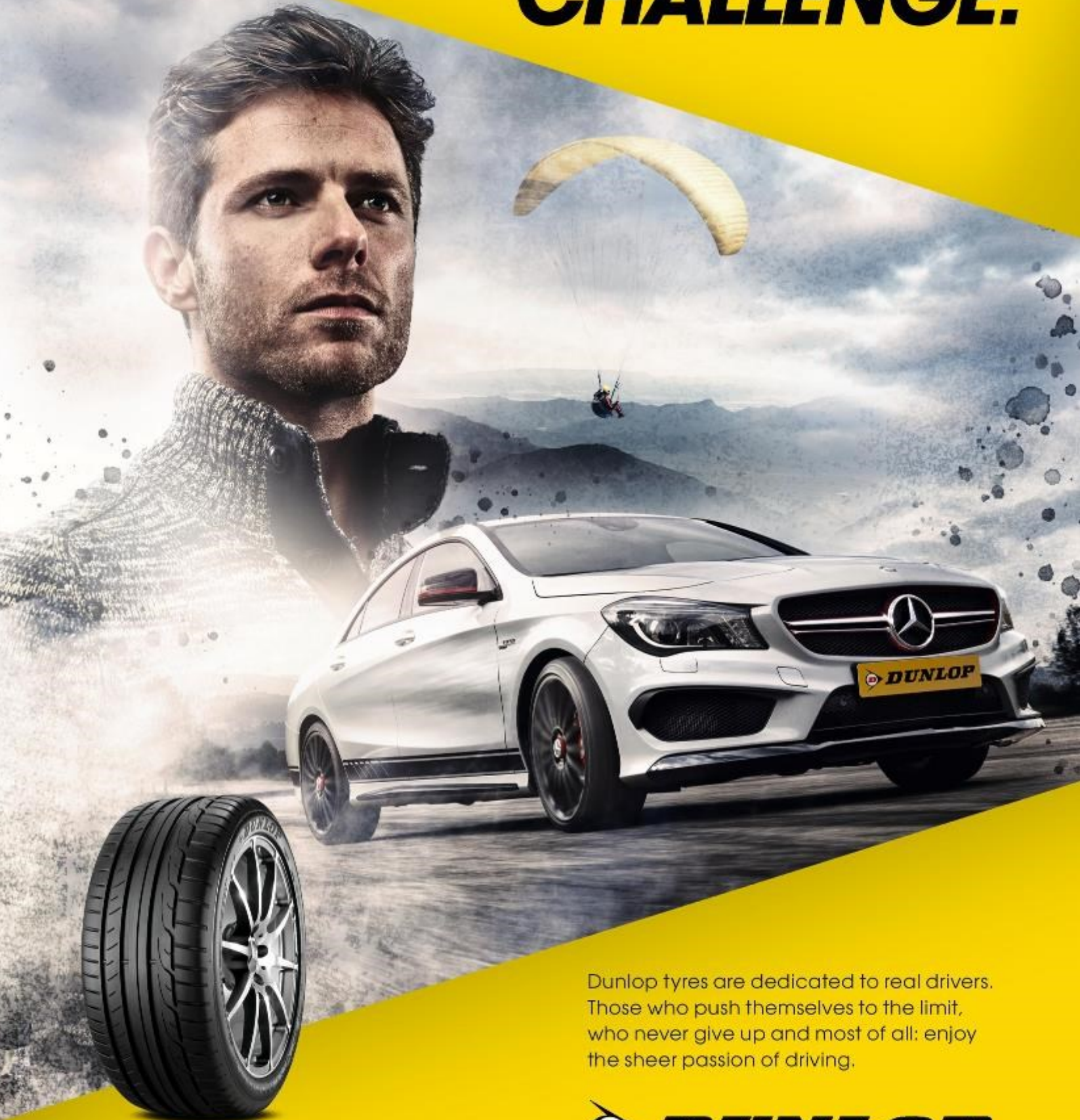


Mini Libre

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



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