

Pit & Paddock

2022

Official Newsletter of the Mini Seven Racing Club

2022: Issue 1



Spring / Summer

Mini Se7en:
1000cc full-race

Mini-7 S-Class:
1275cc limited mods

DUNLOP MINI CHALLENGE supported by MINI SPARES



RACE
REPORTS
from:
Silverstone
Snetterton
Cadwell
Combe
Donington

Class Acts

www.mini7.co.uk



Mini Miglia:
1293cc mega-tune

Mini Libre:
up-to-1400cc invite

All the ACTION!
FULL results

MID-SEASON REVIEW...

- Se7en: O'Connor on top
- Miglia: Advantage Deeth
- S-Class: Ayres' first wins
- Libre: Who can catch Colburn?

Latest Club news
Technical updates
Points standings
Driver feature

From the Archives
50 years ago: 1972 season
"What the press said..."



PIPER GAMS

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Exclusive
engine internals from
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Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

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



mini spares

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www.spaxperformance.com



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ALL TOGETHER NOW...

Firstly an apology. For all those who have been missing the regular newsletters of previous years, here is a stop-gap issue to recap the first half of 2022. Bit of a rushed effort, but over recent months it's become evident that there is actually a desire for more in-depth event/news coverage within the Club, when perhaps the impression was that most people aren't really bothered, with time only to read a brief 'throw-away' snippet on various 'online portals'. That last phrase alone may cause most over-50s to give the '1000 yard stare' and offer resigned shrugs of the shoulders. The thing is, while the online revolution has helped improve learning and freedom of knowledge to younger folk, even to 'silver surfers', there is still an unnerving feeling among those of a certain vintage that you can't beat a good, old fashioned tome once in a while. Yes, many holiday travellers will perhaps take an electronic gadget away with them, loaded up with several blockbuster novels, or simply an over-sized mobile on which to find out local tourist info, even translate and speak the local lingo! Nowadays, spying someone actually turning pages on a well thumbed paperback, sprawled on a sunlounger, is

almost an uplifting experience. And they'd look ridiculous with a Kindle covering their face, asleep after a post-lunch tippie! Be that as it may, there are actually some very interesting and key statistics that online transmission does offer an advantage over more traditional 'pen and paper' methods which in comparison may take weeks or even months to assimilate. For example, the M7RC's Social Media stats for 2021 shared in early 2022: **"Facebook: increased from 20,500 in 2020 to 22,000 'likes' in 2021 and from 21,400 to 23,800 'followers', with an 'average' of 10-15,000 daily 'reach' during race season - that's 10-15,000 people 'in contact' with our Club images/videos/posts; Video: also increased annual 'views' from 78,000 minutes in 2020 to 94,400 minutes in 2021; Instagram: now mirrors Facebook page and we've collected 3000 'followers'; YouTube: totalled 3900 'subscribers', up 600 in 2021; and 147,000 'views' in 2021 = 19,500 hours or 812.5 days or 2.3 years!"** All very useful of course and confirmation of the great efforts put in by Club members of all ages. This is the underlying reason why the Club has been going for so long, so hopefully its younger generation will step up and take over the newsfeed when us 'old-uns' are no longer around... Enjoy the read! • **RW**

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'NATIONAL' CHALLENGE

- 11+12 Brands Hatch 6-7 August
- 13+14 Anglesey 3-4 September
- 15+16 Silverstone 15-16 October

WINTER CHALLENGE

- 3+4 Silverstone 15-16 October
- 5+6+7 Brands Hatch 5-6 November

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GRID WALK TO RETURN AT BRANDS...

MAIN STORY!



Miglias chance to meet the public 'up close' at Mini Festival after successful Se7ens' Combe display...

Following the hugely popular decision to allow paying customers access onto the Mini Se7en grid back in June, the Mini 7 Racing Club will once again have the opportunity to display its immaculate racers to fans at the forthcoming Mini Festival.

Castle Combe Racing Club's generous offer of a Sunday lunchtime turnout for the 1.0-litre 'Heritage' class has

since been matched by Motor Sport Vision Racing, organisers of the Mini Festival over the 6-7 August weekend in Kent, and on this occasion it will be an opportunity for the top-tier 1.3-litre Miglia category to show off its cars and drivers 'up close and personal' to what will be the biggest audience of the season.

Feedback from the Castle Combe weekend proved highly positive, with many racing enthusiasts of all ages able to chat freely with drivers on the grid, grab lots of photo opportunities and have copies of the M7RC's 2022 seasonal poster personally signed, while several drivers were also interviewed live by the circuit commentary team.

Details of the Brands Mini Miglia grid walk have been outlined in MSVR's first issue of the event timetable, with cars and drivers being called to line up for their first race around 13.20 pm and then the public allowed a good 20 minutes to roam the full 17 rows of cars (including Libres of course) before the grid will then be cleared in readiness for the 5-minute board, followed by the green flag lap and then 20 minutes of what promises to be a thrilling encounter. They then have three-and-a-half hours to prepare for their second runout which is scheduled for 17.55, and last race of the day, before the slightly more sedate Mini Car Club 'Parade Laps' round off the Festival track action! •

RW



Photos: S Colbran

AWARD TO MINI SPONSOR



Shortly after the 2021 Annual Awards held in January, Technical Rep Mark Wanstall dropped in to Mini Spares HQ in Potter Bar, and handed over the 'Outstanding Achievement award to the company's MD, Justin Jeffery. The trophy is in recognition to an individual, who not necessarily a Club member or competitor, has been a valued ally and benefactor to the Club over several seasons •



PADDY HOPKIRK

The Brands Hatch Mini Festival on Sunday 7 August is paying tribute to Mini legend Paddy Hopkirk, following his passing earlier this month (July). A minute-long applause will be held, whilst the Paddy Hopkirk trophy will be presented to the marshals' favourite Mini racer of the event. Paddy and the Mini have been inextricably linked since they were both put on the map by his incredible win at the 1964 Monte Carlo Rally. If you're coming, we hope you can join us in celebrating a true Mini hero! •

www.mini-festival.co.uk

NEWS NEWS NEWS NEWS

NEW CLUB POSTER PROVES HUGE HIT!

The new-for-2022 season calendar has been 'flying off the shelves', well, the Club stand at race meetings, so much so that several print runs have been ordered to cope with demand, especially in time for the expected large footfall at the Brands Hatch Mini Festival. The poster depicts 60 cars from the four Mini classes, all of which appeared at the opening Silverstone meeting in March, and where Club snapper Matt Barrington was able to capture each side-on to create this excellent montage. Thanks also to Mark Sims for arranging the printing. With around 70 cars entered for Brands, and several new drivers and colour schemes since, an updated version may well be on the cards... •

PITLANE REVIEW

The M7RC's annual, glossy full colour, *Pitlane Review 2021* magazine is still available, either in the paddock at the Club stand, or for posting details contact mike.jackson@mini7.co.uk •



MINI 7 RACING CLUB CHALLENGES



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 •

M7RC FUNDRAISER FOR MARSHALS



During the Annual Awards 'do' in January, the M7RC presented a cheque for £1500 to the British Motorsports Marshals Club, received by their National Chair, Nadine Lewis (left) who was a special guest for the evening. The money had been raised over the course of the Mini Festival weekend at Brands Hatch last August, during which the Mini drivers waved specially made orange flags on their slowing down laps. This gesture was in support of the Marshals' Club following the tragic death of volunteer marshal Rob Foote at the same circuit just weeks beforehand •

Photos: J Tanner + M Barrington



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TECHNICAL UPDATES

FINAL



MINI SEVEN RACING CLUB
CHAMPIONSHIP BULLETIN #1 - 2022
RE: TECHNICAL UPDATES - JULY

1. Onboard Camera

Competitors are reminded that cameras **MUST** be switched on for all sessions, and **REMAIN** on, until exiting *Parc Fermé*:

SR.2.13.1 The onus is on the competitor to ensure that the judicial camera is switched on and recording for all official Qualifying sessions and Races. For any camera that is not switched on during these occasions, **the Competitor may incur a fine of £250 for every offence**. Judicial cameras must not be switched on until three minutes prior to leaving the Assembly Area and must be switched off immediately after the car is released from *Parc Fermé*.

2. Fuel

Competitors are reminded that **ONLY liquid fuel may enter the engine, no additional gases, etc:**

TR.5.15.3.1 Only commercial pump fuel, to BSEN228 (unleaded) or BS7800 (Super Unleaded) fuel max RON 100, to be used, without any separate additives is permitted. See **current Motorsport UK Section B** for 'pump fuel' definition. **Liquefied Refinery Gases (Lead Replacement Petrol)** fuel is not in compliance with the above standards and may not be blended or used. Equally the specified additives for LRG (LRP) to reduce valve seat regression are not permitted.

3. Numbers & Championship Identification

Competitors are reminded that **bonnet numbers are still required**. Driver names need to be in **Helvetica Bold** typeface, white coloured, if a novice in **Fluorescent Orange**. Christian names to be added when same-Surnames are in use. It is also the competitor's responsibility to have the correct championship stickers in the specified positions:

TR.5.17.5 Driver's names:
 i) All classes; Surname only must appear on each rear quarter light window, letters in white without background (Fluorescent Orange, *Pantone reference: 804C2X for Novices and Under-17 category*), in Helvetica Bold typeface, upper and lower case (i.e. Sumame, not SURNAME). The maximum height for the uppercase letter is 100mm. The letters should be fitted a minimum 30mm from the lower edge of the window
 ii) Where two Drivers alternate in the same car, the appropriate names may appear on a Perspex panel which must be securely fitted to the inside of the rear quarter light windows of the car. The unused Driver name must be removed or neatly covered with black tape.
 iii) Christian names will only be approved by the Challenge Organisers in cases where more than one Driver with the same Surname registers for the Challenges.

4. S-Class Shock Absorber – Part Number for 2023

Competitors are reminded that the regulation will **CHANGE** to the following on **1st January 2023**, with the part number added:

TR.5.19.4.5 For the front axles, it is mandatory to use a Spax Shock Absorber (part number G3275). A steel-bodied Mini Racing Damper which is adjustable.
 For the rear axles, any Steel bodied Shock Absorber is permitted, but must be of similar design and construction to those fitted to the production specification Mini but may have a facility for adjustment of bump and rebound damping by a single adjuster.

1 | The 2022 Dunlop Mini Challenges supported by Mini Spares & 0-Plate Winter Mini Challenge
 MsUK Championship Permit #: CH2022/R093 & CH2022/R126 Grade: C

TECH TIDBITS

Scrutineer's report

Silverstone Int 26-27 March 2022

Class - Session /
 Eligibility checks /
 Regulation Ref.

Miglia & Libre - Qualifying:
Selected cars were checked for 4cm ground clearance/ ride height MSUK Part Q13.1.2

Se7en & S-Class - Qualifying:
Checked S-Class pedal arrangement & checked S-Class dampers for steel body construction
 TR.5.19.7.1 & TR.5.19.4.5

Miglia & Libre - Race 1:
Cars 23, 21, 45 & 14 were selected to remove l/h front wheel to check damper seals; Top arms checked for compliance
 TR.5.20.4.5 & TR.5.20.4.1

Se7en & S-Class - Race 1:
Cars 88, 87, 76, 728, 725, 711 were selected to remove l/h rear wheel and brake drum to check shoe lining thickness and continuity
 TR.5.11.1

Miglia & Libre - Race 2:
Cars 72, 69, 37 were selected to be checked for extra sensors; and tie-bar droppers
 TR.5.20.3.11 & TR.5.20.4.6

Se7en & S-Class - Race 2:
Cars 22, 38, 10 were selected to remove l/h rear wheel and brake drum to check shoe lining thickness and continuity
 TR.5.11.1

As a requirement of the 2022 regulations, seventeen (17) S-Class cars had five (5) Motorsport UK seals applied to the engine cylinder head, clutch housing, timing cover, diff housing and carburetor-to-manifold bolts (Reg. SR.1.9.1). During the course of the weekend, two (2) engines suffered failure and spare engines were also sealed. Also one (1) car had a clutch failure and the clutch housing was resealed following repair. Some paint seals were applied where wire seals were not possible (timing covers) •

Julian Affleck (Motorsport UK
 Eligibility Scrutineer No. 184206)

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TECHNICAL UPDATES

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5. S-Class Silencing – Clarification

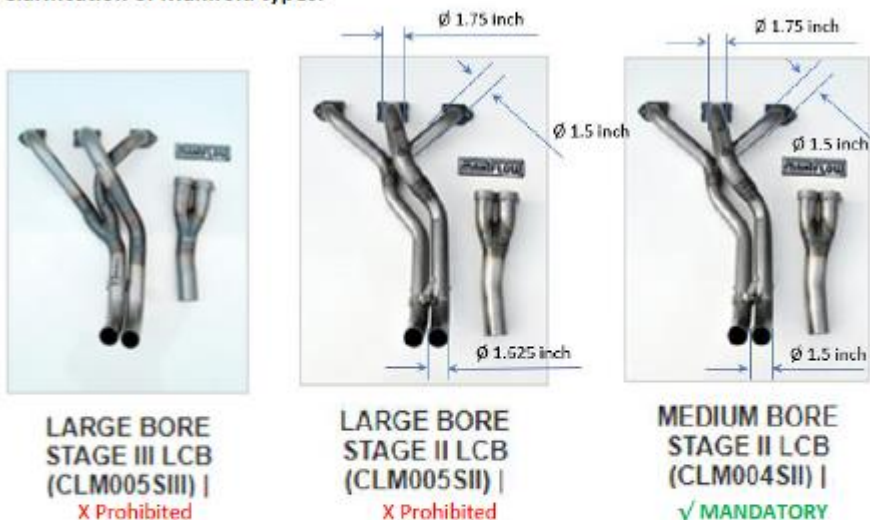
The current regulation does not state one silencer but neither does it state that two silencers are allowed. Also, the Manifold part numbers have changed, so the part numbers in the regulations will change (*force majeure*).

The wording 'The silencer box' means a SINGLE silencer, therefore two are prohibited. Pictures are added below for clarity:

- TR.5.19.12.1 Specification;
 Complete Manifold system – LCB Manifold and link pipe are mandatory.
 The link pipe and silencer box pipes may be modified for chassis clearance only
 The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer box are prohibited.
 LCB Manifold. Part number – CLM 004 SII
 Link pipe. Part number – CLP 04 B
 Silencer box. Part number CLRH 06



Clarification of Manifold types:



TECH TIDBITS

Scrutineer's report

Snetterton 300 16-17 April 2022

Class - Session /
 Eligibility checks /
 Regulation Ref.

Se7en & S-Class - Qualifying:
 Cars 88, 2, 87, 80, 27, 76, 22, 728,
 711, 725 were selected for weight
 checks using the circuit scales
 TR.5.18.10.1 & TR.5.19.10.1

Miglia & Libre - Qualifying:
 Cars 11, 46, 87, 14, 55, 72, 48, 21,
 219, 23, 88 selected for weight
 checks using the circuit scales
 TR.5.20.10.1 & TR.5.21.11.1

Se7en & S-Class - Race 1:
 Cars 703, 725, 758, 728 were
 jacked-up on one side and checked
 for any form of locked, torque-
 reducing or limited-slip diff opera-
 tion
 TR.5.19.5.3

Miglia & Libre - Race 1:
 Cars 46, 23, 55 were asked to re-
 move r/h front wheel to check
 damper seals and tie bar droppers
 TR.5.20.4.5 & TR.5.20.4.6

Se7en & S-Class - Race 2:
 Cars 39, 20, 93, 2, 758, 703, 742,
 714 were selected for weight
 checks using the circuit scales
 TR.5.18.10.1 & TR.5.19.10.1

Miglia & Libre - Race 2:
 Cars 21, 11, 23, 87, 18, 14, 72, 55,
 66 were selected for weight checks
 using the circuit scales
 TR.5.20.10.1

Several S-Class cars had replace-
 ment engine seals attached due to
 engine/gearbox repairs needed
 following the Silverstone race
 meeting weekend
 (Reg. SR.1.9.1) •

Julian Affleck (Motorsport UK
 Eligibility Scrutineer No. 184206)



Photo: J Tanner/T Prately

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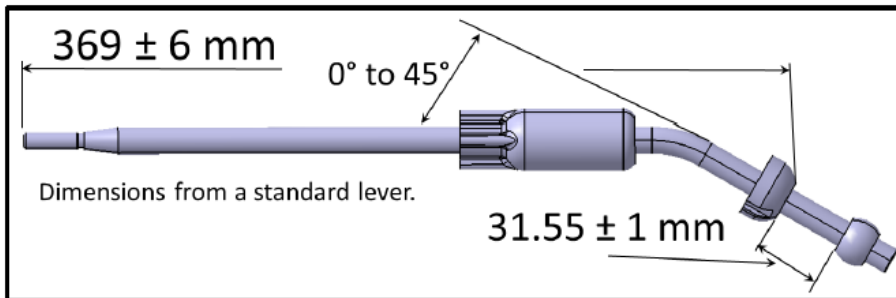
TECHNICAL UPDATES

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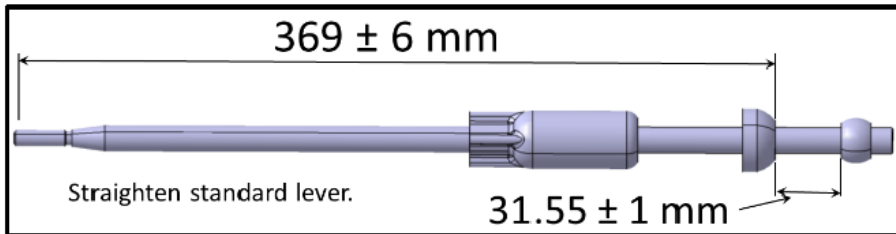
5. S-Class Gearchange Lever – Clarification

It has become apparent that some competitors do not understand the meaning of ‘standard lever ratio’. It is the ratio of the gearknob end/pivot ball length relative to pivot ball/yoke ball length. To clarify this, the drawing has been added below, with dimensions that are easy to measure, and with the quoted angle added to allow straightening or bending of the lever to suit installation. Only a rod-change gearbox lever is permitted, as pictured below.

TR.5.19.5.2 The gearchange lever assembly may be relocated within the cockpit, however, the floor/bulkhead must always be a closed firewall. The standard lever ratio must be retained.



Alternative lever shape permitted:



Issued on behalf of the M7RC by:
Richard Williamson
Championship Coordinator

Dated: 22 July 2022

ENDS

TECH TIDBITS

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! •

SLOTS OF FUN

The iconic slot-car manufacturer Scalextric announced earlier this year that they were producing the 2021 championship-winning Miglia of Andrew Jordan. Likely to be ready in time for Winter 2022/23, price is listed at £49.99, ref. C4344 Mini Miglia • <https://uk.scalextric.com>



THE E-TALIAN JOB

The Mini E-Classic from Italian firm Aznom Automotive is branded under their new ‘Toys for Boys’ range, “a small automobile series, unique in design philosophy, technical solutions, refinement, and style.” The donor Mk5 (above) is fully converted to electric with a Retrofit 45 KW system and iLifePo 14 KWH –DM219 batteries, and promises a 140km range...

www.aznomautomotive.com

Image: ??????

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MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 2 - 2022

RE: CLARIFICATION TO MINI MIGLIA GEAR RATIOS

It has been brought to the attention of the M7RC and its Technical Committee that there is an anomaly in the current range of gear ratios for Mini Miglia (highlighted) in the current regulations, and that a wider range of gear ratios are available for use to competitors.

Specifically:

TR.5.20.5.1 Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory: 2nd - 1: 1.568-1.486, 3rd - 1: 1.1865-1.244, 4th - 1: 1.1:1 ratio drop gears are mandatory. A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory.

Following discussion by the Technical Committee the clarification to the above regulation is as follows:

TR.5.20.5.1 Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory: 2nd - 1: 1.568-1.486 1.458, 3rd - 1: 1.1865-1.244, 4th - 1: 1.1:1 ratio drop gears are mandatory. A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory.

Issued on behalf of the M7RC by:
Richard Williamson
Championship Coordinator

Dated: 22 July 2022

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The 2022 Dunlop Mini Challenges supported by Mini Spares & 0-Plate Winter Mini Challenge
MsUK Championship Permit #: CH2022/R093 & CH2022/R126 Grade: C

IN MEMORIAM



Gordon Line

The M7RC received some sad news via Bob Fox at Donington recently, with the confirmation that former racer Gordon Line had passed away at the age of 90. Gordon will be remembered as one of the original Formula Mini-7 pioneers, indeed setting the first ever pole position at Brands Hatch on 17 April 1966. That first season saw him finishing as runner-up in the 850cc championship to Bob Fox, recording three podium results as Fox won five out of the six rounds held. Gordon recorded his first victory the following season at Brands (above) *en route* to third in the standings, continuing into 1968 before moving on to special saloons in a 1.3-litre Mini. To Gordon's family and friends, the M7RC offers its heartfelt sympathies •

RIP - 'Big Steve'
1949 - 2022



Never Forgotten

'Big Steve'

Longtime Club supporter and enthusiastic team member of the Tomo/Vickers camp, 'Big Steve' sadly died shortly before the Castle Combe meeting, and as a mark of respect for a much loved and missed racing colleague, the team produced a sticker for fellow racers to carry on their cars at Donington •

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE

Minis on the March...



THE 2022 MINI RACING SEASON KICKED OFF IN CHILLY NORTHAMPTONSHIRE BUT WITH BUSY GRIDS TO WARM FANS...

Silverstone Int. 26-27 March 2022 National & Winter Rds 1+2

MIGLIA / LIBRE - Round 1:

Twenty eight cars were on-track, with Rupert Deeth claiming pole with a lap of 1:16.415, Aaron Smith joining him on the front row. Reigning Champion Andrew Jordan endured a problematic qualifying as an electrical malfunction restricted his options although he still managed to secure a slot on the 2nd row. Current Se7en Champion Jeff Smith was making his Miglia debut in his upgraded car, which he placed on row 4 and was likely to be amongst the front runners. Lewis Selby was unable to undertake qualifying, needing to complete his mandatory three laps during the Se7en session, leaving him to start from the final Miglia row.

Aaron Smith made a rapid getaway from the inside of the front row to lead into Abbey, ahead of Deeth. Jordan's woes continued as his car jumped out of gear which indirectly caused Shaun King and Darren Mason to have a coming together avoiding the faltering car. The lead duo were soon joined by Kane Astin making a potent trio at the head of the order. Colin Peacock was heading the next group, with Chris Morgan, Jeff Smith and Ashley Davies ready to pounce. Richard Colburn was the early Libre class leader ahead of Craig Cox and Dan Lewis. Jordan's car now began to behave enabling him to make rapid progress up the order reaching 11th as he set fastest lap on lap 4. Aaron Smith snatched back the lead on the 5th lap, only for Deeth to regain the position at Abbey on the following lap. Colburn's 7th lap pit visit promoted Lewis to the head of the Libres with Craig Cox still filling his rear view mirror. Morgan rose to 3rd as Astin dropped back into the quintet disputing the position. Morgan edged clear again, as Astin and Jeff Smith led the dice on alternate laps, before Peacock regained the position with a decisive inside line into Club on the 9th lap, as Jordan tagged himself onto the back of the dicing group. Lewis kept hold of the Libre lead, with Larry Warr's Miglia separating him from the pursuing Craig Cox. Jordan enjoyed a productive 11th lap, rising to 6th after passing both Jeff Smith and Davies, the latter then pitting to retire. Deeth and Aaron Smith remained in close company until the chequer with Deeth's winning margin just 0.171s. Morgan kept a firm hold on 3rd from Jordan who maintained his upward



Photos: M Barrington

RACE RECAP RACE RECAP RACE RECAP

Photos: M Barrington



progress, reaching 4th as he withstood Jeff Smith's late challenge by just 0.264s, Peacock and Astin close behind. Lewis kept hold of Libre honours as Craig Cox and Huw Turner followed him home. Not to be overlooked, Ben Colburn headed the four-car dice for 8th ahead of Phil Bullen-Brown, Kieren McDonald and Mark Sims which lasted throughout and was enjoyed by the appreciative crowd •

SE7EN / S-CLASS - Round 1:

A very healthy 32-car grid assembled for the season opener, with pole originally going to Spencer Wanstall before his lap was discounted as waved yellow flags were in force. A 10-place penalty dropped him back to row 6. Also experiencing a weekend to forget was Lee Roberts, whose car expired before the start.

Connor O'Brien made a rapid departure to head the field through Abbey, with new poleman Mike Jordan and Jo Polley in close pursuit. Wanstall was already on a charge, rising to 4th ahead of Joe Thompson as they rounded Club at the conclusion of the opening lap. Reigning S-Class Champion Michael Winkworth was quickly into his stride, heading Fraser Hack, Ben Butler and Dave Rees. Wanstall continued his upward progress, passing Polley and O'Brien on successive laps

before overhauling leader Jordan on the 5th lap. The lead quartet remained in close formation with Jordan regaining the lead on lap 7. Behind them, Glen Woodbridge and Graeme Davis were closely disputing 5th, until Glen's untimely retirement on the 10th lap. In S-Class, Damien Harrington was making constant progress as he demoted both Hack and Butler to climb to 2nd in class. Wanstall's sterling drive was thwarted again, as he clipped the kerbs on the entry to Club which knocked the car out of gear and into a spin, dropping him down to 4th. Jordan remained under pressure, with O'Brien and Polley still right on his tail. O'Brien's favoured point of attack was the inside line into Club, which he used to snatch the lead on the final two laps only for Jordan to regain the position on both occasions, with a faster exit line onto the finish straight resulting in a narrow victory by 0.405s, with Polley claiming her best Se7en result thus far, only a slender 0.608s further adrift. Winkworth kept Harrington at bay in S-Class, with Ben Seyfried rising to 3rd after Butler received a 10s penalty for an 'out-of-position start'. Jordan spoke on the podium of the pressure being applied by O'Brien in the closing stages, which led to him "exiting Stowe sideways" on the final lap. An excellent way to start a new season •

Roy Sisley



Silverstone recap continued over → → → →

RESULTS: Round 1

Mini Miglia & Libre Invitation

Pos	#	Driver	16 Laps
1	23	R Deeth	20:37.141 / 86.17 mph
2	21	A Smith	
3	45	C Morgan	
4	1	A Jordan	
5	46	J Smith	
6	14	C Peacock	
7	11	K Astin	
8	55	B Colburn	
9	48	P Bullen-Brown	
10	88	K McDonald	
11	20	M Sims	
12	72	R Howard	
13	69	T Le May	
14	66	D Cox	
15	37	J Cuthbertson	21:29.817 / 82.65 mph
16	171	D Lewis L	
17	71	L Warr	
18	232	C Cox L	
19	123	H Turner L	
20	113	P Harvey L	15 laps
21	133	L Stanton L	15
22	28	R Humphreys	14
nc	219	R Colburn L	10
dnf	18	L Selby	15 laps
dnf	126	P Hills L	12
dnf	87	A Davies	10
dnf	89	S King	0
dnf	47	D Mason	0
FL	A Jordan	1:16.374 - 87.24 mph (record)	
FL/L	D Lewis	1:17.711 - 85.74 mph	
Pole	R Deeth		
Pole/L	R Colburn		

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
1	88	M Jordan	20:05.943 / 77.35 mph
2	87	C O'Brien	
3	76	J Polley	
4	2	S Wanstall	
5	728	M Winkworth S	20:27.441 / 75.99 mph
6	22	G Davis	
7	711	D Harrington S	
8	744	B Seyfried S	
9	21	J Sims	
10	725	F Hack S	
11	18	T Cooper	
12	742	B Butler S	
13	714	C Prior S	
14	758	M Ayres S	
15	10	J Proctor	
16	737	S Rideout S	
17	704	G Page S	
18	746	O Handley S	
19	38	S Hopper	
20	93	P Woodbridge	
21	766	G Williams S	
22	72	G Penn	
23	710	P Inch S	
24	784	R Taylor S	
25	705	A Page S	
26	717	D Stanton S	
27	763	J Cockburn-Evans S	12 laps
dnf	39	G Woodbridge	10 laps
dnf	777	D Rees S	5
dnf	80	J Thompson	4
dnf	20	D Thomas	4
ns	94	L Roberts	
FL	S Wanstall	1:24.343 - 79.00 mph	
FL/S	D Harrington	1:25.481 - 77.94 mph	
Pole	S Wanstall		
Pole/S	M Winkworth		

1.8508-mile 'International' circuit

full official results @ www.tsl-timing.com



Photo M Barrington

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...Minis on the March

Silverstone Int. 26-27 March 2022 National & Winter Rds 1+2

MIGLIA / LIBRE - Round 2:

Another Miglia classic saw a seven-car lead dice for most of the race; 27 drivers lined up for the second round, minus King and Mason who were unable to repair the damage sustained in the opening race.

Astin led away from the front row with Jeff Smith, Jordan, poleman Ben Colburn, Peacock and Deeth. Lewis soon elevated himself to the head of the Libre class from his 3rd row grid position, with Craig Cox and Phil Harvey giving chase. Astin found himself demoted down to 3rd on successive laps by Jordan and Deeth, with Aaron Smith, Peacock, Morgan and Jeff Smith also within striking distance as the slipstreaming

continued unabated. Deeth took over in the lead on lap 5, before Jordan reclaimed the position two laps later. On the 8th Jeff Smith rose to 4th ahead of Aaron Smith, as the lead pack remained in close company. Lewis was still heading the Libres, with Craig Cox and Turner remaining within range. The 13th lap proved to be unlucky for Astin as the closely bunched lead pack raced through Stowe, contact with Deeth causing him to come into contact with the wall along The Vale. Thereafter Deeth continued to press for the lead with an outside move on Jordan at Club on the same lap, almost paying off, but both Jordan and Aaron Smith retained their slender advantage. The Libre Class was rejigged on lap 14 as Lewis retired, leaving Craig Cox, Turner and Harvey to dice over the lead. Up front and despite being unable to break the tow, Jordan remained in control, claiming victory by a slim 0.300s from Aaron Smith, who in turn only pipped Deeth by 0.131s, with Jeff Smith, Peacock and Morgan right on their tails. Craig Cox was delighted to clinch Libre honours, having dived with his brother Darren *en route*, before heading home Turner and Harvey after another frenetic race to open the season in style •



Photos: M Barrington

SE7EN / S-CLASS - Round 2:

Following Spencer Wanstall's spectacular departure, as the previous day the lead then changed hands on almost every lap; 29 drivers were on the grid, minus the S-Class pair of Giles and Andrew Page, along with Roberts' Se7en.

RACE RECAP RACE RECAP RACE RECAP

Photos: M Harrington



Wanstall shot into the lead from the outside of the 3rd row, ahead of Polley, O'Brien and Julian Proctor, who then spun down to 13th. Jordan was making rapid progress up the order in the semi-reversed grid, with Thompson and Glen Woodbridge his next targets. Butler and Seyfried were making the early running in S-Class, as Winkworth appeared in their rear view mirrors. O'Brien rose to 2nd on lap 3 ahead of Polley, with Jordan now up to 4th, at the same time Winkworth rose to head the S-Class, leaving Butler and Seyfried to scrap over 2nd. Then came the major drama, as Wanstall's hold on the overall lead came to a spectacular end, clipping the (sausage) kerbs at Club on the 5th lap which sent the car into a series of rolls, fortunately without injury to the driver but handing the lead to O'Brien, with Polley fending off the ever-advancing Jordan. The latter rose to 2nd a lap later before Polley dropped a further place to Thompson, prior to them dic-

ing in fine style for the position. Jordan took over in the lead on the 8th lap only for O'Brien to briefly reclaim the advantage a lap later. Further back, Harrington was making steady progress up the S-Class order to 3rd, passing Seyfried on lap 9. Entertaining battles could be found throughout, with Geoff Williams and Dean Stanton dicing in great style for 11th place in S-Class as they went side-by-side, lap after lap, right up to the flag. O'Brien retook the lead on the penultimate lap before Jordan regained the advantage to take the chequer by just 0.436s. Thompson narrowly held on to 3rd from Polley by a mere 0.604s, while Michael Winkworth remained in control of the S-Class. Harrington and Butler were swapping places for 2nd in the closing stages, the former clinching the position by just 0.447s. What about the S-Class dice for eleventh? Williams just pipped Stanton by a slim 0.351... gentlemen, and ladies, we salute you all! •

Roy Sisley



RESULTS: Round 2

Mini Miglia & Libre Invitation

Pos	#	Driver	16 Laps
1	1	A Jordan	20:41.587 / 85.86 mph
2	21	A Smith	
3	23	R Deeth	
4	46	J Smith	
5	14	C Peacock	
6	45	C Morgan	
7	48	P Bullen-Brown	
8	72	R Howard	
9	55	B Colburn	
10	37	J Cuthbertson	
11	69	T Le May	
12	232	C Cox L	21:27.890 / 82.78 mph
13	66	D Cox	
14	20	M Sims	
15	123	H Turner L	
16	71	L Warr	
17	113	P Harvey L	
18	28	R Humphreys	15 laps
dnf	87	A Davies	14 laps
dnf	171	D Lewis L	13
dnf	11	K Astin	12
dnf	133	L Stanton L	12
dnf	88	K McDonald	11
dnf	126	P Hills L	7
dnf	18	L Selby	6
dnf	219	R Colburn L	3
ns	89	S King	
ns	47	D Mason	
FL	A Smith	1:16.497 - 87.10 mph	
FL/L	D Lewis	1:17.486 - 85.99 mph (record)	
Pole	B Colburn	(top-8 reverse grid)	
Pole/L	L Stanton	(top-8 reverse grid)	

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
1	88	M Jordan	20:01.819 / 77.61 mph
2	87	C O'Brien	
3	80	J Thompson	
4	76	J Polley	
5	22	G Davis	
6	728	M Winkworth S	20:32.255 / 75.70 mph
7	711	D Harrington S	
8	742	B Butler S	
9	744	B Seyfried S	
10	18	T Cooper	
11	38	S Hopper	
12	10	J Proctor	
13	784	R Taylor S	
14	714	C Prior S	
15	746	O Handley S	
16	93	P Woodbridge	
17	72	G Penn	
18	737	S Rideout S	
19	766	G Williams S	
20	717	D Stanton S	
21	763	J Cockburn-Evans S	13 laps
dnf	725	F Hack S	12 laps
dnf	758	M Ayres S	11
dnf	39	G Woodbridge	9
dnf	777	D Rees S	8
dnf	710	P Inch S	8
dnf	2	S Wanstall	4
dnf	20	D Thomas	3
dnf	21	J Sims	2
ns	94	L Roberts	
ns	704	G Page S	
ns	705	A Page S	

FL M Jordan 1:24.360 - 78.98 mph
 FL/S M Winkworth 1:25.324 - 78.09 mph (record)
 Pole J Proctor (top-8 reverse grid)
 Pole/S S Rideout (top-8 reverse grid)

1.8508-mile 'International' circuit

full official results
 @ www.tsl-timing.com



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Full of Eastern promise...

ANOTHER BUMPER TURNOUT FOR THE SECOND INSTALMENT ON THE 2022 MINI RACING CALENDAR, WITH ACTION ALL THE WAY IN SUNNY EAST ANGLIA...

Snetterton 300

16-17 April 2022

National Rds 3+4

SE7EN / S-CLASS - Round 3:

The 31-car entry saw Jonnie Kent and Leon Oli Window making their first appearance of 2022, whilst Matthew and Jonathan took over the Page family's S-Class cars which Giles and Andrew raced at the Silverstone opener. Lee Poolman was also making his first start of the year. Mike Jordan secured pole by a narrow 0.112s from Spencer Wanstall, who was out in Jonnie Kent's spare car (*actually Spencer's old car - ed.*), whilst his own was being rebuilt after his aerobatics at Silverstone.

Wanstall made the quickest getaway to head Joe Thompson, Connor O'Brien and Jordan into Riches. O'Brien then used the Bentley Straight's slipstream options to full effect, easing up to the head of the field, ahead of Thompson, Jordan and Glen Woodbridge with Wanstall demoted to 5th. S-Class poleman Michael Winkworth was delayed off the line which led to a collision behind, enabling Fraser Hack and Damien Harrington to take advantage, with Matt Ayres and Dave

Rees in pursuit. Wanstall reclaimed 4th from Glen Woodbridge on lap 3, as O'Brien continued to set the pace. Further back, Winkworth soon recovered to make his way through the S-Class frontrunners, taking over from Hack on the 4th lap, with Harrington and Ayres disputing 3rd. Jordan took over in the overall lead ahead of O'Brien and Thompson a lap later, as Wanstall and Glen Woodbridge continued to dispute 4th in fine style. Jo Polley was fending off Darren Thomas for 6th, until he found a way past on lap 6. O'Brien soon retook Jordan at Agostini for the lead, only for the latter to slip back ahead at Brundle on the 7th lap. In S-Class, Winkworth still had Hack in close pursuit as Harrington narrowly headed Matthews Page and Ayres in their scrap for 3rd. At the finish, Jordan kept his cool to clinch victory by just 0.402s from O'Brien, with Thompson a strong 3rd. Glen Woodbridge snatched 4th back from Wanstall, who in turn held on to 5th by just 0.405s from Thomas, with Polley just 0.800s adrift. Winkworth kept Hack at bay to secure S-Class honours, and Harrington remained 3rd despite the best efforts of Matthew Page just 0.173s behind. Having risen to 7th in class, Ben Seyfried was kept busy defending from Dave Rees, a slender 0.260s margin reflecting how close it was at the chequered flag after another all-action encounter •



Photos: M Barrington

MIGLIA / LIBRE - Round 3:

What started as an encouraging 22-car entry slimmed down by three after mechanical issues during Friday's test session which saw Darren Mason, Phil Harvey and Les Stanton unable to qualify, whilst Peter Hills only set one qualifying lap, which was almost a minute off the pole time before he too joined the ranks of non starters. Kane Astin was soon on the pace to claim pole with a 2:11.475 lap, 0.175s under Jeff

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Photos: M Barrington

Smith's best who shared the front row with him. Aaron Smith and Rupert Deeth filled a potent looking 2nd row.

The front row pairing raced side-by-side before Jeff Smith edged ahead of Astin on the outside line into Riches, with Aaron Smith and Deeth right on their tails. Astin found a way past the leader, only to be demoted back to 2nd as Jeff Smith snatched the advantage back at Murrays at the conclusion of a lively opening lap. Deeth was soon on the climb, passing Aaron Smith on lap 2, before rounding Astin on the outside line into Riches on the 3rd lap. Ben Colburn was making upward progress from his 4th row start, enjoying a productive 4th lap to pass Astin and then slipping inside Aaron Smith at Agostini. The lead sextet was completed by Ashley Davies who had a clear view in his mirror of the race-long dice for 7th between Colin Peacock, Lewis Selby and Rob Howard. Jeff Smith briefly snatched the lead back at Brundle, before the order was rejigged again during a lively 5th lap. Deeth reclaimed the lead as Aaron Smith mounted a concerted climb up the order, re-

taking Ben Colburn for 3rd before passing Jeff Smith as they crossed the start line to commence the 6th lap, rising to lead a lap later. Deeth found himself further demoted as Jeff Smith nipped past on the inside through The BombHole on lap 7. Jeff Smith was back in front as the lead trio raced into Brundle on the penultimate lap, but Deeth then got a tow to pass Aaron Smith as they started the final lap. Astin also enhanced his position as he retook Ben Colburn at Riches. The slipstreaming continued along the Bentley Straight, enabling Deeth to maintain his upward progress, as both he and Aaron Smith passed Jeff Smith. Deeth's winning margin was just 0.208s. Sole Libre runner Richard Colburn maintained his pace throughout to claim a useful tally of points which could prove crucial as the season unfolds. All three podium Mig drivers confessed to being unaware that they had commenced the final lap, as they were dicing in such fine style, but their enjoyment was plain to see after such a closely fought race ●

Roy Sisley



Snetterton recap continued over → → → →

RESULTS: Round 3

Mini Se7en & S-Class

Pos	#	Driver	9 Laps
1	88	M Jordan	21:56.215 / 73.08 mph
2	87	C O'Brien	
3	80	J Thompson	
4	39	G Woodbridge	
5	2	S Wanstall	
6	20	D Thomas	
7	76	J Polley	
8	22	G Davis	
9	27	L Window	
10	728	M Winkworth S	22:40.751 / 70.69 mph
11	725	F Hack S	
12	18	T Cooper	
13	711	D Harrington S	
14	703	M Page S	
15	758	M Ayres S	
16	10	J Proctor	
17	784	R Taylor S	
18	744	B Seyfried S	
19	777	D Rees S	
20	93	P Woodbridge	
21	15	J Kent	
22	713	L Poolman S	
23	717	D Stanton S	
24	763	J Cockburn-Evans S	
dnf	766	G Williams S	8 laps
dnf	746	O Handley S	7
dnf	94	L Roberts	3
dnf	742	B Butler S	3
dnf	21	J Sims	0
dnf	706	J Page S	0
dnf	714	C Prior S	0
wd	16	A King	
FL	J Thompson	2:24.433 - 74.00 mph (record)	
FL/S	M Winkworth	2:26.648 - 72.88 mph (record)	
Pole	M Jordan		
Pole/S	M Winkworth		

Mini Miglia & Libre Invitation

Pos	#	Driver	16 Laps
1	23	R Deeth	20:07.378 / 79.67 mph
2	21	A Smith	
3	46	J Smith	
4	11	K Astin	
5	55	B Colburn	
6	87	A Davies	
7	14	C Peacock	
8	72	R Howard	
9	18	L Selby	
10	48	P Bullen-Brown	
11	20	M Sims	
12	89	S King	
13	66	D Cox	
14	71	L Warr	
15	219	R Colburn L	20:44.569 / 77.28 mph
16	28	R Humphreys	
dnf	69	T Le May	8 laps
ns	88	K McDonald	
ns	47	D Mason	
ns	126	P Hills L	
ns	113	P Harvey L	
ns	133	L Stanton L	
wd	17	R Jessop	
wd	56	N Padmore	
FL	B Colburn	2:12.413 - 80.71 mph	
FL/L	R Colburn	2:16.128 - 78.51 mph	
Pole	K Astin		
Pole/L	R Colburn		

2.9689-mile '300' circuit

full official results @ www.tsl-timing.com



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...full of Eastern promise

Snetterton 300

16-17 April 2022

National Rds 3+4

SE7EN / S-CLASS - Round 4:

We were down to 29 cars for the 4th round, with two drivers, Lee Roberts and Ollie Handley, unable to rectify mechanical issues from the previous day's race. Graeme Davis and Glen Woodbridge led away into Riches, with Ryan Taylor and Hack doing likewise in the S-Class. O'Brien made a rapid rise up the order to lead within half a lap, followed by Glen Woodbridge, Wanstall, Thompson and Darren Thomas. Hack had moved ahead of Taylor, with Winkworth already up to 3rd in class before rising into the lead on the 2nd lap. On lap 3 Wanstall and Glen Woodbridge raced side-by-side through Nelson, before Wanstall continued to dice in close

company with Thompson as they also raced alongside through Wilson, before Thompson and Jordan found a way past, as the three of them remained dicing over 2nd. Winkworth was now clear at the head of the S-Class, with Hack, Taylor, Ayres, and Harrington all in contention as the race unfolded. Glen Woodbridge was now heading an entertaining four-way dice for 5th with Polley, Davis and Thomas. Further back, Taylor made an attempt to slip past Hack on the outside line at Riches on the 6th lap, but the latter kept hold of the position. Thompson and Jordan continued to swap places as their entertaining dice for 2nd saw them remain ahead of Wanstall who was poised to take full advantage of any lapse they might make. Further down the order, other close dices saw Paul Woodbridge and Julian Proctor closely disputing 10th, until the latter retired due to a water pump malfunction, whilst in the S-Class, Dean Stanton and Geoff Williams were once again involved in another close dice, carrying on from their similar dice at Silverstone. O'Brien meanwhile kept up his pace to finish a clear winner, whilst Thompson held on to 2nd by just 0.470s from Jordan. Glen Woodbridge took full advantage of Wanstall's attempt to slip past Jordan at The BombHole on the final lap, which put him off line, enabling Glen to pip him to 4th, with Polley, Thomas and Davis right on their tails. Winkworth was clear at the head of the S-Class, whilst Hack just fended off Ayres by a narrow 0.361s, with Harrington and Matthew Page in close pursuit. Another highly entertaining race, enjoyed by everyone who witnessed it •



Photos: M Barrington

RACE RECAP RACE RECAP RACE RECAP

Photos: M Barrington



MIGLIA / LIBRE - Round 4:

All 18 cars that had started the 3rd round the previous day were back on the grid, with Howard and Peacock sharing the front row.

The charge into Riches saw several front runners run wide which rejigged the order and enabled Jeff Smith to lead into Wilson ahead of Astin, Aaron Smith, Davies, Ben Colburn and Howard. Astin then advanced into the lead as he slipstreamed past Jeff Smith along Bentley Straight and held the advantage into Brundle. Jeff Smith bounced back to lead into Riches on lap 2, only to again be demoted along Bentley, this time by Aaron Smith. Deeth was making rapid progress up the order too, advancing to 4th after passing Davies on the 3rd lap as Astin returned to the head of the field. The lead sextet remained closely bunched with Selby enjoying an untroubled run after his problems at Silverstone, and he held a strong 6th ahead of Howard and Peacock who remained in close company as they diced over 7th. Aaron Smith now took

over in the lead on lap 4, with Astin and Jeff Smith remaining poised to pounce. Astin then slipped past Aaron Smith on the 6th lap to take over at the head of the field again, while 10th was being keenly contested by the trio of Darren Cox, Kieren McDonald and Mark Sims. Soon after, Aaron Smith made his move, snatching the lead back at Murrays on the penultimate lap. Jeff Smith also demoted Astin at Wilson as the lead quartet poised themselves for the final slipstreaming opportunity along Bentley Straight. Aaron Smith kept his nerve and composure though to secure victory by just 0.144s, with Jeff Smith fending off Astin by a slim 0.229s, and Deeth 0.494s further adrift. Davies secured 5th from Selby by just 0.162s, while the 10th-place scrap was resolved in favour of McDonald ahead of Sims who just edged out Darren Cox. Richard Colburn again was the sole Libre runner and moved to the head of the standings with a 3pt advantage. Another weekend where the results were in doubt right to the chequer, just as we like it •

Roy Sisley



RESULTS: Round 4

Mini Se7en & S-Class

Pos	#	Driver	9 Laps
1	87	C O'Brien	21:55.399 / 73.12 mph
2	80	J Thompson	
3	88	M Jordan	
4	39	G Woodbridge	
5	2	S Wanstall	
6	76	J Polley	
7	20	D Thomas	
8	22	G Davis	
9	728	M Winkworth S	22:45.122 / 70.46 mph
10	18	T Cooper	
11	725	F Hack S	
12	758	M Ayres S	
13	711	D Harrington S	
14	703	M Page S	
15	93	P Woodbridge	
16	744	B Seyfried S	
17	706	J Page S	
18	714	C Prior S	
19	742	B Butler S	
20	777	D Rees S	
21	713	L Poolman S	
22	15	J Kent	
23	717	D Stanton S	
24	766	G Williams S	
25	763	J Cockburn-Evans S	
dnf	784	R Taylor S	8 laps
dnf	10	J Proctor	5
dnf	21	J Sims	1
dnf	27	L Window	0
ns	94	L Roberts	
ns	746	O Handley S	
wd	16	A King	

FL	C O'Brien	2:24.494 - 73.96 mph
FL/S	M Winkworth	2:26:815 - 72.79 mph
Pole	G Davis	(top-8 reverse grid)
Pole/S	B Seyfried*	(top-8 reverse grid) (*normally - should have been D Rees)

Mini Miglia & Libre Invitation

Pos	#	Driver	9 Laps
1	21	A Smith	20:09.917 / 79.50 mph
2	46	J Smith	
3	11	K Astin	
4	23	R Deeth	
5	87	A Davies	
6	18	L Selby	
7	14	C Peacock	
8	72	R Howard	
9	55	B Colburn	
10	88	K McDonald	
11	20	M Sims	
12	66	D Cox	
13	69	T Le May	
14	71	L Warr	
15	28	R Humphreys	
16	219	R Colburn L	21:27.594 / 74.70 mph
dnf	48	P Bullen-Brown	6 laps
dnf	89	S King	6
ns	47	D Mason	
ns	126	P Hills L	
ns	113	P Harvey L	
ns	133	L Stanton L	
wd	17	R Jessop	
wd	56	N Padmore	

FL	K Astin	2:12.167 - 80.86 mph (record)
FL/L	R Colburn	2:18.506 - 77.16 mph
Pole	R Howard	(top-8 reverse grid)
Pole/L	R Colburn	(top-8 reverse grid)

2.9689-mile '300' circuit

full official results
@ www.tsl-timing.com



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Weekend in The Wolds...



A MAY-TIME TRIP TO THE WOLDS OF LINCOLNSHIRE PRODUCED TYPICALLY EXCITING MINI ACTION, ALL SET AGAINST CADWELL PARK'S FABULOUS ROLLING GREEN BACKDROP...

Cadwell Park

21-22 May 2022

National Rds 5+6

MIGLIA / LIBRE - Round 5:

The 20-car entry included Peter Harries who was making his first appearance since switching across to the Libre class. Jeff Smith secured pole with a 1:38.760 lap and was joined by Rupert Deeth on the front row. Second round victor Craig Cox headed the Libre grid from Richard Colburn, whilst Peter Hills withdrew after suffering gearbox issues during testing the previous day. Lewis Selby also non-started due to gearbox damage sustained in qualifying.

Deeth made a rapid getaway to head Jeff Smith, Kane Astin, Aaron Smith, Ashley Davies, Colin Peacock and Ben Colburn into Coppice. Peacock delayed himself after

running wide onto the grass at The Gooseneck on the opening lap before a sideways moment at Mansfield then dropped him behind the Libre runners. The lead quintet remained in close formation with Ben Colburn soon tagging himself onto the lead dice, as Rob Howard headed a chasing quartet consisting of Darren Cox, Mark Sims and Shaun King who were keenly contesting 7th. Craig Cox slipped past Richard Colburn during the opening lap to lead the Libre class. Astin advanced to 2nd on lap 4 as the lead sextet continued to dice in close fashion. The 3rd place scrap saw both Smiths survive grassy moments at The Gooseneck, before Aaron snatched the advantage at Mansfield. Davies pitted to retire a lap later. Ben Colburn was now advancing his position, climbing to 3rd on lap 8 after demoting both Jeff and Aaron Smith, before dicing with Astin over 2nd. Peacock was making impressive progress following his opening lap dramas, eventually finding a way past Tony Le May into 10th, on lap 10, before setting his sights on Darren Cox. Aaron Smith mounted a concerted challenge to enhance his position in the closing stages as he climbed ahead of Ben Colburn on the penultimate lap, before then catching and passing Astin to pip him by just 0.039s. In turn he was 0.895s adrift of Deeth at the chequered flag having also broken the lap record in the process. Ben Colburn held on to 4th by a slender 0.161s from Jeff Smith, while Peacock progressed to a creditable 8th after a determined recovery drive. Craig Cox kept hold of the Libre class honours despite the ever-present challenge of Richard Colburn after an eventful race •



Photos: M Barrington

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

SE7EN / S-CLASS - Round 5:

The healthy 24-car grid included Mal Dickinson on his S-Class debut. With title rival Mike Jordan absent, Connor O'Brien set pole, with Joe Thompson sharing the front row, whilst Michael Winkworth and Damien Harrington headed the S-Class.

O'Brien was quickest away to lead into Coppice, with Thompson and Spencer Wanstall in close pursuit. The former edged ahead, but with the latter right on his bootlid. Winkworth held the advantage in S-Class, with Matt Ayres making a rapid start from the 2nd row to lead the chase, from Harrington, Fraser Hack, Ben Butler and Ryan Taylor. Ayres maintained his strong challenge for the class lead during the opening lap and briefly edged ahead rounding Barn corner, before Winkworth regained the advantage as they touched on the approach to Coppice on lap 2. The leading Se7en trio remained unchanged, with Graeme Davis and Lee Roberts closely disputing 4th. Thompson was now reeling in O'Brien, having edged clear of Wanstall

who remained in a safe 3rd. The S-Class lead dice saw Hack and Harrington both pass Ayres during lap 3, with Hack briefly heading the order by lap 6, before Winkworth again resumed his lead. The 4th place dice had now become a three-way affair, as Davis retook Roberts, but also with Jo Polley joining them. As ever, close dices could be found throughout, with Julian Proctor and Paul Woodbridge closely disputing what would become 7th after Wanstall's unfortunate retirement at the end of the 9th lap. O'Brien maintained his lead to the flag despite constant pressure from Thompson, the winning margin 0.511s. The pace of their dice was reflected in the winner's new lap record too. Davis stayed 3rd, just fending off Polley's late challenge, while Roberts and Jordan Sims headed Paul Woodbridge in 7th, then Proctor in 8th. Winkworth secured S-Class honours, with Hack and Ayres sharing the podium places. The class lap record fell to Harrington as well; two new lap records in the same race made it a day to remember •

Roy Sisley



Cadwell recap continued over → → → →

RESULTS: Round 5

Mini Miglia & Libre Invitation

Pos	#	Driver	12 Laps
1	23	R Deeth	20:17.713 / 77.58 mph
2	21	A Smith	
3	11	K Astin	
4	55	B Colburn	
5	46	J Smith	
6	72	R Howard	
7	20	M Sims	
8	14	C Peacock	
9	66	D Cox	
10	69	T Le May	
11	232	C Cox L	21:51.949 / 72.01 mph
12	219	R Colburn L	11 laps
13	133	L Stanton L	11
14	28	R Humphreys	11
15	113	P Harvey L	11
dnf	89	S King	10 laps
dnf	87	A Davies	6
dnf	117	P Harries L	3
ns	18	L Selby	
wd	27	P Harries (ran as Libre)	
wd	126	P Hills L	
FL	A Smith	1:39.195 - 79.37 mph (record)	
FL/L	C Cox	1:45.248 - 74.80 mph	
Pole	J Smith		
Pole/L	C Cox		

Mini Se7en & S-Class

Pos	#	Driver	12 Laps
1	87	C O'Brien	21:48.473 / 72.20 mph
2	80	J Thompson	
3	728	M Winkworth S	22:30.756 / 69.94 mph
4	725	F Hack S	
5	22	G Davis	
6	76	J Polley	
7	758	M Ayres S	
8	94	L Roberts	
9	742	B Butler S	
10	784	R Taylor S	
11	714	C Prior S	
12	713	L Poolman S	
13	21	J Sims	
14	93	P Woodbridge	
15	10	J Proctor	
16	766	G Williams S	
17	717	D Stanton S	
18	763	J Cockburn-Evans S	11 laps
19	748	M Dickinson S	11
dnf	711	D Harrington S	10 laps
dnf	2	S Wanstall	9
dnf	20	D Thomas	5
dnf	777	D Rees S	3
ns	72	G Penn	
wd	16	A King	
wd	712	G Daw S	
wd	746	O Handley S	
FL	C O'Brien	1:47.700 - 73.10 mph (record)	
FL/S	D Harrington	1:49.553 - 71.86 mph (record)	
Pole	C O'Brien		
Pole/S	M Winkworth		

2.1869-mile circuit

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...weekend
in
The Wolds

Cadwell Park

21-22 May 2022

National Rds 5+6

MIGLIA / LIBRE - Round 6:

For Sunday's encounter, 16 drivers took up their places on the grid, but with Selby, Harries and Craig Cox being unfortunate non starters.

Poleman Peacock led away from the side-by-side pairing of Howard and Sims, with Jeff Smith and Astin right on their tail. Jeff Smit was keen to advance his position, rising to 2nd at The Gooseneck before taking over in the lead from Peacock at The Mountain on the opening lap. Richard Colburn headed the Libres from Harvey and Stanton, the latter climbing to 2nd in class on lap two. Aaron Smith rose to 2nd on the 3rd lap, as Peacock now headed a closely bunched trio contesting 3rd, also consisting of Astin and Deeth. Peacock was further demoted on

successive laps by Astin and Deeth, who swooped past on the outside line through Coppice on the 5th lap. Jeff Smith now led a three-car train consisting of Aaron Smith and Astin. Sims was heading a four-car train disputing 7th, with Howard, Davies and Darren Cox. Behind them, Tony Le May rose to 11th after swooping around the outside of Shaun King at Coppice on lap 6. Astin then rose to 2nd after slipping past Aaron Smith at The Gooseneck on the 7th lap. Up front, Jeff Smith was still fending off all attempts to dislodge him by the now chasing trio after Deeth tagged himself onto the lead dice. They made a spectacular sight as the dice continued unabated. Despite the constant pressure however, Jeff Smith remained in control, clinching a first Miglia victory by just 0.353s from Astin, with Aaron Smith a mere 0.168s adrift in 3rd. Deeth was next up, while Ben Colburn and Davies completed the top 6 ahead of Sims who maintained his hold on the dice for 7th by just 0.251s from Howard and Darren Cox. Richard Colburn kept hold of the Libre class lead from the chasing Les Stanton to conclude another all-action race •



Photos: M Barrington

SE7EN / S-CLASS - Round 6:

An almost full grid, but with once again the exception of the unfortunate Graham Penn at his 'local' circuit, were ready to round the weekend off in style. The front row pairing of Proctor and Paul Woodbridge headed into Coppice, with Polley attempting to make it three wide as she took a tight inside line. The order was soon

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

re-jigged during a lively opening lap, as Wanstall headed Polley and O'Brien out of Mansfield for the first time, with Lee Poolman, Taylor and Butler the S-Class frontrunners, then Ayres who slipped inside Winkworth at The Mountain to go 4th. The lead quartet was re-jigged on the second lap as O'Brien and Thompson moved ahead of Polley, and Taylor took over at the head of the S-Class from Poolman. O'Brien rose to lead on lap 4, leaving Wanstall, Thompson and Polley to dice over 2nd before Thompson pulled off along the Park Straight to retire on the fifth lap. Ayres rose to take the S-Class lead after passing Taylor on lap 6, with Winkworth holding 3rd from Butler and Hack. Whilst the Se7en leaders

were spaced out, the S-Class frontrunners continued to circulate in close company, with Winkworth finally taking over in the lead on the 9th lap from Taylor and Ayres, while Hack was being closely tracked by Butler, ensuring that nothing would be settled until the flag. O'Brien claimed overall victory from Wanstall, with Polley clinching 3rd by just 0.978s from S-Class victor Winkworth, with Ayres snatching 2nd in class from Taylor by just 0.218s. The latter was only 0.250s ahead of Hack who climbed to 2nd in the S-Class standings, just 2 pts ahead of Harrington, with Ayres only 4 pts further adrift at this early stage of the season and with all to play for •

Roy Sisley



RESULTS: Round 6

Mini Miglia & Libre Invitation

Pos	#	Driver	12 Laps
1	46	J Smith	20:15.087 / 77.75 mph
2	11	K Astin	
3	21	A Smith	
4	23	R Deeth	
5	55	B Colburn	
6	87	A Davies	
7	20	M Sims	
8	72	R Howard	
9	66	D Cox	
10	69	T Le May	
11	89	S King	
12	219	R Colburn L	11 laps @ 20:16.471 / 71.19 mph
13	133	L Stanton L	11
dnf	14	C Peacock	7 laps
dnf	28	R Humphreys	5
dnf	113	P Harvey L	4
ns	18	L Selby	
ns	232	C Cox L	
ns	117	P Harries L	
wd	27	P Harries (ran as Libre)	
wd	126	P Hills L	
FL	K Astin	1:39.423 - 79.18 mph	
FL/L	L Stanton	1:47.425 - 73.29 mph	
Pole	C Peacock	(top-8 reverse grid)	
Pole/L	P Harvey	(top-8 reverse grid)	

Mini Se7en & S-Class

Pos	#	Driver	11 Laps
1	87	C O'Brien	20:18.580 / 71.07 mph
2	2	S Wanstall	
3	76	J Polley	
4	728	M Winkworth S	20:48.353 / 69.37 mph
5	758	M Ayres S	
6	784	R Taylor S	
7	725	F Hack S	
8	742	B Butler S	
9	22	G Davis	
10	714	C Prior S	
11	711	D Harrington S	
12	713	L Poolman S	
13	93	P Woodbridge	
14	10	J Proctor	
15	766	G Williams S	
16	717	D Stanton S	
17	763	J Cockburn-Evans S	10 laps
18	748	M Dickinson S	10
dnf	80	J Thompson	3 laps
dnf	94	L Roberts	1
dnf	21	J Sims	0
dnf	20	D Thomas	0
dnf	777	D Rees S	0
ns	72	G Penn	
wd	16	A King	
wd	712	G Daw S	
wd	746	O Handley S	
FL	C O'Brien	1:48.829 - 72.34 mph	
FL/S	M Winkworth	1:50.217 - 71.43 mph	
Pole	J Proctor	(top-8 reverse grid)	
Pole/S	G Williams	(top-8 reverse grid)	

2.1869-mile circuit

full official results @ www.tsl-timing.com



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Here comes the summer...



GLORIOUS WEATHER ENSURED LARGE CROWDS IN WILTSHIRE TO WATCH A FEAST OF MINI RACING

Castle Combe

11-12 June 2022

National Rds 7+8

MIGLIA / LIBRE - Round 7:

Twenty one drivers assembled for Round 7, including Endaf Owens in his luminescent yellow machine and Craig Edgecombe who was out in the former Chris Morgan car. Poleman Andrew Jordan and Rupert Deeth were closely disputing the lead, until a 4th lap coming-together at Tower between Kane Astin and Colin Peacock brought the race to a halt, with a restart over 10 minutes. Once again, Jordan and Deeth resumed their lead dice, with Aaron Smith losing time at Quarry after being collected by Edgecombe, resuming in 13th. Dan Lewis was heading the Libre class from Richard Colburn and Phil Harvey. Soon the lead quartet was as one, with Jeff Smith and Owens right on Jordan's and Deeth's tails during lap 3. Owens then rose to 3rd on the 4th lap, with Deeth also on the move, rising to lead on lap 5. Jordan briefly edged ahead of Deeth at The Esses before being demoted as the pair raced through Old

Paddock. Having also been delayed at Quarry, Ben Colburn was mounting a concerted push as he passed Mark Sims, Darren Cox, Tony Le May and Shaun King on successive laps to rise to 6th. Up front, Jordan mounted a determined challenge as he rounded Tower on the final lap on the outside of Deeth before edging ahead as they raced into Bobbies. Contact ensued however and they both ran off line, enabling Owens to take advantage of the clear inside exit to move ahead, with Jeff Smith also able to improve his position. Owens thus secured a narrow victory by just 0.291s from Jeff Smith, with Jordan keeping his slender lead over Deeth to claim 3rd by just 0.603s, although the latter had the consolation of a new lap record. Ashley Davies remained in a safe 5th, followed by the five-way scrap for 6th which saw a blanket finish with Ben Colburn, King, Le May, Darren Cox, James Cuthbertson and Sims all crossing the line less than a second ahead of each car behind. The Libre class was equally close, with Lewis heading Richard Colburn home by just 0.264s, Lewis setting a new lap record too •



Photos: P Waller + M Barrington

SE7EN / S-CLASS - Round 7:

Three drivers were making their first appearance of the season; Andrew King finally on his Se7en debut (in the ex-Emmett car), whilst Arnold Duncan and Neil Slark returned in the S-Class. Points leader Michael Winkworth was absent on this occasion following the birth of his child.

The field raced away into Folly, with Connor O'Brien keeping his pole position advantage from Mike Jordan, with Glen Woodbridge making a swift getaway to round Quarry in 3rd ahead of Joe Thompson, Lee Roberts and Graeme Davis.

RACE RECAP RACE RECAP RACE RECAP

Photos: P Waller + M Barrington



Chris Prior was leading the closely bunched S-Class, with Fraser Hack, Damien Harrington, Dave Rees, Ryan Taylor and Matt Ayres right on his tail. Thompson quickly enhanced his position, passing Glen Woodbridge and Jordan on successive laps to climb to 2nd. Glen Woodbridge's hold on 4th was coming under pressure from Roberts and Jo Polley, with the latter slipping past into 4th at the Esses on the 5th lap. Hack took over at the head of the S-Class before the order was rejigged again with Ayres and Taylor finding a way past within two laps. Having risen to 4th, Polley was kept busy holding her advantage over Roberts, Glen Woodbridge and Davis. The lead trio continued to dice closely, racing side-by-side into Quarry on lap 9, Jordan edging ahead on the exit. Taylor retook the S-Class lead on the same lap, with Harrington holding a slender gap over Hack in 3rd. Sadly, Taylor's fine drive came to an end on the 11th lap when a tie-bar gave way, enabling Harrington to now press Ayres for the class lead, indeed taking over briefly in front

after slipping inside at The Esses on the penultimate lap. Meanwhile at the head of the race, O'Brien made an optimistic lunge up the inside of Jordan into Camp on the final lap, forcing them both wide, but which enabled Thompson to slip through on the inside out of the final corner and take a popular victory, leaving O'Brien to scramble back to 2nd just ahead of a recovering Jordan. Polley retained 4th, with Roberts holding 5th by just 0.218s ahead of Glen Woodbridge. Ayres was able to regain the S-Class lead before the last bend to triumph by a slender 0.682s from Harrington as the latter ran wide over the kerbs, with Hack next along to secure his sixth podium finish, a model of consistency which could prove to be vital as the season unfolds. Back to the overall result, although O'Brien retained his runner-up slot, a 10-place grid penalty for the second race was imposed after his last corner manoeuvre. Race winner Thompson though had further reason to celebrate as he set a new lap record ●

Roy Sisley



Combe recap continued over → → → →

RESULTS: Round 7

Mini Miglia & Libre Invitation

Pos	#	Driver	7 Laps*
1	0	E Owens	10:11.144 / 76.28 mph
2	46	J Smith	
3	1	A Jordan	
4	23	R Deeth	
5	87	A Davies	
6	55	B Colburn	
7	89	S King	
8	69	T Le May	
9	66	D Cox	
10	37	J Cuthbertson	
11	20	M Sims	
12	21	A Smith	
13	171	D Lewis L	10:33.926 / 73.54 mph
14	219	R Colburn L	
15	113	P Harvey L	
16	28	R Humphreys	
dnf	123	H Turner L	3 laps
dnf	126	P Hills L	2
dnf	44	C Edgecombe	0
did not take restart:			
dnf	11	K Astin	0 laps
dnf	14	C Peacock	0
wd	18	L Selby	
wd	71	L Warr	
wd	72	R Howard	
wd	127	I Fraser L	

FL	R Deeth	1:16.096 - 87.52 mph (record)
FL/L	D Lewis	1:18.787 - 84.53 mph
Pole	A Jordan	
Pole/L	D Lewis	

*race red-flagged & restarted

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
1	80	J Thompson	21:01.679 / 73.90 mph
2	87	C O'Brien	
3	88	M Jordan	
4	76	J Polley	
5	94	L Roberts	
6	39	G Woodbridge	
7	758	M Ayres S	21:38.381 / 71.81 mph
8	22	G Davis	
9	711	D Harrington S	
10	21	J Sims	
11	725	F Hack S	
12	706	J Page S	
13	744	B Seyfried S	
14	742	B Butler S	
15	750	N Slark S	
16	789	A Duncan S	
17	737	S Rideout S	
18	93	P Woodbridge	
19	705	A Page S	13 laps
20	16	A King	13
dnf	10	J Proctor	12 laps
dnf	784	R Taylor S	9
dnf	38	S Hopper	6
dnf	777	D Rees S	4
dnf	714	C Prior S	4

wd	18	T Cooper
wd	20	D Thomas
wd	27	L Window
wd	49	R Billson
wd	723	A Hack S
wd	728	M Winkworth S

FL	J Thompson	1:23.679 - 79.59 mph
FL/S	R Taylor	1:25.114 - 78.24 mph
Pole	C O'Brien	
Pole/S	D Harrington	

1.85-mile circuit

full official results
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...here comes the summer

Castle Combe

11-12 June 2022

National Rds 7+8

MIGLIA / LIBRE - Round 8:

Eighteen drivers were lined up for Sunday's race, with only Cuthbertson's Miglia and the Libres of Turner and Peter Hills absent.

Owens made a rapid getaway to snatch the lead into Folly from his 4th row grid position, as Jeff Smith almost repeated the feat from the same row. Davies, Aaron Smith, Jordan and Le May were next up, while Richard Colburn led away Lewis and Harvey in Libres. Up front, Jeff and Aaron Smith demoted Owens before Aaron Smith took over in the lead on lap 2, similarly Lewis now headed Libres from Richard Colburn. Aaron Smith's lead proved to be shortlived, as Jordan became the fourth different leader as he hit the front at Tower on the 3rd lap. Owens then passed both Smiths on successive laps to rise to 2nd

behind Jordan on lap 4. Further back, King was kept busy as he headed a four-car train disputing 8th, also consisting Le May, Astin and Darren Cox, with Le May on two wheels through The Esses during a lively 5th lap. The lead trio was rejigged again as Aaron Smith regained the front after passing Owens and Jordan on successive laps. The now seven-car lead train continued to swap places, with Jeff Smith, Deeth, Davies and Ben Colburn poised to make their move. Astin has climbed to 8th from his Miglia back row start, with King remaining right on his tail. Harvey pulled off at Old Paddock with alternator belt failure on the 7th lap to leave just two Libres running. Jordan and Owens each led for a further two laps, with Jordan then reclaiming the advantage before Owens suddenly pulled off after Quarry, but despite being well into the infield, a yellow flag was shown for two laps. Jordan and Aaron Smith had now made a break, giving them a fair gap over the pursuing Deeth, Ben Colburn, Jeff Smith and Davies. Once again Aaron Smith took over in the lead on the 14th lap, before Jordan made his counter-move at Avon Rise on the final lap to snatch the lead at Quarry, but with Aaron attempting an outside line at Tower. Jordan wasn't about to succumb there again and held on to triumph by just 0.121s in a storming finish. Deeth kept 3rd by the same margin from Ben Colburn, while Davies grabbed 5th from Jeff Smith during the final lap, only for the latter to snatch the place back again by a mere 0.213s. Astin kept his grip on 7th despite King's best efforts to dislodge him. In Libres, Lewis stayed clear of Richard Colburn to take the maximum points haul from the weekend as he also lowered his own 'new'



Photos: P Waller + M Barrington

RACE RECAP RACE RECAP RACE RECAP

Photos: P Waller + M Barrington



lap record in the process. Another all-action race with the result in doubt to the end •

SE7EN / S-CLASS - Round 8:

After a much appreciated 'grid walk' for spectators, the full 25-car grid were all ready for another closely fought encounter, with Sims and Davis filling the reversed grid front row.

Jordan quickly rose from the 3rd row to head the field from Glen Woodbridge, O'Brien quickly up from row 6, Thompson and Roberts. Polley was soon advancing her position, passing Roberts on the outside line through Old Paddock on lap 2. In S-Class, Jonathan Page, Taylor and Neil Slark were the early pacesetters. Soon after, Davis had gearshift issues causing him to slide off at Quarry on the same lap, prompting a safety car intervention to move his car. Once racing resumed, the lead trio of Jordan, O'Brien and Thompson continued to dice in style, and Polley continued her upward progress, passing Glen Woodbridge on the 8th lap to go 4th. Thanks to a good restart,

Jonathan Page was still heading the S-Class, with Taylor, Slark, Ayres and Harrington all within range. Taylor briefly grabbed the S-Class lead on the 11th lap, before Jonathan Page reclaimed his advantage over the chasing pack. Back in Se7ens, Glen Woodbridge and Roberts drew closer to Polley as they commenced the penultimate lap. As the previous day, O'Brien again made his move for the lead on the final lap, and as they raced through Hammerdown it resulted in contact with Jordan, causing suspension damage to O'Brien's car, and retirement at Tower. Jordan kept calm to repel Thompson's efforts to dislodge him from the lead and took victory by a slim margin. Polley was next up for her third podium finish of the year, while Jonathan Page kept hold of S-Class honours (*eventually, after post-race scrutineering - ed.*), aided by Taylor's late retirement. Slark and Harrington completed the podium, with Ayres just missing out by 0.561s. Such was the pace, that both Jordan and Harrington set new class lap records •

Roy Sisley



RESULTS: Round 8

Mini Miglia & Libre Invitation

Pos	#	Driver	16 Laps
1	1	A Jordan	20:37.558 / 86.10 mph
2	21	A Smith	
3	23	R Deeth	
4	55	B Colburn	
5	46	J Smith	
6	87	A Davies	
7	11	K Astin	
8	89	S King	
9	66	D Cox	
10	171	D Lewis L	21:12.920 / 83.71 mph
11	20	M Sims	
12	69	T Le May	
13	219	R Colburn L	
14	28	R Humphreys	15 laps
dnf	0	E Owens	11 laps
dnf	113	P Harvey L	6
dnf	44	C Edgecombe	4
dnf	14	C Peacock	4
ns	37	J Cuthbertson	
ns	123	H Turner L	
ns	126	P Hills L	
wd	18	L Selby	
wd	71	L Warr	
wd	72	R Howard	
wd	127	I Fraser L	

FL	A Jordan	1:16.257 - 87.33 mph
FL/L	D Lewis	1:18.081 - 85.29 mph (record)
Pole	T Le May	(top-8 reverse grid)
Pole/L	P Harvey	(top-8 reverse grid)

Mini Se7en & S-Class

Pos	#	Driver	13 Laps
1	88	M Jordan	21:16.020 / 67.85 mph
2	80	J Thompson	
3	76	J Polley	
4	94	L Roberts	
5	39	G Woodbridge	
6	706	J Page S	21:34.496 / 66.88 mph
7	750	N Slark S	
8	21	J Sims	
9	711	D Harrington S	
10	758	M Ayres S	
11	714	C Prior S	
12	38	S Hopper	
13	744	B Seyfried S	
14	725	F Hack	
15	789	A Duncan S	
16	737	S Rideout S	
17	93	P Woodbridge	
18	10	J Proctor	
19	705	A Page S	
20	16	A King	
dnf	87	C O'Brien	12 laps
dnf	784	R Taylor S	12
dnf	777	D Rees S	11
dnf	22	G Davis	1
dnf	742	B Butler S	0
wd	18	T Cooper	
wd	20	D Thomas	
wd	27	L Window	
wd	49	R Billson	
wd	723	A Hack S	
wd	728	M Winkworth S	

FL	M Jordan	1:23.273 - 79.97mph (record)
FL/S	D Harrington	1:24.957 - 78.39 mph (record)
Pole	J Sims	(top-8 reverse grid)
Pole/S	A Duncan	(top-8 reverse grid)

1.85-mile circuit

full official results
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Donington derbies...

ANOTHER WEEKEND OF SCORCHING WEATHER, FULL GRIDS AND EXCELLENT DICING AMONG ALL FOUR CLASSES AGAIN PUT THE M7RC TOP OF THE ENTERTAINMENT CHARTS...



Donington Park

9-10 July 2022

National Rds 9+10

SE7EN / S-CLASS - Round 9:

Thirty cars were due to line up on the grid, only for Lee Roberts and to succumb to a late mechanical issue, while having qualified on pole for the S-Class, Michael Winkworth had a wedding to attend...

The Mini Se7en front row pairing of Mike Jordan and Connor O'Brien led away, followed by Ross Billison, out for his first race of the year, with Matthew Ayres, Chris Prior and Ryan Taylor keenly disputing the S-Class lead. O'Brien found himself demoted to 4th on lap 2 as Billison and Glen Woodbridge advanced their positions. Billison then rose to lead a lap later, with Jordan, O'Brien, Glen Woodbridge and Joe Thompson right

on his tail. The S-Class lead scrap saw Taylor rise to head the order from Ayres, Jonathan Page and Prior. Ollie Handley came to a halt on the inside kerbing at the Old Hairpin, prompting a two-lap Safety Car period. Once the race resumed, Billison retained the lead slot, despite the constant pressure being applied by Jordan. Glen Woodbridge briefly dropped to 5th behind O'Brien and Thompson, before bouncing back to lead as the five-car lead train continued to dice in fine style. Jordan made his move at the Old Hairpin on the penultimate lap before fending off the determined challenge from Glen Woodbridge to clinch victory by a slim 0.215s. O'Brien found a way past Jo Polley on the final lap to claim 3rd by a slender 0.556s, with Polley in turn, keeping Billison at bay by a mere 0.301s. Ayres recorded his second S-Class victory so far this season as he kept Chris Prior and Jonathan Page behind, after an action-packed race to get the weekend off to a flying start •



Photos: M Barrington

MIGLIA / LIBRE - Round 9:

Twenty seven drivers gridded for their opening race, boosted by the Miglia debut of Gareth Baldwin, and reappearances from Richard Jessop and Scott Kendall, with Andrew Dickinson raising the Libre class ranks up to seven. Andrew Jordan secured pole with a 1:19.617 lap, with Rupert Deeth alongside him on the front row. Phil Bullen-Brown became the third driver to appear in the car formerly owned by Chris Morgan this season, Craig Edgecombe having raced it at Castle Combe in the previous meeting.

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

Jordan was rapidly away off the line, heading Deeth, Jeff Smith, Aaron Smith, Kane Astin and Bullen-Brown into Redgate. Dan Lewis led the Libre class field from Craig Cox and Huw Turner. The lead quintet were soon swapping places, with Jeff Smith briefly grabbing second from Deeth, before slipping back behind Aaron Smith and Astin. The latter in turn rose to third ahead of Aaron Smith on lap 4, before the latter reclaimed the position on the 7th lap. The Libre pairing of Lewis and Craig Cox kept clear of the closely matched trio of Turner, Phil Harvey and Dickinson. Deeth ran wide exiting The Old Hairpin on lap 9, resulting in his dropping down to 6th just ahead of Colin

Peacock. Jeff Smith was making upward progress again, climbing to 2nd ahead of Astin and Aaron Smith on the 11th lap. Bullen-Brown, Deeth and Peacock remained in close pursuit. Richard Colburn's retirement on lap 12 rattled the Libre order, with Turner and Dickinson climbing into the lead quartet. Meanwhile, Jordan remained in control to record his third Miglia victory of the season, and Aaron Smith retained 2nd from Astin by a slim 0.180s. The latter kept Jeff Smith at bay by a further 0.134s. The lead group was completed by Bullen-Brown, Deeth and Peacock, while Lewis, Craig Cox and Turner retained the Libre podium places after a keenly contested race ●

Roy Sisley



Donington recap continued over → → → →

RESULTS: Round 9

Mini Se7en & S-Class

Pos	#	Driver	13 Laps
1	88	M Jordan	20:33.906 / 69.17 mph
2	39	G Woodbridge	
3	87	C O'Brien	
4	76	J Polley	
5	49	R Billson	
6	80	J Thompson	
7	758	M Ayres S	20:39.573 / 68.86 mph
8	22	G Davis	
9	714	C Prior S	
10	706	J Page S	
11	21	J Sims	
12	711	D Harrington S	
13	784	R Taylor S	
14	725	F Hack S	
15	742	B Butler S	
16	93	P Woodbridge	
17	777	D Rees S	
18	10	J Proctor	
19	38	S Hopper	
20	15	J Kent	
21	704	G Page S	
22	766	G Williams S	
23	705	A Page S	
24	748	M Dickinson S	
dnf	20	D Thomas	8 laps
dnf	746	O Handley S	4
dnf	713	L Poolman S	3
dnf	18	T Cooper	0
ns	94	L Roberts	
ns	728	M Winkworth S	
wd	72	G Penn	

FL	C O'Brien	1:28.030 - 80.93 mph
FL/S	M Ayres	1:29.033 - 80.02 mph (record)
Pole	M Jordan	
Pole/S	M Winkworth	

Mini Miglia & Libre Invitation

Pos	#	Driver	15 Laps
1	1	A Jordan	20:19.268 / 87.53 mph
2	21	A Smith	
3	11	K Astin	
4	46	J Smith	
5	23	R Deeth	
6	14	C Peacock	
7	48	P Bullen-Brown	
8	171	D Lewis L	20:40.356 / 86.05 mph
9	87	A Davies	
10	78	S Kendall	
11	18	L Selby	
12	66	D Cox	
13	20	M Sims	
14	232	C Cox L	
15	71	L Warr	
16	69	T Le May	
17	123	H Turner L	
18	179	A Dickinson L	
19	133	L Stanton L	14 laps
20	28	R Humphreys	14
21	17	R Jessop	14
dnf	89	S King	12 laps
dnf	88	K McDonald	11
dnf	113	P Harvey L	8
dnf	219	R Colburn L	3
dnf	22	G Baldwin	0
ns	92	R Bartlett	
wd	72	R Howard	

FL	J Smith	1:20.009 - 89.04 mph (record)
FL/L	D Lewis	1:21.396 - 87.53 mph
Pole	A Jordan	
Pole/L	D Lewis	

1.9790-mile 'National' circuit

full official results @ www.tsl-timing.com



RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



...Donington derbies

Donington Park

9-10 July 2022

National Rds 9+10

SE7EN / S-CLASS - Round 10:

Despite a number of retirements in the first race, there were no gaps on the grid for Sunday's encounter.

The full 30-car grid made an impressive sight as it raced away off the start line, with Thompson leading from Graeme Davis, O'Brien, Billison and Jordan. Dave Rees and Ben Butler held the early advantage in the S-Class, with Fraser Hack, Damien Harrington and Taylor in close pursuit. O'Brien went ahead of Thompson on lap two and soon broke clear, leaving Thompson to fend off the closely bunched trio of Billison, Jordan and Glen Woodbridge. Jordan rose to 3rd a lap later as the S-

Class lead also saw Jonathan Page take over at the head of the order and Winkworth rising to 4th after passing Rees. Glen Woodbridge briefly held 4th overall, before Billison regained the position again on lap 6. Polley held a safe 6th ahead of a three-way dice between Davis, Roberts and Jordan Sims, which lasted for the whole race. Jordan climbed to 2nd after demoting Thompson on the 7th lap, who then fell behind the constantly duelling pairing of Billison and Glen Woodbridge. The lead S-Class quartet saw Ayres hold a brief spell in front, before Jonathan Page once again regained control with Harrington and Hack poised to take advantage of any lapse. O'Brien and Jordan retained their positions right up to the chequered flag, with Glen Woodbridge holding on to claim 3rd by just 0.192s from Billison. Jonathan Page was just able to secure of the S-Class honours by a slim 0.137s from Ayres, who in turn fended off Hack to keep hold of 2nd, by only 0.406s. Plenty of close dicing ensured that everyone had a story to tell as they arrived into *parc fermé* •



Photos: M Barrington

MIGLIA / LIBRE - Round 10:

Along with Richard Bartelett's Mig, Phil Harvey's Libre was a non starter after a cylinder head failure caused him to withdraw.

The front row pairing of Bullen-Brown and Ashley Davies led away into Redgate, but it was Jordan who made the most progress, rising from his 8th place starting position to lead by the end of the opening lap. Lewis was quickly into his stride in the Libre class from Richard Colburn, whose early retirement

RACE RECAP RACE RECAP RACE RECAP

Photos: M Barrington



then saw Craig Cox once again provide the main challenge to Lewis' advantage. Aaron Smith and Deeth were soon disputing third behind Bullen-Brown, and the pair of them demoted him on the 7th lap before Deeth moved ahead of Aaron Smith a lap later. Jordan's advantage seemed to be safe, but as the race unfolded Deeth started to make inroads into his lead. Jeff Smith was also on the move, climbing from 6th to 3rd after passing Astin, Bullen-Brown and Aaron Smith during a productive four-lap period. Further down the order, a racelong dice for 9th between Kieren McDonald, Mark Sims and Tony Le May continued to entertain. Deeth's pursuit of Jordan continued to see him reduce the lead margin, while behind the impending lead dice a now five-way scrap for 3rd featuring Aaron Smith,

Astin, Jeff Smith, Bullen-Brown and Peacock was rejigging its order on every lap. Deeth was now right on Jordan's tail and able to take advantage of the latter missing a gear at The Chicane on the penultimate lap and slip through into the lead. Jordan stayed right on Deeth's tail though but the new leader wasn't about to give away his hard earned lead now and took the chequered flag by a slim 0.166s margin. The chasing quintet saw Astin clinch his second podium finish of the weekend by just 0.884s from Aaron Smith, who pipped Bullen-Brown by a mere 0.240s, with Peacock grabbing 6th from Jeff Smith on the dash to the flag. Lewis secured Libre honours again, from Craig Cox and Dickinson as we rounded off our racing weekend in style •

Roy Sisley



RESULTS: Round 10

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
2	87	C O'Brien	20:37.785 / 80.47 mph
2	88	M Jordan	
3	39	G Woodbridge	
4	49	R Billison	
5	80	J Thompson	
6	76	J Polley	
7	94	L Roberts	
8	22	G Davis	
9	21	J Sims	
10	38	S Hopper	
11	93	P Woodbridge	
12	18	T Cooper	
13	706	J Page S	21:48.391 / 76.13 mph
14	758	M Ayres	
15	725	F Hack S	
16	714	C Prior S	
17	711	D Harrington S	
18	10	J Proctor	
19	777	D Rees S	
20	713	L Poolman S	
21	742	B Butler S	13 laps
22	704	G Page S	13
23	705	A Page S	13
24	748	M Dickinson S	13
dnf	15	J Kent	11 laps
dnf	746	O Handley S	8
dnf	728	M Winkworth	7
dnf	766	G Williams	7
dnf	784	R Taylor	4
dnf	20	D Thomas	2
wd	72	G Penn	
FL		C O'Brien	1:27.532 - 81.39 mph (record)
FL/S		M Winkworth	1:29.087 - 79.97 mph
Pole		J Sims	(top-8 reverse grid)
Pole/S		D Rees	(top-8 reverse grid)

Mini Miglia & Libre Invitation

Pos	#	Driver	15 Laps
1	23	R Deeth	20:21.463 / 87.38 mph
2	1	M Jordan	
3	11	K Astin	
4	21	A Smith	
5	48	P Bullen-Brown	
6	14	C Peacock	
7	46	J Smith	
8	171	D Lewis L	20:38.132 / 86.20 mph
9	78	S Kendall	
10	20	M Sims	
11	88	K McDonald	
12	69	T Le May	
13	89	S King	
14	232	C Cox L	
15	71	L Warr	
16	179	A Dickinson L	
17	133	L Stanton L	14 laps
18	28	R Humphreys	14
dnf	17	R Jessop	13 laps
dnf	22	G Baldwin	11
dnf	66	D Cox	4
dnf	18	L Selby	4
dnf	87	A Davies	2
dnf	219	R Colburn L	3
dnf	123	H Turner L	2
ns	92	R Bartlett	
ns	113	P Harvey L	
wd	72	R Howard	
FL		J Smith	1:20.425 - 88.58 mph
FL/L		D Lewis	1:21.216 - 87.72 mph (record)
Pole		A Davies	(top-8 reverse grid)
Pole/L		L Stanton	(top-8 reverse grid)

1.9790-mile 'National' circuit

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FEATURE

Brands. New. Heavy...



Photos: M Barrington + J Tanner/T. Pratley

IT'S HALFWAY THROUGH MY FIRST SEASON IN MIGS AND I THOUGHT IT WAS TIME TO GET MY EXCUSES DOWN ON PAPER...

Brands

My first experience of Mini Miglias was at the Winter series round at Brands Hatch at the



end of last season. As a young lad peering through the catch fencing at Paddock Hill Bend I could never have imagined competing in the premier class of Mini racing and being in the paddock with some heroes of my youth. But here we were.

On-hand to help my acclimatisation to this big step up was my new car's previous owner and leading Mini bolter-together-er Endaf Owens. He was racing (fast) in his new Mig but was keen to see the old car go well and was full of his usual excellent advice which is mainly "Drive it harder"... And from the outside it went well. I know that, because several well respected Mini voices told me so at the time and some still say "...well, you went well at Brands" with no hint of feigned praise...

There was a real chance of a podium. In the final race of the weekend if I had kept it on the black stuff, I had the pace to pick up some silverware. That would have been a dream debut. And it allowed this dreamer to spend the winter dreaming of grabbing a fluky reverse grid podium in the regular season...

Perception is nearly as good as results in the paddock of opinion... I was near the front all weekend, there are pictures of me just behind Endaf and I went wheel-to-

wheel a couple of times with Rupert Deeth. So I was fast, right?

Reality? I was being flattered. Small grid, only a few top boys there, wet weather, short circuit and new-car buzz hid the real picture of competitiveness. But I had the dream.

New

Silverstone and Snetterton delivered the truth bombs. Firstly Mini Miglia racing in 2022 is competitive as f*ck! The 'natural top 10' when they turn up can all fight for a podium. And bar one or two the top 15 have either been racing with the Club since before Peter Harvey was a boy or are champions in other feeder categories such as the BTCC.



FEATURE

And me? Second full season of circuit racing ever, mate. Yeah I did rallycross (and that might explain perceived good effort at that wet Brands round) pre-kids but it's not the same as these Mini Touring cars going door-to-door lap after lap and all fighting for tenths and centimetres. And my deficit was being measured in seconds not tenths.

I was disappointed initially but not surprised. And on reflection pleased that I had to get my head down, think about it and chip away at the gap. Racing ain't real racing without it being challenging. And I'm proud to say that the Mini Seven Racing Club across all three main classes is the most competitive place to race right now. And I was the 'New Boy'. In every sense. New to the Club, new to circuit racing, new to Migs, and new to racing in a pack. I needed to actually learn how to drive fast and measure myself against some of the best FWD drivers in the world. I was excited by the challenge of finding that time rather than the absolute result.



Heavy

So where was the missing time? Everywhere. For example, when Endaf sold me the car it was on the weight limit. Somehow when I got in it it was suddenly way over. Strange eh? But there was absolutely more time in me than the car. Over the next few races I made progress. And except for the second race at Combe I always found someone to race with and therefore learn from. And the learning curve is both steep and worthwhile. Weight was dropped, throttle was applied earlier and on-boards studied. I write these words after Donington with the sound of shattering carbon still ringing



in my ears. Qualie and Race 1 was the first time I went backwards in terms of pace. And I spun, and I caught fire, and I crashed, and I broke a gearbox. But the new joy of racing I've found is all about forward momentum and after a proper chat with myself and advice from several people in the paddock on Sunday morning my pace pre-tyrewall interface in Race 2 was back where I thought it should be.

*"Miglia in 2022 is as competitive as f*ck!"*

And that puts me around the top 10. For some people the effort, cost and hard racing 'just' to scrape into the top 10 wouldn't deliver the buzz or sense of achievement they need. But with the history of the Club, the quality of the drivers and car prep, I can absolutely appreciate that I'm getting the results I deserve and any progress from here will be celebrated as hard as a win in other lesser formulae out there.

As for a fluky reverse grid podium anytime soon? As a band from the 90s that suddenly springs to mind would have sung, "Dream on Dreamer"...

Darren Cox



"...around the top 10... well, 12th here at Donington"

...Brands. New. Heavy.

Photos: M Barrington + J Tanner/T Pratley



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.



From the Archives

50
years ago

1972 SEASON



STANDINGS

Bob Fox Challenge Trophy Mini Se7en

Pos	Driver	Points <i>(best 10/15)</i>
1	Reg Armstrong	95 (105)
2	Mick Moss	93 (110)
3	Chris Tyrrell	80 (83)
4	Danny Boulton	59 (62)
5	Graham Thurston	48
6	Jim Mancey	46 (50)
7	Chris Hopkins	42
8	Norman Finn	39 (42)
9	Mick Bowring	38 (41)
10	Tony Westbrook	36
11	Graham Wenham	32
12	Tim Guest	31 (33)
13	Paul Beckham	30
14	Lloyd Guyenette	29
15	Ray Kortlang	25
16	Graham Woskett	21 (22)
17	David 'Dai' Parry	18
18	Joe Rubie	17
19	Andy Devine	15
20=	Charis Maries, Danny Crosbie	13
22=	Rob 'Bryan' Adams, Tim Wright	12
24	Alan Cosby	11
25	Jon C Barker	10
26=	Keith Ball, Mike Heudebourck, Jeff Hobson	9
29=	David Sambell, Neil Thelwell, Michael Pratt, Alan Corbishley	8
33=	David Pryce, Tony Oades, Mick Collard	7
36	Richard Hinton	6
37=	Ray Woodhead, Geoff Cross	5
39=	Mike Walters, Peter Blincow, Martin Mounsey, Dick Williams, Jim Robertson, Ian Mittell, 'Dick Dare' (Peter Day)	4
46=	'Dave Townhill' (John Townsend), David Evans	3
48=	David Clayton, David Lewis, Ken Bottom, Ray Cox, Ashley Ring, Martin Moorhead, Bob Tidy, Gerry Hulford, Mark Laird, Graham Templeman, Martin Blunt, Frank Gillibrand	2
60=	David Nightingale, Chris Winter, Jeremy Warrell	1
nc	John Richardson, Andrew Highton, Doug Carr, Peter Harding, M Keen, John Bailey, John Price, Rick Johnson, Sue Whiteman, Chris Woolgar	-

A RESTRUCTURED M7C SAW INCREASED MIGLIA ENTRIES TO COMPLEMENT STRONG GRIDS IN THE MAIN SE7EN CHALLENGE & SOUTHERN TEAC SERIES

1972 NATIONAL CHALLENGE REVIEW

"What the press said..."

The Mini-7 Club continued with their two very successful cheap saloon formulae which still provide far and away the best means for an impecunious driver to enter motor racing and stand a chance of doing well. Several Mini-7 men have found the sport to their liking and moved on to more sophisticated classes but others race happily for several years in the friendly club atmosphere. One such driver is Mick Osborne who seems to have been racing

Danny Crosbie's 850cc Mini 7 seen chasing a bigger-engined Mini rival in a Free Formula/Special Saloon race at Brands Hatch, an image which was the cover shot of an issue of Autosport magazine and which was thought to be the first time a M7RC race car had made it onto the front page of a motorsport weekly (top) Image: courtesy Autosport

* Further articles & results in M7RC Archive 1972 issue

his dayglo Minis, first in the 850 formula, for a long time. This time, with Len Brammer out of the way in special saloon racing, Osborne had little trouble in winning the Mini Miglia trophy for the 1-litre cars, where the degree of modification is strictly controlled but sufficient to allow speeds comparable with some of the fastest special saloon Minis. Osborne's chief opponents were Jim Burrows and Phil Spurling with Ian French often in the running.

Champion: Mick Osborne Runner-up: Phil Spurling

The 850 boxes remain amazingly durable, making up in closeness and reliability what they lack in speed although, as with the Mexicos, the closeness can lead to multiple shunts. Reg Armstrong won most of the races and the championship while Mick Moss won the TEAC series at Snetterton, Lydden and Brands (actually David Sambell was overall TEAC Mini 7 Champion - ed). Other leading runners included Chris Tyrrell, Danny Boulton and Tony Westbrook •

Champion: Reg Armstrong Runner-up: Mick Moss

report courtesy Autosport

Special Tuning Trophy Miglia Mini

Pos	Driver	Points <i>(best 10/15)</i>
1	Mick Osborne	100 (120)
2	Phil Spurling	89 (101)
3	Jim Burrows	83 (85)
4	Ian French	69
5	Rod MacDonald	67 (69)
6	Denis Bissell	57
7	Roger Dyer	53 (58)
8	Dudley Fisher	37
9=	Tony Tiley, Lorrie Lassman	36 (38)
11=	Roger Turner, Eric Groves	17
13	Syd Ryder	16
14	Peter Dimeloe	13
15	Dee Edgerton	12
16=	Gary Rooker, Terry Hind	10
18=	Martyn Sims, John Hazell, Jim Hood	19
21	Mike Jordy	8
22	John Simpson [#1]	7
23	Barry Cowling	6
24=	Dave Dimeloe, Peter Major	5
26=	Mike Lavers, Robert Newall, Gareth Gonzalez	3
29=	Martin Ennis, M Smee, Ron Richards	2
32=	Bill Derry, Roger Colson, Ken Walsh	1
nc	Jim Carolan, Kevin Walsh, RA Jacobs, Les Nash	-

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



Get a copy!

10 NEW ISSUES

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

From the Archives

Nostalgia is what it used to be!



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

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



Photo: RetroMini7pics + M7RC Archive (P Smith)

- 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?

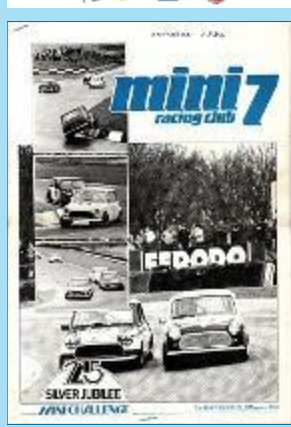


M7RC Archive RetroMini7pics

Can you name the drivers? The cars? 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
- 2021 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
- 2021 Andrew Jordan

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
- 2021 Michael Winkworth

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
- 2021 Peter Crewes

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)
- 2021 Ryan Taylor (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES

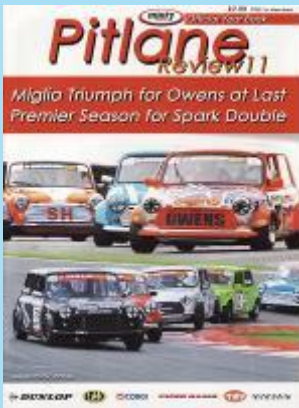
- 1983 Mike Fry (overall)

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



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 -
- 2021 Jeff Smith

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

NOVICE AWARD - SE7EN

- 2001 Kelly Rogers
 - 2002 Paul Brown
 - 2003 Martin Wager
 - 2019 Colin Peacock
 - 2020 -
 - 2021 Endaf Owens
- 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
 - 2021 Chris Didcott
- NOVICE AWARD - S-CLASS**
- 2019 Ben Cutler
 - 2020 Matt Ayres
 - 2021 Ryan Taylor

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
- 2021 Darren Mason

SOUTHERN/WINTER S-CLASS

- 2021 Ryan Taylor



CURRENT LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 13 November 2021 0:58.727 74.04 mph	Endaf Owens 22 August 2021 0:54.221 80.20 mph	Michael Winkworth 13 Nov' 2021 0:59.699 72.84 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	Connor O'Brien 21 May 2022 1:47.700 73.10 mph NEW!	Aaron Smith 21 May 2022 1:39.195 79.37 mph NEW!	Damien Harrington 21 May 2022 1:49.553 71.86 mph NEW!	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Mike Jordan 12 June 2022 1:23.273 79.97 mph NEW!	Rupert Deeth 11 June 2022 1:16.096 87.52 mph NEW!	Damien Harrington 12 June 2022 1:24.957 78.39 mph NEW!	Dan Lewis 12 June 2022 1:18.081 85.29 mph NEW!
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	Connor O'Brien 10 July 2022 1:27.532 81.39 mph NEW!	Jeff Smith 9 July 2022 1:20.009 89.04 mph NEW!	Matt Ayres 9 July 2022 1:29.033 80.02 mph NEW!	Dan Lewis 10 July 2022 1:21.216 87.72 mph NEW!
DONINGTON PARK (GP) 2.5	Spencer Wanstall 24 Oct' 2021 1:58.983 75.25 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Michael Winkworth 24 Oct' 2021 2:01.456 73.72 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 (National) 1.456	Spencer Wanstall 12 Sept' 2021 1:11.345 73.46 mph	Endaf Owens 12 Sept' 2021 1:04.572 81.17 mph	Michael Winkworth 11 Sept' 2021 1:12.627 72.17 mph	Peter Crewes 11 Sept' 2021 1:07.405 77.76 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	Andrew Jordan 27 March 2022 1:16.374 87.24 mph NEW!	Michael Winkworth 27 March 2022 1:25.324 78.09 mph NEW!	Dan Lewis 27 March 2022 1:17.486 85.99 mph NEW!
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	Nick Croydon-Fowler 13 June 2021 2:44.913 79.90 mph	Aaron Smith 12 June 2021 2:30.826 87.37 mph	Michael Winkworth 13 June 2021 2:48.194 78.34 mph	Dan Lewis 12 June 2021 2:32.906 86.18 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	Joe Thompson 16 April 2022 2:24.433 74.00 mph NEW!	Kane Astin 17 April 2022 2:12.167 80.86 mph NEW!	Michael Winkworth 16 April 2022 2:26.648 72.88 mph NEW!	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)

ABOUT US



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

Mini Libre

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

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The Mini 7 Racing Club

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

www.mini7.co.uk

Mini 7 Racing History

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

Mini Miglia

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

Mini Se7en

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

Mini-7 S-Class

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

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



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#	CLASS	DRIVER	HOME TOWN	TEAM/CAR	TUNER	SPONSOR	COLOURS
SE7EN							
2	998	Spencer WANSTALL	Newington	Rightline Mspt	KAD/Vickers	Mini Spares/Bodyworx/Curley	Lt & Dk Blue + Grey
10	998	Julian PROCTOR	Radstock	Roonspeed	Roonspeed	Hard Knocks/acw	Orange/Black
15	998	Jonnie KENT	Tenterden	Rightline/Doris	Vickers		Grey/Black
16	998	Andy KING	Ampney Crucis	King/Rightline	Emmett	Increation	Orange/Grey
18	998	Tina COOPER	E Hanningfield	Tinatech	Cooper	Eco Classics	White/Red/Blue
20	998	Darren THOMAS	Gloucester	Roonspeed/Rooney	Roonspeed	Clearsons/Pitstop	Green/White
21	998	Jordan SIMS	Headley	Roonspeed/Simso	Roonspeed	Clearsons	Green/White
22	998	Graeme DAVIS	London	Vickers	KAD	Socomec	Yellow
27	998	Leon Oli WINDOW	Abergavenny	SMG	SMG	Lowe/Baffle	White/Black
38	998	Steven HOPPER	Maidenhead	D&P	Roonspeed	D&P Motors	Dk Blue/White
39	998	Glen WOODBRIDGE	Marlow	Woodbridge Mspt/D&P	D&P	D&P Motors/Fillies/Hawk	Blue
49	998	Ross BILLISON	Tadworth	RB Mspt	KAD	Curley	White
57	998	Philip GILLIBRAND	Winchester	Gillimin	Roonspeed		Navy/Orange
69	998	Steve TRENCH	Alton	Trench			Green
72	998	Graham PENN	Dorrington	Penn	Tomo	TotallyTina	Blue/White
76	998	Jo POLLEY	Kettering	Iconic Mspt/Polleysport/Baby Blue	Swiftune	Petrolhead/Ball Trucking/AutoSmart/IMS	Miami Blue/Pink
80	998	Joe THOMPSON	Cosby	Team Tomo	MED	Altered Image/Sab/The Motorsports School	White/Red
87	998	Connor O'BRIEN	Atherstone	Iconic Mspt	Inch	Ball Trucking/IMS	Blue/Pink
88	998	Mike JORDAN	Lichfield	JRT Dev	Swiftune		Orange/Gold
93	998	Paul WOODBRIDGE	Marlow	Woodbridge Mspt/D&P	D&P	D&P Motors/Fillies	Lt Blue/Black
94	998	Lee ROBERTS	Sharnbrook	Roberts/The Tangerine	SMMC/KAD	Wights	Tangerine/Graphite
MIGLIA							
0	1293	Endaf OWENS	Llanelli	Owens Mspt	SH	Caffi Rhiannon	Yellow/Black
1	1293	Andrew JORDAN	Tamworth	JRT Dev	Swiftune	Revive/Motul/Chambers	Red/White/Black
11	1293	Kane ASTIN	Swaffham Bulbeck	Owens Mspt	Tomo	Sab/One Broker/Ace	Grey/Yellow
14	1293	Colin PEACOCK	Crouch End	Bill Sollis Rcn	KAD	New Loss Prevention	Red
15	1293	Gordon POCOCK	Chipping Norton	GP Systems	Swiftune	GP Systems	Black/Yellow
17	1293	Rick JESSOP	Yorkshire	Jessop	Vickers	Jessop Motor Bodies	Green
18	1293	Lewis SELBY	Lavendon	SMG	KAD	Napa	Blue/Yellow/Black
20	1293	Mark SIMS	Headley	Roonspeed/Spike	KAD	Clearsons	Green/White
21	1293	Aaron SMITH	Maidstone	Triple-AAA Rcn	KAD	ProFlex	Pink/Black
22	1293	Gareth BALDWIN	Huntingdon	Baldwin Mspt	TBR	CIGroup	Orange/White/Purple
23	1293	Rupert DEETH	Huntingdon	Deeth Rcn	Swiftune	Mini Spares/Castrol	Silver/Orange
28	1293	Robert HUMPHREYS	Chinnor	Vickers	Vickers	Altered Image	White
37	1293	James CUTHBERTSON	Honeybourne	Team Owens Mspt	SMMC	Bomford Turner/Farol	Yellow/Blue
44	1293	Craig EDGEcombe	Cheltenham	Edgey Rcn	Edgey		Blue
45	1293	Chris MORGAN	Stembridge	CM Rcn	Inch		Blue
46	1293	Jeff SMITH	Kettering	Iconic Mspt/General Jeff	Swiftune	Ball Trucking/Sitra/AutoSmart/IMS	Red
47	1293	Darren MASON	Narberth	Mason	SMMC	Narberth Travel/ifm	Green/Black
48	1293	Phil BULLEN-BROWN	Cambridge	Baldwin Mspt + Edgey Rcn	TBR + Edgey	DH Thomas/Griffiths	Orange/White + Blue
49	1293	Martin WAGER	Chobham	TCR Mspt	Swiftune	Radley Motors/Think/Kenwood	Black/Red
55	1293	Ben COLBURN	Worthing	Westbourne Mspt	Swiftune		Green/Tangerine
56	1293	Nick PADMORE	Horsham	Padmore	Swiftune		White/Green/Blue
66	1293	Darren COX	Farthinghoe	Brayside Mspt/Owens	SMMC		Graphite/Yellow
69	1293	Tony LE MAY	Norwich	Delmonte	Swiftune	Delmonte Garage	White/Black
71	1293	Larry WARR	Wittersham	Warr	Swiftune		White/Multi
72	1293	Rob HOWARD	Chipperfield	Edgey Rcn/Owens	Edgey	SBM/Paintshed	Mint Green
78	1293	Scott KENDALL	Fareham	Iconic Mspt	Inch	Ball Trucking/IMS	Blue/Pink
80	1293	Joe THOMPSON	Cosby	Team Tomo	MED	Altered Image/Sab/MSS	White/Red

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#	CLASS	DRIVER	HOME TOWN	TEAM/CAR	TUNER	SPONSOR	COLOURS
87	1293	Ashley DAVIES	Abergavenny	SMG Mspt	SMG	ABC/Nutts Performance/Mini Spares	Blue
88	1293	Kieren MCDONALD	Milton Keynes	BigMacRcng/SMG	SMG	Mini Spares/Alien Magic/Simply Race	Orange/Graphite
89	1293	Shaun KING	Abingdon	Team Rocket Salad Rcng	KAD		Gulf Blue/Black
91	1293	Thorburn ASTIN	Cambridge	Ferguson Mspt	TBR		
92	1293	Richard BARTLETT	Battle	Bartlett	Vickers		Red/White
S-CLASS							
703	1275	Matthew PAGE	Cranbrook	Page 3 Rcng/Mondosport/Old 7	Swiftune		Blue/White/Navy
704	1275	Giles PAGE	Cranbrook	Page 3 Rcng/Mondosport/Old Shed	Swiftune		Blue/White/Navy
705	1275	Andrew PAGE	Cranbrook	Page 3 Rcng/Mondosport/Old 7	Swiftune		Blue/White/Navy
706	1275	Jonathan PAGE	Cranbrook	Page 3 Rcng/Mondosport/Old Mig	Swiftune		Blue/White/Navy
710	1275	Paul INCH	Plymouth	Inch	Inch	Ball Trucking	Blue/Lemon
711	1275	Damien HARRINGTON	London	Iconic Mspt	Inch	IMS	Spearmint Green
712	1275	Greg DAW	Plymouth	Inch	Inch	Ball Trucking	Blue/Lemon
713	1275	Lee POOLMAN	Leavenheath	Poolman	Slark	Apex Car Rental	Yellow
714	1275	Chris PRIOR	Pontnewydd	Owens/SMG	SMMC	C Prior Graphics/CH Embroidery	Graphite/Blue
717	1275	Dean STANTON	Southampton	Stanton	Slark		Dk Blue
723	1275	Andy HACK	Milton Keynes	ASH Rcng	OAP		Yellow/Black
725	1275	Frazer HACK	Milton Keynes	ASH Rcng	OAP		Yellow/Black
726	1275	James BULL	Derby	Bull			
728	1275	Michael WINKWORTH	Bury St Edmunds	Winkworth/Rightline/Polleysport	TBR	Fusion Graphics/C&L Motortech/AJN	Blue/Black/Orange
729	1275	Darren JEREMIAH	Seaford	Jeremiah	Slark		
733	1275	James BRYAN	Sleaford	Bryan			
737	1275	Steven RIDEOUT	Radstock	Octane Rcng	Inch		Red/White
742	1275	Ben BUTLER	Hemel Hempstead	Slark/Cool Runnin'/Rightline	Slark	Cooper Skip Hire	Black/Yellow/Green
744	1275	Ben SEYFRIED	Yeovil	Seyfried	Inch		Lime Green/Red
746	1275	Ollie HANDLEY u-17	Colchester	Ferguson Mspt	TBR		Lt Blue/Black
747	1275	Kelvin EDGAR	Suffolk	Edgar			Lt Blue/Dk Blue
748	1275	Mal DICKINSON	Stonegate	Dickinson			White/Blue
750	1275	Neil SLARK	Ross on Wye	Slark	Slark	Slarks Mini Shop	Lt Blue
758	1275	Matt AYRES	Redditch	Team Ayres/Dotty	Roonspeed	JT Motors/Napa	Charcoal Grey/Purple
763	1275	John COCKBURN-EVANS	Bury St Edmunds	Cockburn-Evans		Aspire2Change	Green
766	1275	Geoff WILLIAMS	Consett	Williams	Williams	Still Tools	Blue/Orange
777	1275	Dave REES	West Haddon	Iconic Mspt	Inch	Pea Green/BA Perkins/IMS	Green
784	1275	Ryan TAYLOR	Coventry	Taylor	SMMC		Orange
789	1275	Arnold DUNCAN	Lydd	Rightline Mspt	KAD	KAD	Brown
795	1275	Stuart GILBY	Brentwood	Gilby/Chappell			Orange/Red
796	1275	Mark CHAPPELL	Upminster	Gilby/Chappell			Blue/Grey
LIBRE							
113	1380	Phil HARVEY	Erdington	Harvey/Motley	Harvey	Cheltenham MC	Red/Yellow
117	1293	Peter HARRIES	Bridgend	Harries			Blue/Lt Blue
123	16V 1380	Huw TURNER	Cowbridge	Coast2Coast Mspt	SC/MED		Red/Green
126	16V 1380	Peter HILLS	Llantwit Major	PHR	Hills		Sky Blue/White
127	16V	Ian FRASER	Bristol	Thrasher/Owens			Lt Blue
133	1293	Les STANTON	Dudley	Extreme Team	Manx/Tomo	Extreme Minis	OE White/Black
171	8-port 1293	Dan LEWIS	Worcester	Mintro Mspt	MED/TBR	Simpson/Mintro	Charcoal/Orange
179	1340	Andy DICKINSON	Liversedge	Dickinson	Dickinson		Orange/Blue
189		Shaun KING	Abingdon	Team Rocket Salad Rcng			
219	1293	Richard COLBURN	Worthing	Westbourne Mspt	KAD		Black/Tangerine
232	8-port 1293	Craig COX	Slip End	Brayside Mspt	SMMC		Grey/Black
350	EV ('guest')	Tina COOPER	East Hanningfield	Tinatech		EcoClassics	White/Black

MY GOAL? THE NEXT CHALLENGE.



Dunlop tyres are dedicated to real drivers. Those who push themselves to the limit, who never give up and most of all: enjoy the sheer passion of driving.

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