

Pit & Paddock

2022

Official Newsletter of the Mini Seven Racing Club

2022: Issue 3



Winter

Mini Se7en:
1000cc full-race

Mini-7 S-Class:
1275cc limited mods

DUNLOP MINI CHALLENGE
supported by MINI SPARES



CLASS ACTS

Close action
in battle for
National Mini
titles

Final Fling

Challenge deciders at Silverstone



Mini Miglia:
1293cc mega-tune

Mini Libre:
up-to-1400cc invite

In the peak mid-Winter
Season-ending Brands drama

2022 SEASON SETTLED...

- Miglia: Deeth delivers
- Se7en: Oh yes O'Brien
- S-Class: Harrington has it
- Libre: Clearly Colburn

Latest Club news
Race calendar 2023
New racer
Points standings
Reports & results

From the Archives
50 years ago: Retro regs...

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Lightweight Con Rods

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mini spares

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

A+ FOR EFFORT...

The more the motor racing seasons pass by, the more there seems to deal with to ensure a future for the sport. The traditional combustion engine is under constant threat of extinction from a zealous faction of the green movement, in some cases understandable, and EV technology is already on-track but nonetheless a potential avenue in the future for the survival of classic car racing. In the case of the Mini 7 Racing Club, the time and effort behind the scenes to keep turning out packed grids full of competitive racing machines doesn't seem to get any easier, but somehow this independent Club and its members continue to defy the odds in an age of corporate image, overt manufacturer influence and high-tech engineering excellence bordering on space-age detail way beyond the grasp of most 'weekend warriors'. Of course, the build quality of today's Mini grids compared to several decades ago is in part down to modern research and machining techniques of replacement parts that were never as good from new out of the BMC/Rover factories. Though the costs on paper may seem to have risen, the actual time spent and value for money putting a car together is still as relatively affordable as it has ever been over the past six decades. The first basic set of regulations in 1966 barely covered a page, and only when Leyland came in with the first big 'sponsorship' in the late-70s did the rulebook begin to require more ink. Nowadays the somewhat onerous task to prepare a thorough set of regulations is an ongoing process culminating from season-long chats behind paddock awnings and technical ideas and solutions batted from pillar-to-post before the final voting 'in' or 'out' at the annual ATD, or 'technical discussion'. This year's gathering is no different to previous, in that the general well-being and future of the Club and its members should always be the basis of any voting and overall outcome on rules. Arguably, the hot topic going into the forthcoming AGM/ATD is the bedrock on which the Club was originally founded, the Mini Se7en formula itself, and tweaks to several key elements of the technical package have been proposed by not only the Committee but racers and aftermarket associates with the earnest intention to maintain but also to keep regenerating the grids for years to come. Nearly 60 years of effort proves it works... **RW**

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NEWS NEWS NEWS NEWS

MAIN STORY!

M7RC RETURNS TO ZANDVOORT...



RACING ABROAD BACK ON MINI CALENDAR AS COVID & BREXIT FEARS EASE...

Image: courtesy Essay Producties

Despite ongoing concerns over the effects on European travel caused by Brexit, and lingering restrictions from the COVID pandemic, the M7RC will finally be making a return visit to the glorious Zandvoort circuit set on the Dutch coast. Having last raced overseas in 2019, there have been several attempts to take the M7RC back to the home of the Dutch GP but this time the major hurdles appear to have been crossed, and a booking in the middle of July should hopefully ensure a fine summer weekend for the Minis to wow continental crowds. Following the Thruxton BTCC meeting scheduled for early June, there

is then a 6-week gap before the trip to The Netherlands and, hopefully, enabling as many people to be able to travel, with another 3-week hiatus before the Mini circus resumes again at Brands Hatch Mini Festival in August. Details of travel itineraries and possible carnet paperwork required to travel with race cars and equipment will be finalised and conveyed to members in coming months, while the circuit itself has undergone a major overhaul for the return of the Dutch Grand Prix to the F1 calendar a couple of years ago •

www.circuitzandvoort.nl

ADDED EXTRAS



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 Look out too for the 2022 seasonal review which should be ready in time for the opening race weekend at Silverstone in March... •

IMPRESSING THE PRESS

In *Autosport* magazine's annual club racing review for 2022, the average grid sizes for all championships and series were reckoned to have stabilised since 2021, and while Miglias/Libres were actually down on average and Se7ens/S-Class remained the same as the previous season, the weekly journal commented that "...the Mini 7 Racing Club was as popular as ever..." •

PARTY SUCCESS AT SILVERSTONE

At the Silverstone finale weekend in October, the M7RC once again booked the services of Southampton-based rock covers band, The Cellarats for the Saturday night between races.

Judging by the number of racers, Club members and friends who stayed around to 'party on down' it would be fair to say the evening was a great success. In addition, 'local' catering firm The Wood Oven

supplied endless slices of wood-fired pizza (below) and accompanying salads, all of which made for a splendid alternative to the more usual BBQ. Not forgetting the firkin of Guardsman Bitter and various other liquid refreshments! Thanks are very much due to Baz Payne & Shaz Roche, Mike & Alan Jackson, Phil Harvey, Nick Cooke and several other volunteers who donated drinks and their time to help the evening go with a swing... •



Photo: J Payne



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MINI MIGLIA - NAPA - LEWIS SELBY 2021
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SCALEXTRIC 2023 Launch

SLOT-CAR MINI MAGIC

New from legendary slot-car maker Scalextric are the Miglias of Lewis Selby (above) and Andrew Jordan • <https://uk.scalextric.com>

NEWS NEWS NEWS NEWS

2023 RACE CALENDAR...

Dunlop 'National' Mini Challenge supported by Mini Spares

Rounds 1 - 2	Silverstone GP	18-19 March	(BRSCC)
Rounds 3 - 4	Donington Park	15-16 April	(MSV)
Rounds 5 - 6	Snetterton 300	13-14 May	(BARC)
Rounds 7 - 8	Thruxton	3-4 June	(BARC)
Rounds 9 - 11	Zandvoort GP, NL	14-16 July	(CP.com)
Rounds 12 - 13	Brands Hatch	5-6 August	(MSV)
Rounds 14 - 15	Croft	16-17 September	(BRSCC)
Rounds 16 - 17	Silverstone Int.	7-8 October	(BRSCC)

0-Plate Winter Mini Challenge

Rounds 1 - 2	Silverstone GP	18-19 March	(BRSCC)
Rounds 3 - 4	Silverstone Int.	7-8 October	(BRSCC)
Rounds 5 - 7	Brands Hatch	21-21 October	(BRSCC)

ADDED EXTRAS



Image: courtesy Mini Spares

SPONSOR SPECIALS

Challenge title co-sponsor Mini Spares has recently announced a new range of radius arms (above) which they claim are "stronger than the original Rover" items, and will invariably be very useful for rebuilds. Part numbers are NAM7162, NAM7163, NAM7162KIT and NAM7163KIT, while refurbished versions TRA32 and TRA33 are still available under exchange basis • www.minispares.com

CCRC MINI CHAMPIONSHIP

Switching to their third organising body since the first season in 1996, the 1.3-litre Mighty Minis turned out over half-a-dozen weekends during 2022, now under the patronage of Castle Combe Racing Club. The Wiltshire circuit book-ended the calendar, with the opening double-header not until early May, the finale weekend just five months later. In between there were visits to Pembrey in June, Silverstone National in July, the Mini Festival at Brands Hatch in August, and then Cadwell Park in September for the penultimate races in the 12-round championship. Eighteen drivers vied for points in the longer-established Standard Class A, with Mark Price coming out on top ahead of James Jenkins (the leading novice) and Daz Nightingale, while in the more tuned Class B section, Neven Kirkpatrick won eight times to take the title from occasional S-Class racer Steven Rideout, and Stuart Coombs in 3rd overall of the nine runners. Suzy Inch claimed the 'leading lady' award, while S-Class rep Ben Butler stepped back to his former series to win twice in four starts. Other familiar names to take in occasional races included Chris Didcott, Graham Sheppard, Chris Yates and Ian Slark •

...FEATURING SUPPORT RACES ALONGSIDE BTCC !

As the dust settled from the 2022 championship finale at Silverstone in October, when three titles went down to the very last race, plans were already in place for 2023. The coming season will see M7RC racers contest 17 rounds of the Mini Spares-supported 'National' Challenge from March to October, plus seven 0-Plate Winter rounds, four of which also form part of the main

Challenge season. Within the M7RC there are four individual classes to suit different budgets and experience, and entry numbers traditionally hover around 50-60 drivers, occasionally even more for the most popular events.

On 18-19 March, the season will kick off to the sound of straight-cut gears and Weber carbs at Silverstone on the full GP Circuit. Then for rounds 3 and 4, the Club will head to Donington Park over 15-16 April, for the popular National circuit layout.

Next up will be the Snetterton 300 circuit on 13-14 May, before the Minis get set to thrill their largest crowds of the year, in support of the BTCC at Thruxton on 3-4 June!

A hop across the Channel will follow on 14-16 July, as the M7RC's first visit to Zandvoort since the circuit was completely upgraded in 2021. After this continental jaunt, 5-6 August will see the Minis take centre stage at the popular annual Brands Hatch Mini Festival for rounds 12-13.

Moving to 16-17 September, the Club will head to the North East, to Croft where action is always guaranteed, before rounding off the 'National' campaign at Silverstone on 7-8 October. A second visit to the Brands Hatch Indy Circuit over the weekend of 21-22 October will complete rounds 5, 6 and 7 of the 0-Plate Winter series.

The Mini 7 Racing Club is proudly supported by Mini Spares, Dunlop, Piper Cams, Spax and Curley Specialised Mouldings, and Mini racing fans can expect another great season of action to look forward to •

www.mini7.co.uk

Left: BTCC fans voiced their opinion back in 2019 when the M7RC last supported BTCC - for 2023 they have got their wish !



PLEASE CAN WE HAVE MORE OF THIS



AND LESS OF THIS

Image: courtesy BTCC fansite/limgflip.com

NEWS NEWS NEWS NEWS

FUMIN: BACK TO THE FUTURE...



Photos: J Payne + B Payne

For those of you who may have been around the M7RC for longer than you care to remember, the FUMin name is returning to race circuits in 2023, courtesy of teenage novice Jamie Payne. Famously (or infamously), back in the 1980s former Miglia racer and the then Club chairman Peter Tisdale titled his cars with the 'FUMin' moniker, along with teammates Mark Humphrey and Andy Mezulis, and it is believed the chassis count went as far as #6, which should explain why Jamie's car is tagged 'FuMin 7'. After Pete's original 'Drift Racing' car was written-off, the next 'Ponkspeed' entries featured natty shades of mauve and lilac, which the latest incarnation nods-a-wink to.

Underneath the new paintwork - courtesy of 'Mark's Minis' - is the ex-Adam Gould black Se7en last raced at Silverstone in early 2021, and before that by Leon

Wightman in faux 'JPS' black and gold colours. It was during the rub-down process during 2022, all undertaken by young Jamie by the way, that the car was discovered to have been blue at one point, and a study of the rollcage design strongly suggests it was a former Pete Vickers-built machine raced by the Mota-world team of Alan Waite and Kelly Rogers back in the early 1990s, a likelihood confirmed by Kelly himself at the Brands Mini Festival in August where the re-vamped machine was on display at the Club stand. Therefore a 'shell with title-winning pedigree... Jamie has also carried out the majority of the strip-down and subsequent refit, and incidentally if you haven't already seen him around the M7RC paddock taking 'newshound' photos for the Club newsletter, is the son of Sharon 'Shazza' Roche and Barry 'Bazza' Payne, current Membership Secretary and all-round paddock helper. However, the latest FUMin venture is a lot closer connected to the original team than might be expected, as it was 'Baz' himself in his formative motoring years who was mechanic and general 'gopher' for Pete Tisdale, so he should be fully prepped for spanner duty! Also likely to be found tinkering under the bonnet come race weekend is Darren Thomas who has supplied the 'Roonspeed' engine.



Top: First airing at Brands Mini Festival in 2022
Left: FUMin 7 continues the chassis lineage some three decades after the last...

Sidebar, top to bottom: Black paint from Gould/Wightman period; rubbing down completed, on goes the primer; followed by top coat courtesy of 'Mark's Minis'; stunning out of the paintshop; Jamie hands-on with final refit and prepping...

TIMELINE 2020s...



NEWS NEWS NEWS NEWS

...FUMIN: BACK TO THE FUTURE



imminently. FUMin 7 is just one of several new Mini Se7en entries promised for 2023 as the M7RC makes a concerted push to re-affirm the 1000cc class as the premier 'heritage' Mini racing category, with performance enhancements proposed for approval at the AGM/ATD. Best of luck to all involved... •

RW



Left: ARDS pass!
Above: Formerly a title-winning car in 1990s (pic: courtesy MiniWorld)
Below: Raring to go for 2023!

Jamie has already completed and passed his ARDS course and collected his novice cross from no less an expert than current Se7en (and Miglia) frontrunner, Joe Thompson, and is due to undertake pre-season testing

Sidebar, top to bottom: Original Tisdale car was wrecked; early FUMin team colours; lifting a wheel in FUMin 2; grid highlight at Brands with The Sun model Linda Lusardi; FUMin 6 ran up until 1989 season...



"He'll have FUN FUN FUN when the daddy takes the T-Cut away..."

...TIMELINE 1980s



Photos: J Payne + B Payne

Photos: B Payne Collection

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



And Finally...

THE MIGLIA CHALLENGE REMAINED IN THE BALANCE AFTER A CLOSELY FOUGHT RACE WHICH SAW ANDREW JORDAN TRIUMPH AHEAD OF THE TITLE-CHASING DUO OF AARON SMITH AND RUPERT DEETH - SIMILARLY BOTH CONNOR O'BRIEN AND MIKE JORDAN COULD STILL TAKE THE SE7EN TITLE, WHILE S-CLASS PERMUTATIONS WERE EQUALLY UNCERTAIN WITH JUST ONE ROUND LEFT...

Silverstone Int.

15-16 October 2022

National Rds 15+16

MIGLIA / LIBRE - 'National' Rd 15 & Winter Rd 3:

A 23-car entry saw both classes include a driver making their first outing of the year, with Julian Proctor having a run in Scott Kendall's car, whilst Josh Evans reappeared in the Libre class. Andrew Jordan clinched pole with a 1:19.047 lap, with Aaron Smith joining him on the front row. Ian Fraser headed the Libres, with Dan Lewis alongside.

Kane Astin made a rapid rise up the order to lead as the field raced into Club on the opening lap, with Jordan, Deeth, Aaron Smith, Jeff Smith and Ashley Davies giving chase. Both Smiths moved ahead of Deeth, with Phil Bullen-Brown also

rising to 6th before the order was further rejigged at Club on the 4th lap when Jeff Smith clipped Astin into a spin, dropping him down 11th. Jordan inherited the lead from the closely pursuing Deeth, Aaron Smith, Davies, Bullen-Brown, Jeff Smith and Lewis, the clear Libre leader as he kept pace with the Miglia frontrunners. Evans and Huw Turner were maintaining the other podium places in the Libre class. Jordan's pursuers raced three abreast into Club on lap 6 before Aaron Smith claimed the lead at Club a lap later. Astin was making progress back up the order as he closed on the trio of Mark Sims, Shaun King and Larry Warr who were contesting 9th. The two leaders continued to swap places, with Deeth then taking over at the head of the field on the 12th lap. Lewis remained amongst the lead pack, whilst his pursuers Evans and Turner continued to scrap over the runner-up slot in Libres. Astin had by now risen to 7th after demoting Warr, King and Sims by the 14th lap. Up front, Jordan made his move on the final lap to reclaim the lead and clinch victory by a slim 0.228s margin from Aaron Smith, with Deeth and Libre leader Lewis right on their tail, while Turner kept hold of 2nd in class by just 0.807s from Evans. Later on Jeff Smith was given a 30s time penalty for his contact with Astin at Club on the 4th lap which altered the potential outcome amongst the title chasers •



Photos: M Barrington + P Waller

SE7EN / S-CLASS - 'National' Rd 15 & Winter Rd 3:

The 33-car entry was further reduced when Spencer Wanstall withdrew after encountering problems in testing the previous day. Making his debut however was Tom Mills, out in Jonathan Lewis' former car.

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington + P Waller

Poleman Jordan led the field away, with O'Brien, Joe Thompson, Glen Woodbridge and Mills in close pursuit. Matthew Ayres made a rapid getaway from the 2nd row of the two-part grid to head the S-Class runners from Chris Prior, Damien Harrington, Michael Winkworth and Frazer Hack. O'Brien hit the overall front on lap 2, with Thompson also finding a way past Jordan as the dicing began in earnest. A brief two-lap safety car period followed a coming together between the S-Class cars of Stuart Gilby and Jack Vanner, who pitted before resuming after checking some front-end damage. Jordan meanwhile reclaimed 2nd from Thompson as the lead trio continued to circulate in close company, Jordan then regaining the lead on the 8th lap. Ayres continued to lead the S-Class runners, with Prior still fending off the close attentions of Arnold Duncan, Ryan Taylor,

Hack, Harrington, Winkworth and Ollie Handley who all made a fine spectacle as they dived in close formation. Mills remained in a strong 4th, keeping the pursuing Jo Polley, Glen Woodbridge, Darren Thomas and Lee Roberts at bay. Suddenly, the lead order was turned on its head as firstly Thompson pitted to retire at the conclusion of the 11th lap, before a broken driveshaft caused Jordan to also pull off a lap later, leaving O'Brien to secure overall victory, with Mills claiming 2nd on his Se7en debut, and Thomas completing the podium in third. Roberts was 4th, with Glen Woodbridge fending off Jordan Sims by a slim 0.058s to keep hold of 5th. Ayres remained in control of the S-Class, as Harrington just pipped Winkworth and Hack to keep his title hopes alive. Both classes were still finely balanced going into the final round with all to race for •

Roy Sisley



Silverstone continued over → → →

RESULTS: National Rd 15 & Winter Rd 3

Mini Miglia & Libre

Pos	#	Driver	16 Laps
1	1	A Jordan	21:06.040 / 84.20 mph
2	21	A Smith	
3	23	R Deeth	
4	171	D Lewis L	21:07.024 / 84.14 mph
5	48	P Bullen-Brown	
6	66	D Cox	
7	11	K Astin	
8	71	L Warr	
9	89	S King	
10	14	C Peacock	
11	46	J Smith	inc. 30s pen
12	123	H Turner L	
13	474	J Evans L	
14	20	M Sims	
15	113	P Harvey L	
16	133	L Stanton L	
17	126	P Hills L	
18	22	G Baldwin	
dnf	127	I Fraser L	12 laps
dnf	87	A Davies	11
dnf	95	J Proctor	11
dnf	117	P Harries L	10
dnf	47	D Mason	0
wd	272	A Shore L	
FL	K Astin	1:17.682 - 85.77 mph	
FL/L	D Lewis	1:17.836 - 85.60 mph	
Pole	A Jordan		
Pole/L	I Fraser		

Mini Se7en & S-Class

Pos	#	Driver	13 Laps
1	87	C O'Brien	20:18.230 / 71.10 mph
2	66	T Mills	
3	20	D Thomas	
4	758	M Ayres S	20:33.403 / 70.23 mph
5	94	L Roberts	
6	39	G Woodbridge	
7	21	J Sims	
8	711	D Harrington S	
9	728	M Winkworth S	
10	725	F Hack S	
11	789	A Duncan S	
12	18	T Cooper	
13	784	R Taylor S	
14	714	C Prior S	
15	746	O Handley S	
16	93	P Woodbridge	
17	76	J Polley	inc. 15s pen
18	704	G Page S	
19	726	J Bull S	
20	777	D Rees S	
21	766	G Williams S	
22	721	B Johnson S	
23	763	J Cockburn-Evans S	
24	748	M Dickinson S	
25	797	J Vanner S	10 laps
dnf	88	M Jordan	11 laps
dnf	80	J Thompson	10
dnf	795	S Gilby S	7
dnf	706	J Page S	6
dnf	22	G Davis	1
dnf	38	S Hopper	0
wd	72	G Penn	
wd	73	S Wanstall	
FL	M Jordan	1:24.063 - 79.26 mph (rec)	
FL/S	M Winkworth	1:25.509 - 77.92 mph	
Pole	M Jordan		
Pole/S	F Hack		

1.8508-mile Int. circuit

full official results @ www.tsl-timing.com



Photo: P Waller

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE

...and Finally



...THE FINAL PODIUMS OF THE SEASON SAW DRIVERS WITH PLENTY TO BE PROUD ABOUT: MIGLIA WINNER KANE ASTIN ROUNDED OFF AN INCIDENT-PACKED WEEKEND WITH HIS SECOND VICTORY OF THE YEAR. RUPERT DEETH WAS CROWNED AS CHAMPION FOR THE THIRD TIME WITH OUTGOING CHAMPION ANDREW JORDAN HAVING TOTTED UP SEVEN WINS IN TOTAL - CONNOR O'BRIEN MEANWHILE CLINCHED THE SE7EN CROWN AS HIS NEAREST RIVAL MIKE JORDAN SUCCEMBED TO HIS SECOND MECHANICAL FAILURE OF THE WEEKEND AFTER ANOTHER CLOSELY FOUGHT DICE, WHILE DAMIEN HARRINGTON GAMBLED ON A PLACING FINISH TO CLINCH THE S-CLASS TITLE FROM MATT AYRES

Silverstone Int. 15-16 October 2022 National Rds 15+16

MIGLIA / LIBRE - 'National' Rd 16 & Winter Rd 4:

The 20-car grid was minus Davies whose mechanical issues prevented him from taking up his place on row 7.

The front row pairing however of King and Warr led away but with Astin soon rising to lead during a frenetic opening lap, plus Jordan, Aaron and Jeff Smith and Rupert Deeth in close pursuit. Jordan took over in the lead on lap 2, with Lewis once again in amongst the Miglia frontrunners, emerging as a clear leader in the Libre class, and leaving Peter Hills, Evans and Turner to scrap over 2nd. Up front the lead dice continued to change, as Astin regained the advantage, before Deeth hit the

front on the 6th lap. Behind him, Jordan led Aaron Smith who was still in contention for the title as he held on to 3rd from Astin, Dan Lewis and Jeff Smith. Turner was rising up the Libre order to 3rd in class and ahead of Evans on lap 7. Astin continued to press forward, passing Aaron Smith and Jordan on successive laps to climb to 2nd, with his inside line into Club on the 10th lap. The Libre class saw Turner slip inside Hills at Club on lap 12 to rise to 2nd. Jordan then rose a place on successive laps to regain the overall lead from Deeth on the 14th lap, despite the latter's cut-back to briefly regain the place exiting Club. The final lap saw the order change once again as the lead pack raced into Club, with Astin back in front of Deeth, Jordan, Aaron Smith and Lewis. Astin meanwhile kept his nerve to win by just 0.304s from Deeth but who still secured the Miglia title, with Jordan only 0.250s adrift in 3rd. Lewis was 5th overall to claim double Libre honours, with Turner grabbing 2nd from Hills by just 0.354s. The race order was in doubt right up to the chequered flag; a cracking way to end the season •

SE7EN / S-CLASS - 'National' Rd 16 & Winter Rd 4:

Following his crash the previous day, Graeme Davis was the only non starter for the final round.

It was Glen Woodbridge who quickly rose from his 2nd row grid position to lead from Roberts and Sims, with Jordan already up to 4th. Hack led the S-Class away, with Winkworth, Duncan and Harrington in close pursuit. Jordan took over in the lead on the 3rd lap, with Mills also finding a way past Glen Wood-



Photos: M Barrington + P Waller

RACE RECAP RACE RECAP RACE RECAP

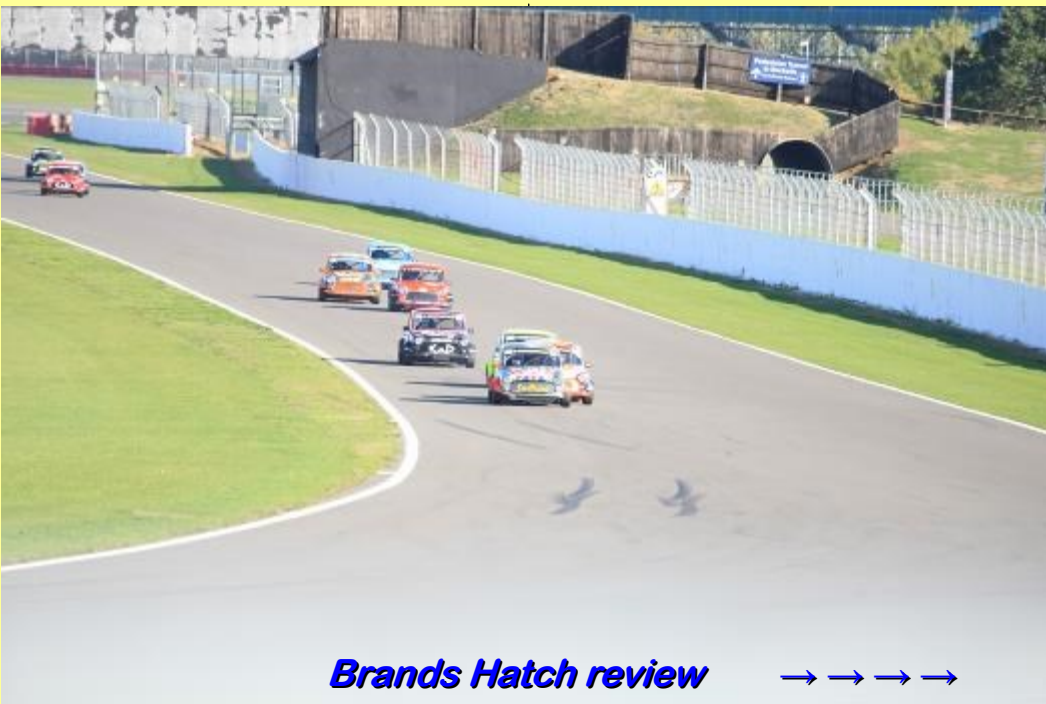


Photos: M Barrington + P Waller

bridge who now had O'Brien closing up as the race began to unfold. O'Brien soon rose to 2nd, with Mills remaining on his tail. Hack continued to head the S-Class, with Ayres now up to 3rd behind Winkworth having passed Harrington on lap 5. Matthew Ayres took over the lead of the S-Class from Hack on lap 8, with Harrington also elevating himself up to 3rd at the expense of Winkworth. Jordan continued to hold the advantage until he pulled into the pitlane at the completion of the 9th lap due to a rocker arm failure, leaving O'Brien to fend off the close attentions of Mills and Thompson. Twice in the closing four laps, Thompson rose

to lead but O'Brien regained the advantage when it mattered to clinch victory by a slender 0.222s margin, from Thompson who in turn kept Mills at bay by 0.225s. Glen Woodbridge remained in with Roberts next up. Ayres secured the S-Class honours from Winkworth by a slim 0.589s, with pipping Harrington to 3rd, but which didn't stop the latter from being crowned as S-Class champion by 2 points from Ayres. The racing remained close right up to the chequered flag, as it has been all season long •

Roy Sisley



Brands Hatch review → → → →

RESULTS: National Rd 16 & Winter Rd 4

Mini Miglia & Libre

Pos	#	Driver	16 Laps
1	11	K Astin	20:50.869 / 85.23 mph
2	23	R Deeth	
3	1	A Jordan	
4	21	A Smith	
5	171	D Lewis L	20:52.229 / 85.13 mph
6	46	J Smith	
7	14	C Peacock	
8	66	D Cox	
9	89	S King	
10	71	L Warr	
11	20	M Sims	
12	123	H Turner L	
13	126	P Hills L	
14	474	J Evans L	
15	95	J Proctor	
16	133	L Stanton L	
17	117	P Harries L	15 laps
dnf	48	P Bullen-Brown	14 laps
dnf	127	I Fraser L	12 laps
dnf	113	P Harvey L	6
dnf	22	G Baldwin	2
dnf	47	D Mason	0
ns	87	A Davies	
wd	272	A Shore L	
FL	P Bullen-Brown 1:17.239 - 86.26 mph		
FL/L	D Lewis 1:16.506 - 87.09 mph (rec)		
Pole	S King reverse grid		
Pole/L	P Hills reverse grid		

Mini Se7en & S-Class

Pos	#	Driver	14 Laps
1	87	C O'Brien	20:01.851 / 77.61 mph
2	80	J Thompson	
3	66	T Mills	
4	39	G Woodbridge	
5	94	L Roberts	
6	758	M Ayres S	20:27.842 / 75.97 mph
7	728	M Winkworth S	
8	714	C Prior S	
9	711	D Harrington S	
10	725	F Hack S	
11	789	A Duncan S	
12	38	S Hopper	
13	706	J Page S	
14	784	R Taylor S	
15	746	O Handley S	
16	18	T Cooper	
17	797	J Vanner S	
18	21	J Sims	inc. 15s pen
19	704	G Page S	
20	777	D Rees S	
21	726	J Bull S	
22	93	P Woodbridge	
23	766	G Williams S	
24	721	B Johnson S	
25	795	S Gilby S	
26	748	M Dickinson S	
27	763	J Cockburn-Evans S	
28	76	J Polley	13 laps
dnf	88	M Jordan	9 laps
dnf	20	D Thomas	8
dnf	22	G Davis	
wd	72	G Penn	
wd	73	S Wanstall	
FL	J Thompson 1:24.104 - 79.22 mph		
FL/S	M Winkworth 1:25.009 - 78.38 mph (rec)		
Pole	P Woodbridge reverse grid		
Pole/S	O Handley reverse grid		

1.8508-mile Int. circuit

full official results @ www.tsl-timing.com



Photo: M Barrington

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



A Winter's tale...

THE WINTER CHALLENGE CONCLUDED IN WET CONDITIONS, ENSURING THAT THE FINAL PLACINGS WERE IN DOUBT RIGHT THROUGH THE WEEKEND AND ALTHOUGH CONDITIONS HARDLY IMPROVED FOR THE SECOND SATURDAY RACE NONETHELESS THE ACTION WAS STILL IMMENSE...

Brands Hatch

5 November 2022

Winter Rds 5+6

Winter Round 5:

The 28-car entry included four drivers out for the first time in 2022: Thorburn Astin, Joe Ferguson and Nick Paddy in Miglias and Andy Shore who became the sole Libre entry in an-ex Lee Jones car after Phil Harvey only managed a single lap before piston failure brought his weekend to a premature conclusion. Jeff Smith secured pole for Race 1 by 0.022s from Rupert Deeth, with Connor O'Brien heading the Se7ens and Matt Ayres the quickest in S-Class.

Deeth made a rapid getaway to lead into Paddock Bend from Smith and Ferguson. O'Brien had Darren Thomas on his tail in the Se7ens, whilst Fraser Hack was leading the S-Class from Michael Winkworth and Ayres. Darren Cox came to an unfortunate halt at

Paddock Hill Bend prompting a safety car period to remove him on lap 2. At that point Ferguson had risen into the lead from Deeth, Colin Peacock, Scott Kendall and Smith. The race resumed with Kendall and Smith climbing into the podium positions behind Ferguson, as Winkworth now rose to head the S-Class. A second safety car period was needed on lap 10 to remove Jonathan Page's car from the Kidney section. Smith slipped inside Kendall at Paddock Hill Bend on lap 13 to take over in the lead, only to run wide at Druids and gift the position back, with Peacock, Paddy and Deeth in close pursuit, whilst Ferguson had dropped back to 8th after a slippery moment a lap earlier. Smith regained the lead a lap later, which he held to the chequered flag to win by a slim 0.740s from Kendall, with Deeth reclaiming 3rd from Peacock on the final lap by 0.971s. Ferguson climbed back to 5th after passing Mark Sims and Paddy on the final lap. O'Brien kept hold of the Se7en honours from Jordan Sims and Tina Cooper, with Winkworth pipping Ayres to win the S-Class after Fraser Hack succumbed on the last lap •



Photos: M Barrington

Winter Round 6:

The second race was reduced to 18 laps after delays repairing the safety barriers after a robust truck race beforehand! Late drama saw O'Brien's car pushed off the Se7en grid, leaving Jordan Sims on his own on the front row.

Smith led away into Paddock Hill Bend from Deeth, Kendall and Peacock. In Se7ens, Thomas passed Jordan Sims to hold the early lead in the Se7en class with Cooper giving chase. Winkworth led the S-Class runners away, with Hack rising from the rear of the grid up to 2nd as the field raced into Graham Hill Bend on the opening lap. Ferguson quickly rose to 3rd on lap 3, leaving Kendall and Peacock to continue their close dice for 4th. Kendall briefly reclaimed 3rd from Ferguson on the 6th lap before the latter once again went ahead a lap later.

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

Hack rose to head the S-Class, with Winkworth and Giles Page his closest pursuers. Ferguson moved into 2nd ahead of Deeth on the 11th lap as the lead trio remained closely matched, while the Se7en class lead saw Thomas keep Jordan Sims at bay during their close encounter. Deeth now climbed to 2nd ahead of Ferguson at Clearways on lap 16, but Smith secured his second victory by a slim 0.359s margin. Winkworth found a way back past Hack to secure the S-Class victory again, with Giles and Jonathan Page keeping Ryan Taylor at bay after another keenly fought encounter •

Roy Sisley



Brands continued over → → → →

RESULTS: Winter Rd 5

Mini Miglia & Libre Invitation
Mini Se7en & S-Class

Pos	#	Driver	15 Laps
1	46	J Smith	20:08.562 / 53.97 mph
2	78	S Kendall	
3	23	R Deeth	
4	14	C Peacock	
5	34	J Ferguson	
6	86	N Paddy	
7	20	M Sims	
8	22	G Baldwin	
9	728	M Winkworth S	20:37.510 / 52.70 mph
10	758	M Ayres S	
11	87	C O'Brien 7	20:41.312 / 52.54 mph
12	704	G Page S	
13	21	J Sims 7	
14	784	R Taylor S	<i>*inc 10s pen</i>
15	737	S Rideout S	
16	18	T Cooper 7	
17	746	O Handley S	
18	777	D Rees S	
19	766	G Williams S	
20	748	M Dickinson S	
21	272	A Shore L	14 laps @ 21:06.164 / 48.08 mph
dnf	725	F Hack S	14 laps
dnf	2	D Thomas 7	12
dnf	47	D Mason	7
dnf	706	J Page S	6
dnf	66	D Cox	0
dnf	36	T Astin	0
ns	113	P Harvey L	
wd	705	A Page S	
FL	J Smith	1:01.177 - 71.08 mph	
FL/L	A Shore	1:18.169 - 55.63 mph	
FL/7	C O'Brien	1:09.877 - 62.23 mph	
FL/S	M Winkworth	1:09.131 - 62.90 mph	
Pole	J Smith		
Pole/L	A Shore		
Pole/7	C O'Brien		
Pole/S	M Ayres		

RESULTS: Winter Rd 6

Mini Miglia & Libre Invitation
Mini Se7en & S-Class

Pos	#	Driver	18 Laps
1	46	J Smith	18:45.267 / 69.56 mph
2	23	R Deeth	
3	34	J Ferguson	
4	78	S Kendall	
5	14	C Peacock	
6	20	M Sims	
7	66	D Cox	
8	86	N Paddy	
9	728	M Winkworth S	16 laps @ 18:48.629 / 61.64 mph
10	725	F Hack S	16
11	704	G Page S	16
12	706	J Page S	16
13	784	R Taylor S	16
14	758	M Ayres S	16
15	2	D Thomas 7	16 laps @ 19:38.184 / 58.05 mph
16	21	J Sims 7	16
17	766	G Williams S	16
18	746	O Handley S	16
19	737	S Rideout S	15
20	18	T Cooper 7	15
21	777	D Rees S	15
22	272	A Shore L	15 laps @ 48.08 mph
23	748	M Dickinson S	15
dnf	22	G Baldwin	15 laps
dnf	47	D Mason	7
dnf	36	T Astin	0
dnf	87	C O'Brien 7	0
ns	113	P Harvey L	
wd	705	A Page S	
FL	R Deeth	1:00.412 - 71.98 mph	
FL/L	A Shore	1:12.496 - 59.98 mph	
FL/7	D Thomas	1:11.113 - 61.15 mph	
FL/S	M Winkworth	1:07.947 - 63.99 mph	
Pole	J Smith	grid on R1 result	
Pole/L	A Shore	grid on R1 result	
Pole/7	C O'Brien	grid on R1 result	
Pole/S	M Winkworth	grid on R1 result	

1.2079-mile 'Indy' circuit

full official results @ www.tsl-timing.com

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



...a Winter's tale

...AFTER ANOTHER CLOSELY FOUGHT SCRAP IT WAS RUPERT DEETH WHO KEPT HIS COOL TO TAKE TOP HONOURS ONCE THE LEAD DICE FINALLY BOILED OVER

Brands Hatch

6 November 2022

Winter Rd 7

Winter Round 7:

Hheavy overnight rain continued into Sunday, flooding parts of the circuit. Darren Mason and Mark Sims withdrew from Miglias, Darren Thomas and Jordan Sims doing likewise in Se7ens.

Cox led away into Paddock Bend from Kendall, Paddy, Deeth and Ferguson. Deeth soon rose to 3rd before racing side-by-side with Kendall into Graham Hill Bend during a lively opening lap. Geoff Williams briefly led the S-Class, before Hack and Jonathan Page moved ahead on lap 2, while O'Brien was holding a safe advantage over Tina Cooper in Se7ens. Deeth now took over in the lead at Paddock on the 2nd lap, as Kendall, Ferguson and Smith closely disputed 2nd. Ferguson then rose to 2nd on lap 3, with Smith also passing Kendall on lap 5. Soon

after, a safety car was needed to move Shore's stricken Libre to safety, the closely bunched lead trio then rejigging their order, as both Ferguson and Smith passed Deeth on lap 12. Smith took over in front a lap later, with Ferguson briefly grabbing the lead at Surtees on the same lap. Smith regained the advantage only for Ferguson to again edge ahead as he claimed the inside line exiting Graham Hill Bend on the lap 14. The pair remained close with Ferguson turning into Surtees slightly ahead.



Photos: M Barrington



RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

Smith refused to yield, determined to snatch the inside advantage into Clearways, forcing alongside Deeth and Kendall a clear track, the race then red-flagged due to the stricken cars. Deeth was therefore Winter Champion in Miglias, with Hack fending

off Ayres to win S-Class, although Winkworth clinched the Winter title despite retiring on lap 10. O'Brien took the Se7en title, with Cooper remaining 2nd in the race •

Roy Sisley

RESULTS: Winter Rd 7

Mini Miglia & Libre Invitation
Mini Se7en & S-Class

Pos	#	Driver	13 Laps*
1	23	R Deeth	15:02.464 / 62.64 mph
2	78	S Kendall	
3	14	C Peacock	
4	66	D Cox	
5	86	N Paddy	
6	36	T Astin	
7	725	F Hack	15:44.171 / 59.87 mph
8	758	M Ayres S	
9	706	J Page S	
10	87	C O'Brien 7	16:13.400 / 58.07 mph
11	704	G Page S	12 laps
12	784	R Taylor S	12
13	746	O Handley S	12
14	737	S Rideout S	12
15	18	T Cooper 7	12
16	777	D Rees S	12
17	766	G Williams S	12
18	748	M Dickinson S	12
dnf	34	J Ferguson	13 laps
dnf	46	J Smith	13
dnf	728	M Winkworth S	9
dnf	22	G Baldwin	6
dnf	272	A Shore L	4
ns	20	M Sims	
ns	2	D Thomas 7	
ns	21	J Sims 7	
ns	113	P Harvey L	
wd	705	A Page S	
FL	J Ferguson	1:00.276 - 72.14 mph	
FL/L	A Shore	1:10.890 - 61.34 mph	
FL/7	C O'Brien	1:09.803 - 62.29 mph	
FL/S	F Hack	1:07.926 - 64.01 mph	
Pole	N Paddy	reverse grid on R2 result	
Pole/L	A Shore	reverse grid on R2 result	
Pole/7	T Cooper	reverse grid on R2 result	
Pole/S	O Handley	reverse grid on R2 result	

*Race red-flagged - result @ 13 laps...

1.2079-mile 'Indy' circuit

full official results
@ www.tsl-timing.com





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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>

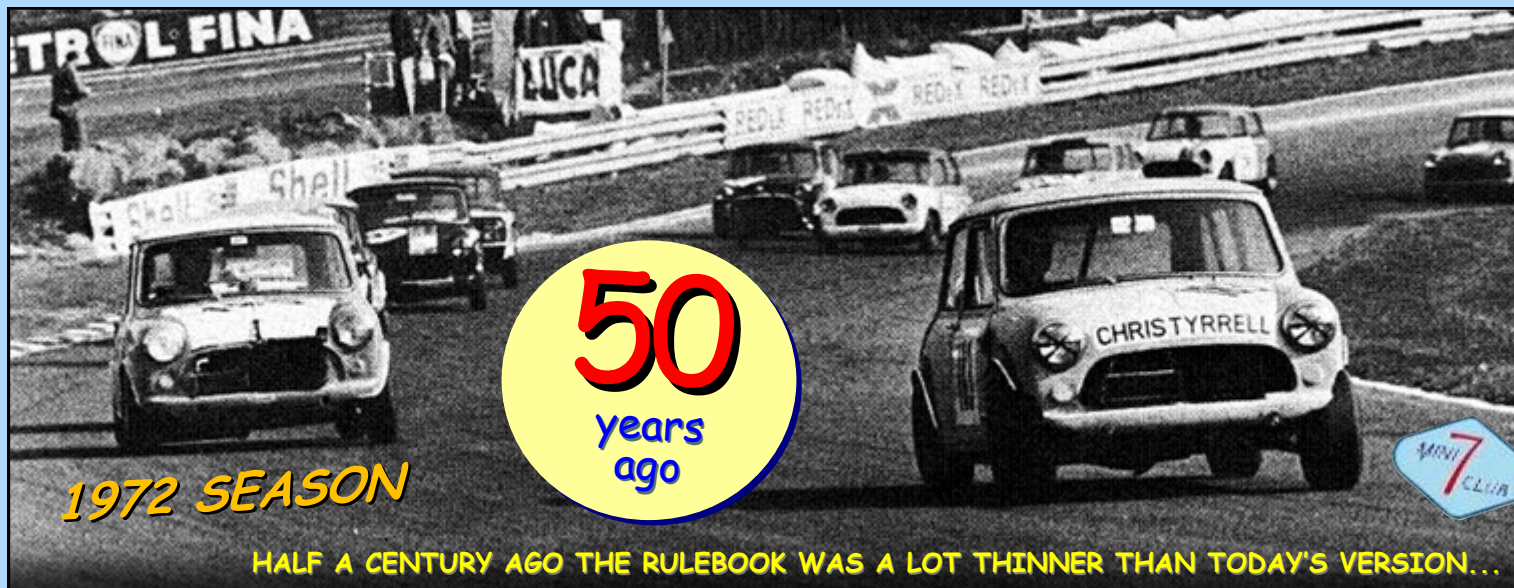
Please take a look in the next few days

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



HALF A CENTURY AGO THE RULEBOOK WAS A LOT THINNER THAN TODAY'S VERSION...

1972 CHAMPIONSHIP REGULATIONS FORMULA MINI-7

This Formula has been evolved to provide a basis for saloon car racing, using modified 850cc, BMC Mini Saloons. Events for this class will be promoted at leading club circuits by the Mini Seven Club Ltd and other nominated clubs.

An annual Championship for a special trophy known as the Bob Fox Challenge Trophy will be run, based on the results of 10 of a series of 15 nominated races. Points will be allocated on the basis of 10 for a win, 9 for a second place, 8 for a third and so on down to eighth, 2 points to all finishers and 1 to all starters who did not finish. Awards will also be made down to 10th place.

The requirements of Formula Mini-7 are subject to review annually. Cars must comply with the following requirements:-

Engines:
Basically standard 850cc Mini having a standard stroke and bore, plus 0.040" factory re-bore allowance. Standard 850 Mini cylinder block casting head to be any standard BMC A-Series, 5-port casting, but may be modified to respect of valve and port sizes and combustion space. Free choice of inlet and exhaust manifold but one single choke carburetter must be used incorporating throttling flange piece, with a constant orifice of not more than 1 1/2" diameter, free choice of camshaft and valve gear, but

overhead camshafts are excluded.

Transmission:
4-Speed only but choice of ratios. Locked or self-locking differentials are not permitted.

Brakes:
No restrictions.

Body:
Standard saloon body unaltered in major dimensions or in materials. Choice of driver's seat, passengers' seats and trim may be removed. Side and rear windows may be replaced by perspex, and windscreen must be of laminated glass or perspex. Bonnet and boot lid may be replaced by aluminium or fibreglass to pattern, but steel doors must be retained. Bumpers may be removed but the exposed projecting edge must be protected adequately or removed. Other body flanges and gutters must not be removed. Wing edges must be protected by plastic trim or similar material. Minimum thickness of perspex for windscreen and windows 4mm (3/16"). Flared wheel arches and extensions are allowed and must be fitted where necessary to comply with the RAC Vehicle Regulations. Outside-mounted radiators are allowed. Travellers and van bodies are not allowed. (Modified) front ends are permitted subject to RAC Vehicle Regulations.

Wheels:
Magnesium and other proprietary wheels are not allowed. The track will be limited within the provisions of the following: Up to 1" spacer allowed with any production BMC wheel (excluding reverse rim). If no spacer, then reverse rim wheels

may be used. 'S' drums and discs are counted as spacers. No restriction on type of tyre. Please note that over-tightening of wheel nuts can lead to damage. Correct torque is 38-43 lbs ft.

Suspension:
This may be modified only by lowering and/or providing negative camber, and the use of alternative dampers, and/or Anti-Roll Bar.

Electrical:
Cars must be fitted with headlights, standard dynamo in working order, starter (which will normally be used for starting the engine while on the circuit), and adequate battery and windscreen wiper in working condition.

Safety:
A B.S.-approved safety belt of at least lap and diagonal type must be securely fixed and used at all times while on the circuit. The steering wheel rim must incorporate a continuous metal ring fixed to the spokes. It is strongly recommended that a Crash Bar 2" diameter and of 20 gauge steel be fitted immediately behind the driver's seat. While not obligatory, it is strongly recommended that an efficient fire extinguisher be carried in a readily accessible position. Particular attention is drawn to sections in the *Blue Book* dealing with safety.

General:
Cars must comply with RAC Regulations for Cars taking part in Competition (published in the *RAC Sports Year Book*), and with current Construction and Use Regulations, but current Road Fund Licence is not obligatory. Trade names and

advertising will be allowed. Place-winning cars will be subject to checking by an elected panel for conformity with these rules, particularly in respect of engine capacity, at the competitors' expense.

This formula is devised for the benefit of the amateur driver. The Mini 7 Club General Council reserves the right at all times to reject any car which it is considered represents an attempt to defeat the spirit of these regulations even though it complies with the letter of them. Intending competitors are strongly recommended to submit details of any extensive modifications proposed, when advice will be given as to their acceptability •



Mini 7s at Brands Hatch (top) Photo: courtesy Autosport
* Further articles & results in M7RC Archive 1972 issue

Mini Racing History

at your fingertips!

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

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



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 and Miglia (right) 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!



Photos: RetroMini7pics + M7RC Archive (B Stark)

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

RW

Who? What? Where? When?



RetroMini7pics

M7RC Archive

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
- 2022 Connor O'Brien

* 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
- 2022 Rupert Deeth

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
- 2022 Damien Harrington

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
- 2022 Richard Colburn

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)
- 2022 Ollie Handley (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES

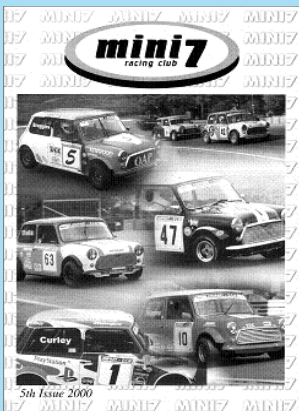
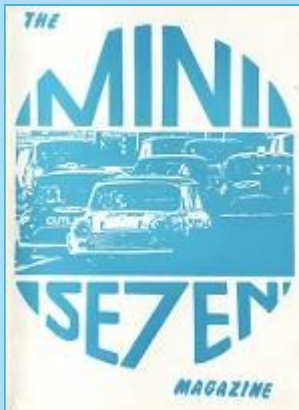
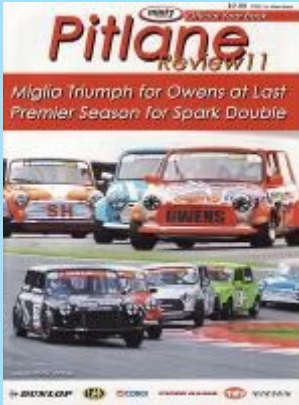
- 1983 Mike Fry (overall)

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
- 2022 Connor O'Brien

SOUTHERN/WINTER - MIGLIA

- 1979 Paul Rowland
- 1980 John Meale
- 1981 John Meale
- 1982 Jim McDougall
- 1983 Peter Moore
- 1984 Mike Fry
- 1985 Gerald Dale
- 1986 Mark Jones
- 1987 Mark Jones
- 1988 Mark Jones
- 1989 -
- 1990 Tony Parker
- 1991 Tony Parker
- 1992 Chris Lewis
- 1993 Jonathan Lee
- 1994 Dave Hancock
- 1995 Peter Baldwin
- 1996 Wayne Grayer
- 1997 Tony Higgins
- 1998 David Abbott
- 1999 Jonathan Lewis
- 2000 Kevin Mason
- 2001 Kelly Rogers
- 2002 Paul Brown

- 2003 Martin Wager
- 2019 Colin Peacock
- 2020 -
- 2021 Endaf Owens
- 2022 Rupert Deeth

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
- 2022 Andy King

NOVICE AWARD - S-CLASS

- 2019 Ben Cutler
- 2020 Matt Ayres
- 2021 Ryan Taylor
- 2022 Frazer Hack

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 Stark + 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
- 2022 -

WINTER S-CLASS

- 2021 Ryan Taylor
- 2022 Michael Winkworth

WINTER LIBRE Invitation

- 2021 Peter Hills
- 2022 Dan Lewis



CURRENT LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
ANGLESEY/TY CROES (Coastal) 1.5500 NEW!	Mike Jordan 4 September 2022 1:24.685 65.89 mph NEW!	Rupert Deeth 4 September 2022 1:17.787 71.73 mph NEW!	Frazer Hack 4 September 2022 1:26.712 64.35 mph NEW!	Richard Colburn 4 September 2022 1:20.840 69.02 mph NEW!
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	Damien Harrington 7 August 2022 0:59.597 72.96 mph NEW!	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
Pestallozzi (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	Mike Jordan 16 October 2022 1:24.063 79.26 mph NEW!	Andrew Jordan 27 March 2022 1:16.374 87.24 mph NEW!	Michael Winkworth 16 Oct' 2022 1:25.009 78.38 mph NEW!	Dan Lewis 16 October 2022 1:16.506 87.09 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 •



RUNNERS & RIDERS

DUNLOP
Mini Se7en Challenge

2

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DUNLOP
Mini Miglia Challenge

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DUNLOP
Mini Se7en S Class

2

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DUNLOP
Mini Libre

2

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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/KAD	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/Get Noticed	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/The Grumpy Mole/Bell Elec	White
57	998	Philip GILLIBRAND	Winchester	Gillimin	Roonspeed		Navy/Orange
66	998	Tom MILLS			KAD	Motul/Monkey	Green/White
69	998	Steve TRENCH	Alton	Trench			Green
72	998	Graham PENN	Dorrington	Penn	Tomo	TotallyTina/Electric Pulse	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 Rcng	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 Rcng	KAD	ProFlex	Pink/Black
22	1293	Gareth BALDWIN	Huntingdon	Baldwin Mspt	TBR	CiGroup	Orange/White/Purple
23	1293	Rupert DEETH	Huntingdon	Deeth Rcng	Swiftune	Mini Spares/Castrol	Silver/Orange
26	1293	Peter Arnold		Arnold			Mint/White
28	1293	Robert HUMPHREYS	Chinnor	Vickers	Vickers	Altered Image	White
34	1293	Joe Ferguson		Ferguson Mspt	TBR		Pink/Grey
37	1293	James CUTHBERTSON	Honeybourne	Team Owens Mspt	SMMC	Bomford Turner/Farol	Yellow/Blue
44	1293	Craig EDGECOMBE	Cheltenham	Edgey Rcng	Edgey		Blue
45	1293	Chris MORGAN	Stembridge	CM Rcng	Inch		Blue
46	1293	Jeff SMITH	Kettering	Iconic Mspt/General Jeff	Swiftune	Ball Trucking/Sitra/AutoSmart/IMS	Red + Pink
47	1293	Darren MASON	Narberth	Mason	SMMC	Narberth Travel/ifm	Green/Black
48	1293	Phil BULLEN-BROWN	Cambridge	Baldwin Mspt + Edgey Rcng	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/Billbuilt	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 Rcng/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

RUNNERS & RIDERS

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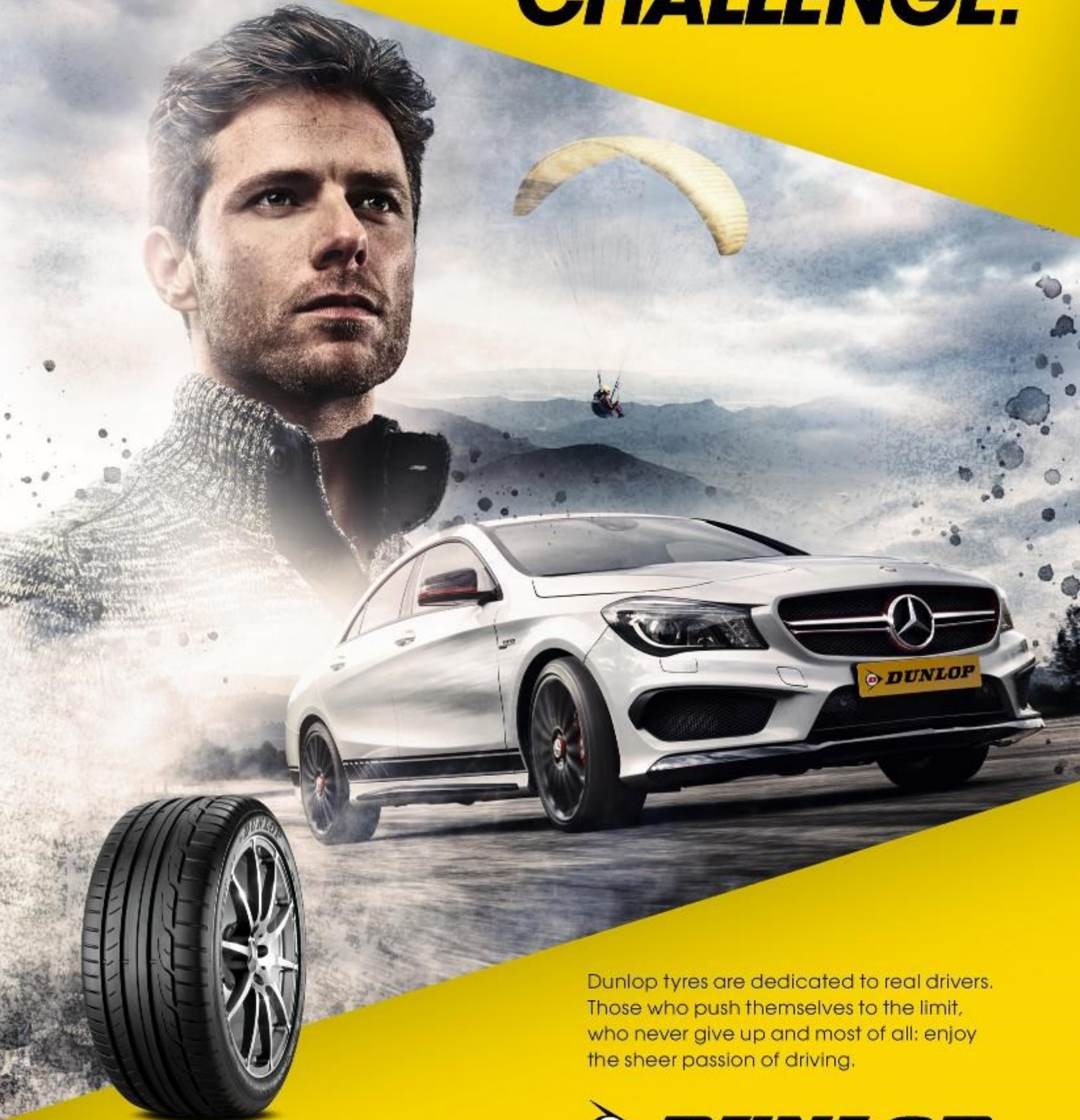
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#	CLASS	DRIVER	HOME TOWN	TEAM/CAR	TUNER	SPONSOR	COLOURS
86	1293	Nick PADDY	Faygate	Historic Mini Racing	Swiftune	Play Mini	Grey/White
87	1293	Ashley DAVIES	Abergavenny	SMG Mspt	SMG	ABC/Nutts Performance/Mini Spares	Blue
88	1293	Kieren MCDONALD	Milton 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		Navy/Grey
92	1293	Richard BARTLETT	Battle	Bartlett	Vickers		Red/White
95	1293	Julian PROCTOR	Radstock	Iconic Mspt	Inch	Ball Trucking/IMS	Blue/Pink
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	Pontnewynydd	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			Green
725	1275	Frazer HACK	Milton Keynes	ASH Rcng			Yellow/Black
726	1275	James BULL	Derby	Bull	Parker/Calver ST	Damp Detective	Blue/White
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/CFM		SpecSavers	White/Green
737	1275	Steven RIDEOUT	Radstock	Octane Rcng	Inch		Red/White
742	1275	Ben BUTLER	Hemel Hempstead	Slark/Cool Runnin'/Rightline	Slark	Cooper Skip Hire	Blck/Yllw/Grn + Lt Blue
744	1275	Ben SEYFRIED	Yeovil	Seyfried	Inch	Gaz	Lime Green/Red
746	1275	Ollie HANDLEY u-17	Colchester	Ferguson Mspt	TBR	Ava Security/HH	Lt Blue/Black
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/Octane Rcng		Aspire2BLean	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/SmithTune	KAD	Brown
795	1275	Stuart GILBY	Brentwood	Gilby/Chappell	Vickers		Orange/Red
796	1275	Mark CHAPPELL	Upminster	Gilby/Chappell	Vickers		Blue/Grey
797	1275	Jack VANNER	Mytchett	CFM			Blue/Orange
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	Jimnet	Sky Blue/White
127	16V	Ian FRASER	Bristol	Thrasher/Owens		Lodway	Lt Blue
133	1293	Les STANTON	Dudley	Extreme Team	Manx/Tomo	Extreme Minis/Custom 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
219	1293	Richard COLBURN	Worthing	Westbourne Mspt	KAD		Black/Tangerine
232	8-port 1293	Craig COX	Slip End	Brayside Mspt	SMMC		Grey/Black
272		Andy SHORE		Jones Rcng		Jones Services/Brooksure	Dk Green/White/Red
350	EV ('guest')	Tina COOPER	East Hanningfield	Tinatech		EcoClassics	White/Black
500	1293	Rob DAVIS	Kent	Rightline	KAD/Vickers		Lt Blue

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.

SPORT MAXX RT

 **DUNLOP**
FOREVER FORWARD