

Pit & Paddock

2023

Official Newsletter of the Mini Seven Racing Club

2023: Issue 1



Spring

Mini Se7en:
Full-race 998cc

Mini-7 S-Class:
Budget 1275cc

DUNLOP MINI CHALLENGE
supported by MINI SPARES

Return to TOCA

All set for a mega weekend of Mini racing on BTCC support...

Triple Treat

race reports from
Silverstone - Donington - **Snetterton**



Mini Miglia:
Mega-tune 1293cc

Mini Libre:
up-to-1400cc

Grid Iron

Strong entries across the board...

LEADING THE WAY...

- Miglia: Smith's savvy
- Se7en: Thompson tops
- S-Class: Ayres ahead
- Libre: Steady Stanton

Latest Club news
Race calendar 2023
Technical updates
Points standings
Reports & results

From the Archives
50 years ago: Lydden...

www.mini7.co.uk



PIPER GAMS

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Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

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



mini spares

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

Minispares - NORTH

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York YO26 6QU
Tel: 01423 881800

Minispares - LONDON

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Minispares - MIDLAND

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Tel: 0121 544 0011

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www.dunlop.eu



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

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

www.spaxperformance.com



Sponsor of the Fastest Lap awards

www.pipercams.co.uk



Sponsor of the Race Trophy awards

www.curleyuk.com



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

A STEP TOO FAR ?

Video Assistant Referee, or VAR, has been a hugely controversial addition to the world of football. Where once upon a time the 'man (or woman) in the middle' made a decision, often with the help of a 'linesman', that decision was final and everyone had to "like it or lump it and get on with the game". Now VAR has introduced a remote system of judgement to the sport that supposedly makes fool-proof corrections to perhaps debatable on-field decisions. What looked a perfectly good goal, celebrated joyfully by scorer and fans alike 'in the moment', has now become a semi-muted affair whilst the validity of that special moment is approved - or not as the case may be - from a remote source. A striker's sleeve or toe an inch beyond the kneecap of the last defender and there is then an interminable wait for the 'offside/onside' lines to appear on a remote monitor. Then a further delay whilst the referee has to wait for confirmation in his earpiece. This process drags out even longer when it's a handball or a robust tackle as the ref is summoned to a monitor pitch-side where their decision is more or less overruled or, where there was seemingly no offence VAR has found something to penalise anyway. Not that spec-

tators or even the players get to see, or comprehend, any of this at the time, just TV pundits and arm-chair viewers. Ironically, the one significant improvement that the new system brings is purely objective in its outcome - goal line technology. If the ball has crossed the goal line a sensor in the ball buzzes a message to the ref's wrist watch and, hey-ho, it's a goal! What has all this got to do with motor racing? Well, Motorsport UK's latest edict (see p5) that rules regarding track limits are changing - mid-season - on 3 June is arguably as controversial. Competitors and even officials have expressed major concern over what seems a rushed implementation and arguably a far stricter system that will create unmanageable transgression levels for the Clerk of the Course (aka 'the ref') to process, with potentially unfair penalties and race results not being decided for hours. And unlike a football match you can't just stop a race to check each decision. Like World Cup or Premier league football, the technology and infra-structure is do-able for F1 or even BTCC, but below that level VAR is not viable, so quite how clubbie racing will fare under the new track limits reform will be hotly debated... •

RW

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mini se7en club

(RACING SECTION)



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NEWS NEWS NEWS NEWS

MAIN STORY!

STARS OF THE BIG SCREEN...



SUPER-ENHANCED COVERAGE FOR THRUXTON BTCC WEEKEND ...

Mini racing fans venturing to Thruxton for the TOCA/BTCC meeting can expect not only superb, close racing but also the added bonus of huge screens on which to view the action all the way round the circuit. Three big screens will be located opposite the main spectator areas on the Sunday (4 June) so that no-one should miss a second of the racing action. The screens will be located at Allard, the sweeping first corner after the start, then one at The Complex which covers the Campbell/Cobb corners, and another for the final section completing the lap at the Club Chicane, where the cars come through onto the startline to do it all again! With intensive pre-event promotion - including multi ticket raffles via the event organisers and the classic Mini industry (below) - spectator numbers are expected to be massive, and if

the M7RC puts on another crowd-pleasing display like the last time it supported the BTCC at Thruxton in 2019, then it should bode well for further invites as a guest championship alongside the regular TOCA package. Qualifying for the Dunlop Mini Se7en/S-Class Challenge supported by Mini Spares is scheduled for 09.00 on Saturday morning, with the Miglia/Libre session a little later at 11.35. The first 20-minute Se7en/Libre race is due to kick off at 14.55, just before Kwik Fit BTCC qualifying, with the Miglia/Libre opener set for 16.50. On the main Sunday, the Se7en/S-Class come out to play again at 12.25, directly after the opening BTCC race, with the second Miglia/Libre encounter due off at 15.55. Also on the bill is The Vertu Motors MINI CHALLENGE Trophy for the modern BMW-bred cars, the ROKiT F4 British Championship for slicks and wings single-seaters, and the Porsche Carrera Cup GB which will mean a busy two days both paddock and track-side. Should be absolutely spectacular! •

RW

ADDED EXTRAS

A WORD IN YOUR EAR...

With the introduction of a new SR regulation for 2023, M7RC Clerk of the Course Luke Caudle has kindly offered some feedback on several questions raised:

SR.2.14.2 Clerk of the Course-to-Driver Communications: A One-Way Receiver under the control of the Clerk of the Course is mandatory for all Competitors at every event in Qualifying and Races...

Rationale for introduction? "The rationale behind the Clerk of the Course-to-Driver Communication is to improve safety for our drivers and the race event officials; the radio system allows us to pass important information to the drivers before, during and after the race. Whilst drivers are waiting to start their race we can communicate any delays, changes to procedure etc. During the race we can communicate with any stationary cars, change in surface conditions, deployment of Safety Car or Live Snatch, procedure under red flag etc. After the race we can communicate any recovery that may be on the circuit, where to park including parc fermé etc."

First steps? "The Club permitted me to give a presentation at the AGM/ATD, this allowed me to show the drivers how the system works, why we want to introduce the system and the costs involved. The presentation impressed most if not all members and at the end Jeff Smith agreed - based on everyone agreeing to the system - that he would purchase the infrastructure which included the base unit etc"

Any problems/solutions? "It has been noted that some drivers are struggling to hear the messages from the Clerk when the car is travelling at high speed and at max revs. We are currently looking at a solution for this.."

Actual examples of positives/driver feedback?

"Here are some: Update on release time from assembly; Delays which are stopping us from being released; Track specific - oil dressing, change in weather conditions, recovery; Stopped car location and updates; Safety Car deployment & withdrawal; Live Snatch Location - start and end of execution; Red Flag, including what to do next..."

Luke Caudle



Images: M7RC facebook + courtesy BARC



PITLANE REVIEW

The 2022 edition of the M7RC's annual, glossy full colour, Pitlane Review magazine will be available in the race paddock at the M7RC stand, or for posting details contact mike.jackson@mini7.co.uk

NEWS NEWS NEWS NEWS

TRACK LIMITS..

Dear Race Organisers, I am writing to you as a current championship organiser and Motorsport UK Race Organising Club. Track limits has been the subject of considerable debate over the past few months, and it is important to understand why they matter and the rules managing them. The changes from 1st June are in fact minimal and are explained below:

Background

The process began in 2021 with discussion at the Motorsport UK Race Committee following concerns that had been raised of deterioration in driving standards in circuit racing. Whilst this had been largely based on anecdotal evidence, it prompted a survey of all our circuit racing licence holders. The results were very clear, revealing that a very large proportion of our race licence holders had experienced a decline in driving standards; reporting more negative incidents such as being forced off the track, racing being compromised, damage being incurred to vehicles and overall, a deterioration in their enjoyment of the sport. This gave us great cause for concern and sparked the beginning of a wide-ranging 'Driving Standards' review by Race Committee and Motorsport UK.

The response

Over the past 18 months Motorsport UK has implemented the Race with Respect programme, that I hope you have seen in action. The feedback has been very positive with people welcoming this direct intervention to remove antisocial behaviour and to encourage a collective approach to make the sport more enjoyable for all. In parallel the Driving Standards project embraces a whole host of different initiatives and will include ongoing learning and development in the community to ensure that rules and regulations are clearly understood, as well as the reasons behind them, so that everybody can compete in a safe, fair, and fun environment. More information will become available in the coming months.

Definition of track limits

Very early on in the process of the discussion about driving standards, officials fed back that small transgressions going unchecked were felt to lead to a general deterioration in the attitude towards rules and regulations. Prime amongst these was the subject of track limits. It appears there is less than a universal understanding of where the limit of the track lies. At a racing circuit it is defined by the white line that runs around both sides of the track, interspersed with the kerbs on the apex and outside of corners, which at those parts, serve as the track limit. Feedback shows that there is further misunderstanding as to what is and isn't allowed in terms of the placement of the car on these track limits. The principle of track limits is best visualised when one thinks of a street circuit, with hard barriers immediately adjacent to that white line around the track. Suffice to say no driver at such a circuit intentionally goes beyond the white line as they know the consequences would be one of significant damage to the vehicle, with the resulting costs and failure to continue in the race. That same core concept must be borne in mind when you go to the open sweeps of Silverstone or Donington Park. The track limit is there for very good reasons, safety and fairness. In regard to safety, the track licence that is provided by Motorsport UK considers all of the safety measures in place at a track and in particular the run-off areas on any part of the circuit including the physical interventions that are in place to minimise any impact. Without track limits regulations and enforcement, the circuit owners are in an impossible situation. In the interests of minimising damage to vehicles (and even more important fallen motorcycle riders) the governing bodies of both car and bike racing have reduced permissible physical deterrents to going beyond track limits - and the circuits understand this. But without any deterrents, the grass and earth beyond the kerbs just gets abused and deeply rutted in no time. This simply cannot be repaired fast enough and presents a real physical hazard for any vehicle that leaves the track through incident or error. And if the circuit owners add concrete beyond the kerb, many competitors will just use this, to the limit of its extent, and beyond. It is therefore imperative that vehicles should be contained within the limits of the track in order to conform to those precise safety measures that have been installed. When cars go beyond the track limits, they may bring debris back onto the track that can present a safety hazard to competitors as well as gouging the run-off areas and creating hazards for cars that, due to incident or error, leave the circuit. In addition to safety, the limits of the track are there to ensure that racing is fair and that all the

competitors compete by lapping as swiftly as possible on the same pieces of tarmac. Transgressing beyond the track limits may provide an advantage in speed and lap time, which as stated, is achieved by venturing beyond the field of play.

Changes to the Rules From 1st June

The existing rules, that have been in place since 2014, require that the inner edge of any tyre of the vehicle must not go beyond the outer edge of the white line or kerb denoting the track limit. The challenge with this rule is that it is very difficult to visually identify when the inner edge of the outer tyre has gone beyond the line; and more fundamentally the driver is naturally tempted to continue to exceed the limit as the line or kerb is underneath the car and difficult to judge. In practice this is what happens all too often, leading to the safety issues and damage to car and the track. The changes to the rules that are being implemented from 1st June 2023 will make it simpler for everyone, in that no part of the contact patch of any tyre of the vehicle may transgress beyond the limit of the track. These rules are outlined in the appendix to this letter. This will make it easier to see the position relative to the line, which was very difficult under the car, especially with a GT or Touring Car. This rule is simpler for everybody, whether driving or officiating, to both understand and to police.

Policing the Rules

For track limits there are two systems of measurement, track sensors and judges of fact. The sensors are used on five of the seventeen licenced circuits in the UK and have proven to be a valuable tool. They automatically log a hit and supply race control with images of the cars passing at that point, and a visual identity of the offending car or cars is made. There is certainly scope for increasing use of technology to be developed, but as even F1's continuing issues demonstrate, it is not easy. The cost of installing and particularly maintaining and operating track limits technology is significant, and race entry fees would likely increase if all circuits had complete coverage - which quite naturally, we all want to resist. Motorsport UK is committed to work with the circuit owners and together develop affordable track limits technology, but this will take time. In the absence of track limit sensors, the reporting of breaches is conducted by judges of fact, appointed by the organiser and nominated in the Final Instructions for Events and who report breaches to race control. That is how the system works at present and will continue with the new regulation. As with any sporting decision by an official or referee, there is the opportunity for human error, and it will not be universally accurate, in exactly the way it has been until now. However, the change from 1st June is designed to make it easier to spot transgressions, nevertheless the reality is that no system will be entirely capable of penalising every breach. Whilst it is true to say that this does present challenges both for the observers and the officials, it does not undermine the principle that we need to have a clear rule. There are many instances, in life where laws are in place but do not have universal capture, but the deterrent is there nonetheless, and the majority conform. Those that transgress stand the risk of suffering penalties. In practical terms, at any circuit there are only a few points where there are consistent breaches of track limits, and that is where officials will focus their attention, and which will be made clear in driver briefings. I am sure there will be a need for a period of adjustment whilst everybody understands the new regulation, but it will be swiftly understood and adopted as part of the racing protocol. We listened to everyone's feedback on the consultation, with concerns expressed about the proposed penalty system, and therefore have confirmed that fundamentally the existing structure remains, with the only change being in qualifying. With the new regulation, the lap time on which the infringement occurs will be cancelled, rather than only if that lap is faster than any previous lap in the session. I just want to thank everybody for their patience in this regard and encourage everybody to work together to ensure that this new evolution of the rules is practically adopted and adhered to as it is of real importance to ensure that the sport is safe and enjoyable for all. Please do not hesitate to contact our Sporting Team on race@motorsportuk.org should you have any questions or comments on these amended regulations.

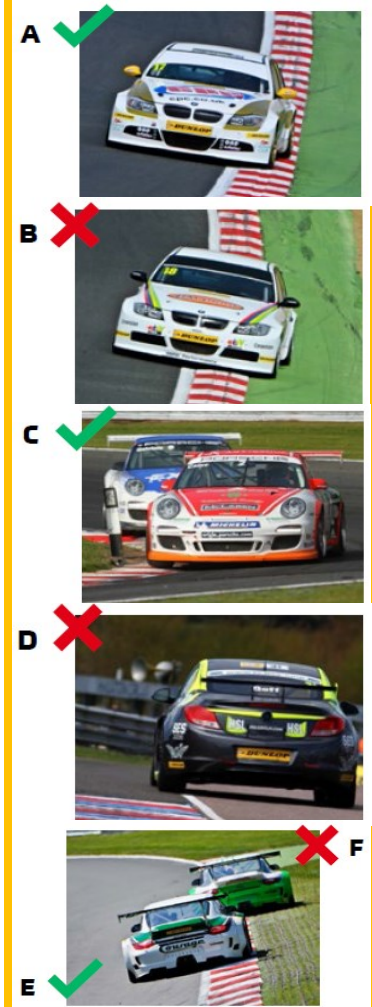
We wish you a safe and successful remainder of the season and look forward to seeing you at a circuit soon •

Hugh Chambers - CEO
Motorsport UK



ADDED EXTRAS

APPENDIX 1: VISUAL EXAMPLES



APPENDIX 2: RULE CHANGES

- Q.12.21.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:
 - The white lines defining the track edges are considered to be part of the track.
 - A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb.
- Q.12.22.1. Breaches of 12.21.2 may be penalised as follows: In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the result sheet of any times disallowed. During races the following scale of penalties will be applied: 1st breach - no penalty, 2nd breach warning flag, 3rd breach - 5 second penalty added to race time, 4th breach - a further 10 seconds penalty added to race time, 5th breach - drive through penalty (12.26.(h)) in addition to the preceding time penalties, 6th breach - black flag. Care should be taken to ensure that all signals (flag and board) must have been displayed to the driver concerned before moving up the penalty scale. All penalties applied should be noted upon the result sheet •

Images: courtesy MsUK

NEWS NEWS NEWS NEWS

TECHNICAL UPDATES

Session & Class	Eligibility checks	Regulation Ref.
SCRUTINEERS REPORT: SILVERSTONE GP 18-19 MARCH 2023		
All classes Qualifying	Cars 6,31,23,21,71,20,80,69,66,68,14,88,797,758 and 714 were selected for weight checks using the circuit scales All S-Class cars were checked for compliance with regard to single brake master cylinder requirement	TR.5.18.10.1 TR.5.19.10.1 TR.5.20.10.1 TR.5.19.7.1
All classes Race 1	Cars 46,56 and 77 were selected for front damper seal checks All S-Class cars were elevated using the circuit lift and the exhaust system was checked for compliance	TR.5.20.4.5 TR.5.19.12.1
All classes Race 2	All Mini 7 and S-Class cars completing Race 2 had the boot area inspected for external fuel level indicators Two cars were found to have transparent pipe fitted and were asked to remove them before the next meeting	TR.5.15.2.3
General	All S-Class cars had their engines sealed on Friday 17th	SR.1.9.1
General	In the assembly area particular attention was paid to the seat harness angles with regard to MSUK K2.1 drawing 39 where it is recommended that the shoulder harness straps should be horizontal or at an angle of 20 degrees max 45 deg) This ensures correct effectiveness of the FHR device under frontal collision conditions	MSUK Yearbook Section K.2.1 drawing 39 page 205
General	Particular attention was paid to external ignition cut out switches where it is a requirement that the reset action must be different to the trigger action Competitors are advised to check this as some older systems have the same trigger/reset action (i.e. push on/push off)	MSUK Yearbook K8.1 K8.1.1 K8.5
<i>Julian Affleck (Motorsport UK Eligibility Scrutineer No. 184206)</i>		
SCRUTINEERS REPORT: DONINGTON PARK NAT. 15-16 APRIL 2023		
Qualifying	Mini 7 cars 73,88,29,76,20,5,16,66,80,49,21,14,6 were selected for checks on differentials using rollers S-Class cars 758,778,777,703,728 were checked for compliance with regard to distributor advance mechanism operation Miglia cars 89,21,24,72,87,7,11,37 had their front and rear track width checked using 2"x 4" wood and tape measure	TR.5.18.5.3 TR.5.19.3.19 TR.5.20.4.4
Race 1 Mini 7 & S-Class	Mini 7 cars 5,49,80 were selected for valve lift checks (temporary seals were attached to rocker covers and checks carried out in the awnings) All S-Class cars were checked for differential operation using rollers	TR.5.18.3.8 TR.5.19.5.3
Race 1 Miglia & Libre	All Miglia & Libre cars were checked for steel body components where required (i.e. roof and side panels) All Miglia & Libre cars were checked for transparent sight tubes on fuel tanks	TR.5.6.1.1 TR.5.15.2.3
Race 2 Mini 7 & S-Class	Mini 7 cars 38,6,29 were selected for charging system operation using voltmeter across battery terminals S-Class cars 703,789,758 were selected for charging system operation using voltmeter across battery terminals	TR.5.10.1
Race 2 Miglia & Libre	All Miglia cars had a visual inspection of damper seals and drop links	TR.5.20.4.5 TR.5.20.4.6
General	The circuit scales were not available for use due to the building being deemed an unsafe structure Several S-Class cars required engine seals due to mechanical failures since the last round or for not being at the last round All competitors are reminded of the requirement for decals (either sponsors or safety) to be of the correct size, position and present in all cases Due to the very unfortunate incident where a car caught fire in the paddock it raises the question about having a stand-alone fire extinguisher to hand Although Regulation Q 12.25.4 in the <i>Motorsport Yearbook</i> refers to fuel stored in the pit area this could easily apply to the paddock as well	
<i>Julian Affleck (Motorsport UK Eligibility Scrutineer No. 184206)</i>		

ADDED EXTRAS



CLASSIC MINI DROP-IN EV MOTOR

Oxford-based Electrogenic, known for its market-leading classic car EV conversions, has expanded its range of acclaimed 'drop-in' conversion kits with what is claimed to be "a cost effective 'plug and play' solution to easily electrify the classic Mini." The "simple to install" kit promises to convert the automotive icon into a "fun, clean and reliable electric drive", with prices from £15,000 + VAT and comes pre-assembled and pre-tested on a replacement heritage front subframe that simply replaces the old subframe and petrol engine. The EV unit features a 60bhp, 135Nm water-cooled motor, delivering 1000 Nm of instant electric torque to the wheels through a fixed-ratio drivetrain. Powered by 20kWh of brand-new, densely packed OEM-grade batteries, also pre-mounted on the subframe and all wired in, the electrified Mini promises 80 miles of in-town range. The Euro Type 2 charge port is also pre-mounted and can be accessed via a range of bespoke replacement front grilles. Available from August 2023 • <https://www.electrogenic.co.uk/conversion-kits>

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! •

Image: courtesy Newspress

NEWS NEWS NEWS NEWS

TECHNICAL UPDATES

SCRUTINEERS REPORT:	SNETTERTON 300 13-14 MAY 2023	
Session & Class	Eligibility checks	Regulation Ref.
Qualifying	Mini 7 cars All cars weighed on circuit scales S-Class cars All cars weighed on circuit scales Miglia cars All cars weighed on circuit scales and checked for correct ride height Libre cars All cars weighed on circuit scales and checked for correct ride height	TR.5.18.10.1 TR.5.19.10.1 TR.5.20.10.1 TR.5.21.11.1
Race 1 Mini 7 & S-Class	S-Class cars 723,725,728 had their carburettor choke sizes checked for compliance	TR.5.19.3.17
Race 1 Miglia & Libre	Miglia cars 9,46,23 were checked for correct valve lift	TR.5.20.3.7
Race 2 Mini 7 & S-Class	Mini 7 cars 80,73,88 were checked for correct weight S-Class cars 706,725,728 were checked for correct weight	TR.5.18.10.1 TR.5.19.10.1
Race 2 Miglia & Libre	Miglia cars 11,21,46 were checked for correct weight Libre cars 115,126,474 were checked for correct weight	TR.5.20.10.1 TR.5.21.11.1
General	One car was found to have an out-of-date service label on the fire extinguisher during routine safety scrutineering One competitor had their gloves confiscated for the duration of the meeting due to having holes in them One competitor's seat harness was found to have the Standards label on the wrong side, a reminder that the label should always be on the left-hand belt, even more important if the belts are left- and right-handed	
	<i>Julian Affleck (Motorsport UK Eligibility Scrutineer No. 184206)</i>	

ADDED EXTRAS



Photos: B Payne

WHEELS ON FIRE !



These dramatic images capture that moment all race drivers fear, when their car erupts into flames. This is what happened to Giles Page's S-Class at Donington back in April, shortly before Open Practice on the Saturday morning. The engine had been started up in the paddock and left idling to warm-up in readiness for the session when the car suddenly 'went up'. Thankfully neither Giles nor anyone in the Page 3/Mondo team were actually in the car and thanks to quick-thinking actions by several people the flames were eventually doused, although it is reputed to have taken five extinguishers to put out the conflagration, prompting the suggestion from M7RC Scrutineer Julian Affleck for maybe additional stand-alone extinguishers on standby within the Mini paddock (at least). As to the cause of the fire, one observer's thought is that the float in the carburettor may have 'stuck open' which then allowed fuel to pump out onto the hot exhaust. Either way the resulting damage was sufficient to render the car out of action for the remainder of the weekend and probably for some while thereafter... •

RW

DONNY DAMAGE

Post-Donington, the Mini motor sport bodyshops were certainly kept busy in the aftermath of both second Se7en/ S-Class and Miglia/Libre races, with several cars involved in incidents at both the chicane and at Redgate corner. The above images illustrate various damage inflicted to a trio of previously immaculate Miglias, namely those of Lee Roberts, James Cuthbertson and Mark Sims, all of which were listed as DNF in the Race 2 results but all, however, straightened in time for Snetterton. The M7RC Clerk of the Course, Luke Caudle, reviewed several angles of footage afterwards and any relevant sanctions were duly applied, including penalty points on competitor licence/s, and a grid penalty to be carried over to the next race •

Photos: B Payne

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



Images: courtesy CMC



ROB'S RUN TO THE SUN

Minigra racer Rob Howard recently trailered his car all the way down to Pentewan Sands Holiday Park in Cornwall for the 2023 Riviera Run, held over 28 April to 3 May. The Edgy Motorsport-run machine was arguably a star attraction at the Cornish Mini Club-run event, and a pair of raffle prize tickets to the Thruxton BTCC meet in early June won by a lucky Mini-loving couple certainly added a touch more kudos to Rob's attendance on behalf of the M7RC at the iconic south western Mini gathering •



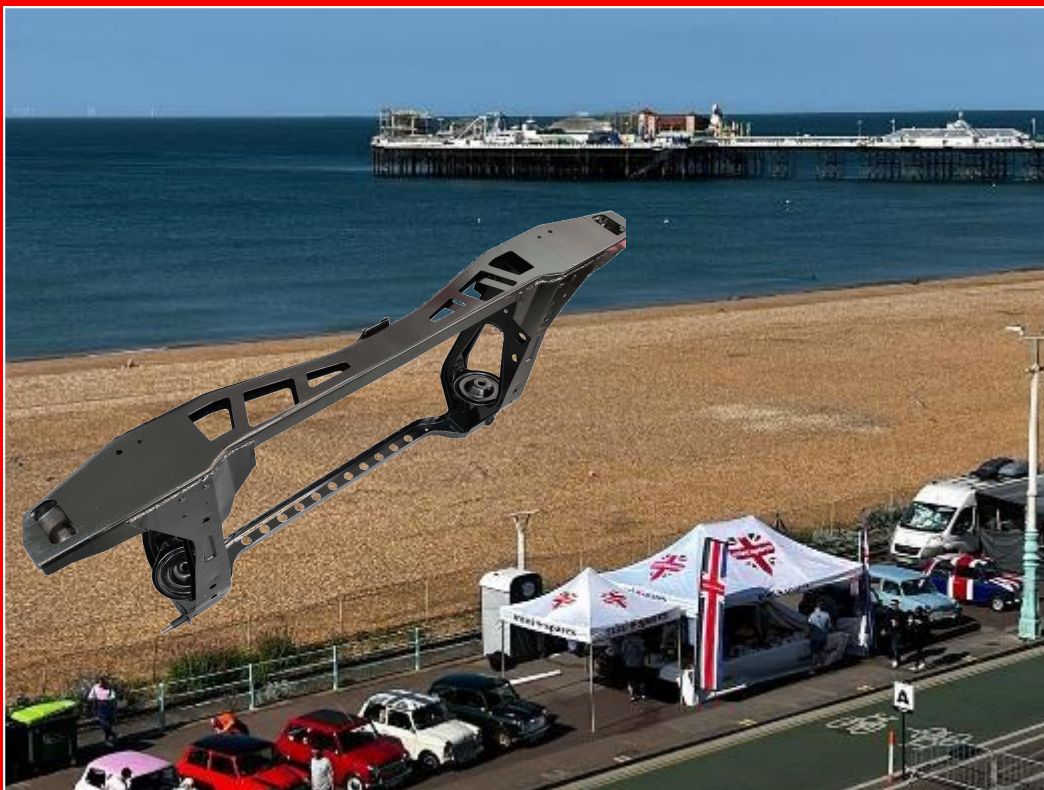
SLOTS OF FUN

Following on from Scalextric's release of the Andrew Jordan 'Revive' Miglia, the iconic slot-car brand has unveiled a second 1:32-scale model in the colours of Lewis Selby's 'Napa' example. As well as a MINI Challenge campaign in 2023, he is also sharing his Mig with Dan Wheeler •

BRIGHTON BREEZY...

Challenge title co-sponsor Mini Spares has been busy recently re-stocking with useful goodies, such as this lightweight competition rear subframe (inset), ideal for anyone building a track or race car. The part number when ordering is MS45RACE. The aftermarket specialist also had a busy time at the annual London to Brighton Mini Run in mid-May, with a fine spot along Madeira Drive seafront (below), although sadly there are rumours that this may well have been the last ever Mini run to the Sussex resort... •

www.minispares.com



Images: courtesy Mini Spares

NEWS NEWS NEWS NEWS

MYK CABLE



Photos: M7RC Archive (RetroMini7pics + C Harvey)

The shock news reached us recently of the sudden death of Myk Cable, three-time Miglia Champion and former Competition Secretary of the Mini Seven Racing Club. Having previously raced motorbikes, Myk joined the M7RC in the mid-1980s and soon progressed to be a Miglia frontrunner in the then familiar yellow/blue colours of Mini Spares Centre, along with several more sponsors to adorn his always professional-looking cars. The first title came in

1989, with back-to-back follow-ups in 1991 and 1992, by which time he had established CabMann Engineering along

with fellow engine builder Keith Manning, and several CabMann engines were regularly in the winners' circle. Later he ran cars under the MCD banner including a foray into the Mighty Minis series, again introducing a professional image to the grid and was always a key player in the running and promotion of the M7RC and Mini racing scene in general. After hanging up his racing overalls, Myk had lived in Thailand for almost the past two decades, and leaves a partner and teenage son. To his family and friends the M7RC offers its deepest sympathies •

RW



GORDON LEVETT



Photo: M7RC Archive (J Parish Collection)

Some sad news for any longer term Mini 7 followers has just come our way. Gordon Levett, a regular Mini 7 racer who had success at both National and TEAC/Southern level in the 1970s to

early 80s, recently passed away. For those in his local area, his funeral is on 5 June at 11am at Colchester Crematorium, followed by a wake at the Donkey and Buskins •

Jeffrey Parish

SIMON ARRON

Late in 2022 the world of motorsport and automotive journalism lost a true talent in Simon 'Tubber' Arron. One weekend delivering candid but highly respected insight from the shadowy corners of an F1 paddock - his offbeat driver reviews were legendary - the next equally at home covering a clubbie, especially at Oulton Park, the nearest track to his beloved Altrincham FC. He was a great supporter of Mini racing too, and penned top notch articles on behalf of our Club in *Motoring News* and *Motor Sport*. To his family and friends, the M7RC offers its heartfelt sympathies •

RW

ADDED EXTRAS



Photo: M7RC facebook

CLASSIC MINI RACING ROUND-UP

The Historic scene continues to see Minis to the fore, with several M7RC drivers on 'busmans holidays' at weekends. On 15-16 April the high profile Goodwood Members' Meeting featured the Gordon Spice Trophy, Miglia racers Rupert Deeth and Larry Warr joined by Nicky Swift and Harvey Death in 1275 GTs alongside SU/Burlen owner Mark Burnett's unique Clubman Estate up against a range of meaty metal. Swift won the under 2-litre heat with Deeth in 6th, while Swift took 6th overall behind monstrous over 2-litres in a twice-red-flagged Final. The same pair qualified well up in HRDC's Gerry Marshall Trophy at the Brands Masters Festival on 27-28 May but both DNFd, Burnett the only Mini finisher. At the same meeting in the Pre-66 Touring Cars, Miglia racer Jeff Smith won Class D in his Austin Cooper S, Ian Curley & Aaron Smith 2nd in a similar car (above), another Miglia expat Phil Bullen-Brown 3rd while Nick Padmore joined Matt Page alongside Giles/Jonathan Page in the Page 3 team cars to finish 4th and 5th. Other Cooper S-mounted M7RC racers to challenge the big Fords included Jo Polley and Tom Bell & Joe Ferguson, with Burnett & Swift, J Paul Jesty & Ellie Birchenough and Billy & Carl Nairn, the latter duo also in an earlier Pre-66 race at Donington on 8 April. Jeff Smith and Jo Polley were the leading Mini runners in HRDC's Dunlop Allstars race at Donington on 30 April, while a variety of CSCC/Swinging Sixties, HSCC, CMMC & CTCRC-promoted events have seen Mini outings from Marc Kniese, Tony Hunting, Jack Williamson & Peter Crewes, Chris Snowdon & Richard Longdon, Rob & Francesca Roodhouse, Tina Cooper & Aimee Watts, Clive Tonge & Vaughan Winter, Steve Rideout & Paul Ogborn, Peter De la Roche (son of ex-Se7en racer Richard), Mike & John Davies, James Sime, David Moorhouse, Kevin Bottomley, Andy Messham, Tim Dodwell and veteran Jim Burrows who has raced for more than half a century! •

RW

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



Grand Prix gladiators...

A COMBINED GRID SLOT ON THE FULL GP LAYOUT GREETED THE OPENING ROUNDS OF THE DUNLOP CHALLENGES SUPPORTED BY MINI SPARES, WITH SATURDAY VICTORIES GOING TO JEFF SMITH AND MIKE JORDAN IN MIGLIA AND SE7EN RESPECTIVELY, RICHARD COLBURN (LIBRE) AND MATT AYRES (S-CLASS) TAKING COMFORTABLE WINS IN THE SUPPORT CATEGORIES...

Silverstone GP

18-19 March 2023

National Rds 1+2

MIGLIA / LIBRE - 'National' Round 1 & Winter Rd 1:

The 29-car entry was reduced after Steve Youle was unable to undertake qualifying (a suspected over-rev causing terminal engine damage). Jeff Smith set a 2:33.626 lap to claim pole, with Rupert Deeth joining him on the front row. Richard Colburn headed the Libre class quintet, which now included the welcome addition of Julian Proctor who had moved across from Se7ens.

Jeff Smith headed the grid away and led through Becketts from Deeth, Aaron Smith and Nick Padmore, whilst Richard Colburn had Peter Hills and Phil Harvey giving chase in the Libre dice. Deeth slipped past Jeff Smith at Stowe on the opening lap, before the latter reclaimed the advantage before the completion of the lap. Pad-

more was next to progress, passing Deeth on lap 2, prior to leading a lap later. Jeff Smith returned to the head of the order on the fourth lap, with Padmore, Deeth, Andrew Jordan, Kane Astin, Aaron Smith and Ben Colburn remaining right on his tail. Richard Colburn continued to keep Hills and Harvey at bay in Libres, with Les Stanton and Proctor still in contention. Padmore was demoted on successive laps by Deeth and Jordan, before mounting a concerted fightback to reclaim the places during the closing two laps. Jeff Smith continued to maintain an advantage over his dicing pursuers, before taking the chequered flag from Padmore who pipped Jordan to second by just 0.110s, who in turn narrowly headed Astin, Ben Colburn, Deeth and Aaron Smith. Richard Colburn and Hills remained at the head of the Libre class order which saw Harvey just hang on to 3rd by a slim 0.430s margin from Stanton. A cracking way to commence a new season of racing •



Photos: M Barrington

SE7EN / S-CLASS - 'National' Round 1 & Winter Rd 1:

Reigning S-Class Champion Damien Harrington had moved up to the Se7ens with Jamie Payne making his circuit racing debut after gaining experience in karting. The S-Class saw Kieran Edgecombe, son of Dave, also making his debut, with Andrew Hack joining son Frazer but who managed to out-qualify him by getting onto the 3rd row, Andrew a row behind.

Both Tom Mills and Frazer Hack started from the pit lane after last-minute issues. The field charged into Copse, with Spencer Wanstall holding a narrow advantage as they raced through Becketts ahead of Mike Jordan and Ross Billison. The lead group was soon rejigged as Jordan took over in the lead from Wanstall, with reigning champion Connor O'Brien rising to 3rd ahead of Billison during a busy opening lap. Both Billison and Joe Thompson quickly im-

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

proved their positions during lap 2 at the expense of O'Brien, whilst in S-Class Matthew Ayres had established a clear advantage over the pursuing Jonathan Page. The lead quartet had now divided into pairs, with both sets keenly disputing their positions. Darren Thomas was next up, ready to take advantage of any lapse they might make. Further back, Fraser Hack was making rapid progress up the S-Class order after his pitlane start, reaching 3rd on the 4th lap, with Jonathan Page his next target. Jordan maintained his slim advantage over Wanstall to the

chequered flag, with Thompson doing likewise in 3rd, heading home Billison by just 0.718s. Ayres maintained his hold on the S-Class lead, with Fraser Hack completing his fine recovery drive in 2nd ahead of Jonathan Page, had the consolation of a new class lap record, a feat matched by Wanstall in Se7ens. A special mention for Payne who improved on his qualifying time by over 7s to complete his maiden Se7en race •

Roy Sisley



Silverstone continued over → → →

RESULTS: 'National' Rd 1 & Winter Rd 1

Mini Miglia & Libre Mini Se7en & S-Class

Pos	#	Driver	8 Laps
1	46	J Smith	20:17.902 / 86.56 mph
2	56	N Padmore	
3	77	A Jordan	
4	11	K Astin	
5	55	B Colburn	
6	23	R Deeth	
7	21	A Smith	
8	20	M Sims	
9	9	P Bullen-Brown	
10	37	J Cuthbertson	
11	69	T Le May	
12	68	D Wheeler	
13	86	N Paddy	
14	94	L Roberts	
15	89	S King	
16	71	L Warr	
17	219	R Colburn L	21:07.819 / 83.15 mph
18	91	T Astin	
19	126	P Hills L	
20	22	G Baldwin	
21	113	P Harvey L	
22	133	L Stanton L	
23	87	A Davies	
24	42	B Butler	
25	595	J Proctor L	
26	88	M Jordan 7	22:12.535 / 79.11 mph
27	73	S Wanstall 7	
28	80	J Thompson 7	
29	49	R Billison 7	
30	758	M Ayres S	22:41.171 / 77.44 mph
31	725	F Hack S	
32	2	D Thomas 7	
33	31	J Sims 7	
34	706	J Page S	
35	6	G Davis 7	
36	29	D Harrington 7	
37	18	T Cooper 7	
38	714	C Prior S	
39	723	A Hack S	
40	70	G Penn 7	7 laps
41	8	P Woodbridge 7	7
42	777	D Rees S	7
43	797	J Vanner S	7
44	14	J Payne 7	6
nc	76	J Polley 7	5
dnf	51	J Kent	8 laps
dnf	7	C Peacock	7
dnf	773	N Fraser Ker S	7
dnf	721	K Edgecombe S	5
dnf	713	L Poolman S	5
dnf	72	R Howard	2
dnf	1	C O'Brien 7	2
dnf	766	O Handley S	2
dnf	66	T Mills 7	0
dnf	5	G Woodbridge 7	0
dnf	748	M Dickinson S	0
ns	24	S Youle	
wd	16	A King 7	
wd	18	L Selby	
wd	28	B Humphreys	
wd	117	P Harries L	

FL	A Smith	2:30.986 - 87.27 mph
FL/L	P Hills	2:35.152 - 84.93 mph
FL/7	S Wanstall	2:43.599 - 80.54 mph (rec)
FL/S	J Page	2:46.221 - 79.7 mph (rec)
Pole	J Smith	
Pole/L	R Colburn	
Pole/7	J Thompson	
Pole/S	M Ayres	

3.6604-mile GP circuit

full official results @ www.tsl-timing.com



Photo: M7RC facebook

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



...Grand Prix gladiators

...AN EARLY SUNDAY MORNING START PRODUCED ANOTHER ACTION-PACKED RACE, WITH ANDREW JORDAN AND AARON SMITH DUKING IT OUT FOR MIGLIA SPOILS, AND JOE THOMPSON BENEFITTING FROM HIS RIVALS' LATE SLIPS ON A DAMP TRACK TO TAKE SE7EN HONOURS; RICHARD COLBURN AND MATT AYRES REPEATED THEIR RESPECTIVE LIBRE AND S-CLASS WINS FROM THE DAY BEFORE

Silverstone GP

18-19 March 2023

National Rds 1+2

MIGLIA / LIBRE - 'National' Round 2 & Winter Rd 2:

Aaron Smith led away from the front row as far as The Vale, where Jordan drew alongside before then taking over in the lead at Club on the opening lap, and with Ben Colburn in close pursuit. Once again Richard Colburn headed the Libre class front runners from Hills, Harvey and Stanton, who maintained his impressive start climbing to 2nd as Hills slipped down to 4th behind Harvey. Up front, Aaron Smith drew alongside Jordan as they raced into Brooklands on lap 2, with the latter maintaining his line, giving him the inside advantage into Luffield and enabling him to stay in front. Behind the lead duo, Ben Colburn was leading the chasing pack consisting of Sims, Jeff Smith, Astin, Padmore, Colin Peacock, Deeth, Nick Paddy and Shaun King. Julian Proctor was making progress up the Libre order, rising

to 3rd ahead of Hills and Harvey on the 3rd lap. Meanwhile, Jeff Smith climbed to 4th overall after passing Sims who then slipped further down the order as Peacock took over in 5th ahead of the closely pursuing trio of Astin, Padmore and Deeth, shortly before his retirement. The damp conditions continued to test the driver's ability to find grip when they needed it the most, but Jordan timed his moves to perfection as the lead duo commenced the final lap, placing his car where he needed to and preventing Aaron Smith from gaining any advantage to hold on to take the chequered flag by a slim 0.380s margin. Ben Colburn remained in a strong 3rd position ahead of Jeff Smith, Deeth and Padmore. Richard Colburn completed an excellent pair of Libre class victories, with Stanton fending off Proctor and Hills. On the podium, Jordan and Aaron Smith savoured their moment, with the runner-up quick to praise the winner for their great duel on the ragged edge, and which provided non-stop learning for him. Praise indeed after a keenly fought, clean race •



Photos: M Barrington

SE7EN / S-CLASS - 'National' Round 2 & Winter Rd 2:

Glen Woodbridge's race on the previous day had come to a premature end due to mechanical issues. The breakdown crew took the option to drag the car to safety which then caused considerable damage to the underside of the car. Paul, Glen's father opted to withdraw from the second race, offering his car to Glen but which required every other driver in the race to sign their agreement to this option; eventually everyone was able to do so and assist a fellow driver...

The damp conditions ensured that there would be a twist in the tail on the final lap... The lead changed hands repeatedly on the opening tour, with Billison heading into Brooklands, only for Jordan to grab the inside line into Luffield with Wanstall and

RACE RECAP RACE RECAP RACE RECAP



Photos: M Barrington

Thompson in pursuit. A little further back, Frazer Hack led the S-Class field from Jonathan Page, Andrew Hack, Jack Vanner and Lee Poolman. Up front, Jordan soon found Wanstall and Thompson tracking his every move, with Billison looking to re-join them. Ayres made light work of climbing up the S-Class order to lead by the 3rd lap, with Andrew Hack, Jonathan Page and Vanner his closest pursuers. The lead Se7en quartet now had Connor O'Brien and Tom Mills edging ever closer. Thompson took over in the lead on lap 5 as Jordan briefly dropped to 3rd and Billison remained a constant in 4th. Jordan moved back ahead of Wanstall on the penultimate lap as the frontrunners readied themselves for a frantic final lap. The damp conditions were destined

to provide another twist in the order as Jordan drifted off line and Wanstall was delayed by a spinning backmarker, giving Thompson a clear track he needed to secure victory, with Jordan recovering to pip Wanstall to 2nd by just 0.443s. Ayres kept everything together to claim his second S-Class victory of the weekend, with Andrew Hack and Jonathan Page netting the remaining podium places. Vanner kept hold of 4th to complete a thrilling opening weekend. After the drama of the previous day, Glen Woodbridge kept focused to climb up the order from the back of the grid and claim 7th, while Payne continued to impress, securing 10th to complete his first racing weekend. Congratulations... ●

Roy Sisley



Donington report → → → →

RESULTS: National Rd 2 & Winter Rd 2

Mini Miglia & Libre Mini Se7en & S-Class

Pos	#	Driver	8 Laps
1	77	A Jordan	21:45.956 / 80.72 mph
2	21	A Smith	
3	55	B Colburn	
4	46	J Smith	
5	23	R Deeth	
6	56	N Padmore	
7	11	K Astin	
8	86	N Paddy	
9	89	S King	
10	219	R Colburn L	22:32.727 / 77.93 mph
11	87	A Davies	
12	9	P Bullen-Brown	
13	20	M Sims	
14	37	J Cuthbertson	
15	91	T Astin	
16	94	L Roberts	
17	42	B Butler	
18	80	J Thompson 7	24:36.491 / 71.40 mph
19	88	M Jordan 7	
20	73	S Wanstall 7	
21	51	J Kent	
22	758	M Ayres S	24:42.772 / 71.09 mph
23	69	T Le May	
24	133	L Stanton L	7 laps
25	595	J Proctor L	7
26	22	G Baldwin	7
27	66	T Mills 7	7
28	1	C O'Brien 7	7
29	6	G Davis 7	7
30	5	G Woodbridge 7	7
31	31	J Sims 7	7
32	126	P Hills L	7
33	723	A Hack S	7
34	706	J Page S	7
35	797	J Vanner S	7
36	29	D Harrington 7	7
37	713	L Poolman S	7
38	14	J Payne 7	7
39	18	T Cooper 7	7
40	777	D Rees S	7
41	773	N Fraser Ker S	7
42	748	M Dickinson S	7
43	49	R Billison 7	6
dnf	7	C Peacock	6 laps
dnf	72	R Howard	6
dnf	113	P Harvey L	3
dnf	76	J Polley 7	3
dnf	725	F Hack S	2
dnf	2	D Thomas 7	2
dnf	71	L Warr	1
dnf	68	D Wheeler	0
dnf	714	C Prior S	0
dnf	721	K Edgecombe S	0
ns	24	S Youle	
ns	8	P Woodbridge 7	
ns	70	G Penn 7	
ns	766	O Handley S	
wd	16	A King 7	
wd	18	L Selby	
wd	28	B Humphreys	
wd	117	P Harries L	
FL	A Jordan	2:40.368 - 82.17 mph	
FL/L	R Colburn	2:46.142 - 79.31 mph	
FL/7	J Thompson	2:57.114 - 74.40 mph	
FL/S	M Ayres	2:57.472 - 74.25 mph	
Pole	M Sims	reverse grid	
Pole/L	J Proctor	reverse grid	
Pole/7	D Harrington	reverse grid	
Pole/S	J Vanner	reverse grid	

3.6604-mile GP circuit

full official results @ www.tst-timing.com



Photo: M7RC facebook

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Spark and ride...

THERE WAS DRAMA APLENTY FOR THE SATURDAY RACES, WITH JOE THOMPSON TRIUMPHANT IN A SPLENDID FOUR-WAY SE7EN BATTLE ACROSS THE FINISH LINE, WHILE KANE ASTIN CAME THROUGH TO WIN THE MIGLIAS ON THE LAST LAP; SIMILARLY JOSH EVANS CLAIMED LIBRE SPOILS AT THE LAST KNOCKINGS TOO, AND ONLY MICHAEL WINKWORTH'S S-CLASS VICTORY LOOKED NAILED-ON FROM THE START

Donington Park

15-16 April 2023

'National' Rds 3+4

SE7EN / S-CLASS - 'National' Round 3:

The 30-car entry was reduced when Giles Page was sidelined after an engine fire prior to open practice. Spencer Wanstall claimed pole by a 0.101s margin from Ross Billison, with Mike Jordan only competing in the opening race before heading down to Goodwood for the Members' Meeting on Sunday

Wanstall led away into Redgate, with Jordan, Billison and Darren Thomas in close pursuit. Michael Winkworth made a rapid getaway in the S-Class to head Andrew Hack, Lee Poolman and Matthew Ayres away off the line. Billison quickly rose to 2nd prior to a Safety Car intervention after Poolman ran wide into the gravel on lap 2. Fraser Hack was making rapid

progress up the S-Class order, climbing to 2nd after passing Ayres and his dad Andrew. Wanstall's fine drive came to a premature end after pitting to retire at end of lap 8 with a dropped engine valve. Billison inherited the lead, with Jordan, Joe Thompson and Glen Woodbridge poised to make a move. Thompson rose from 3rd to take the lead on the penultimate lap, and the lead quartet made a fine spectacle as they raced four-abreast into Redgate on the final lap, prior to Thompson holding on to take victory by a slim 0.453s margin from Billison, who in turn only pipped Jordan by 0.450s with Woodbridge a further 0.226s adrift in 4th. Winkworth remained at the head of the S-Class lead dice, with Fraser Hack just pipping Ayres by a slim 0.147s margin. An excellent way to start the weekend •

MIGLIA / LIBRE - 'National' Round 4:

The healthy grid included an impressive 10-car Libre entry, with Les Stanton earning his first class pole. Jeff Smith had a problematic qualifying session which left him on the back row with plenty of work to do to get amongst the frontrunners

Kane Astin led away from pole with Aaron Smith, Ashley Davies, Colin Peacock, Phil Bullen-Brown and James Cuthbertson giving chase, while Andrew Dickinson headed the Libre class from Steve Baker and Peter Hills. Jeff Smith was soon in amongst the frontrunners as they raced through The Old Hairpin for the second time, with Bullen-Brown now heading Astin, Peacock, Cuthbertson, then Jeff up to 5th ahead of Aaron Smith. He then quickly rose to head the field through the Roberts Chicane on the same lap, with Astin also demoting Bullen-Brown as the dicing continued unabated. New Libre leader Peter Hills got out of shape descending the Craner Curves on lap 7n, running onto the damp grass and hitting a marker sign, causing him to drop oil



Photos: P Waller

RACE RECAP RACE RECAP RACE RECAP



Photos: P Waller

on the racing line before he was able to pull off into retirement. The leaders avoided the dropped oil until Astin - who had just taken over from Jeff Smith in the lead - ran over it on lap 9, sending him sideways which saw him drop to fourth behind both Smiths and Bullen-Brown. Meanwhile, Baker had taken advantage of Hills's demise to head the Libres, with Julian Proctor and Dickinson his closest pursuers. Up front, the dicing continued as Astin climbed to 3rd ahead of Bullen-Brown on the 11th lap, with Jeff Smith rising to lead a lap later. Astin was not to be denied, however, and he retook the lead on the 13th lap before everything changed

once again as Aaron Smith now rose to lead and Jeff Smith pitting to retire with gearbox issues at the conclusion of the penultimate lap. The final lap saw the lead trio re-jig the order once again as Astin reclaimed the lead to win by a narrow 0.498s over Bullen-Brown, who just pipped Aaron Smith by 0.637s. The Libre class also had a twist in the tail, with Baker's late retirement enabling the fast finishing Josh Evans to pip Proctor by a slender 0.475s margin. Wherever you looked, there was a close dice to be enjoyed, a truly cracking race •

Roy Sisley

RESULTS: 'National' Rd 3

Mini Se7en & S-Class

Pos	#	Driver	12 Laps
1	80	J Thompson	20:05.946 / 70.78 mph
2	49	R Billison	
3	88	M Jordan	
4	5	G Woodbridge	
5	728	M Winkworth S	20:13.694 / 70.33 mph
6	66	T Mills	
7	725	F Hack S	
8	758	M Ayres S	
9	723	A Hack S	
10	29	D Harrington	
11	703	M Page S	
12	714	C Prior S	
13	706	J Page S	
14	722	D Edgecombe S	
15	777	D Rees S	
16	789	A Duncan S	
17	16	A King	
18	6	G Davis	
19	14	J Payne	
20	748	M Dickinson S	
21	778	K Fraser Ker S	11 laps
dnf	76	J Polley	10 laps
dnf	73	S Wanstall	8
dnf	20	D Thomas	3
dnf	21	J Sims	3
dnf	1	C O'Brien	2
dnf	713	L Poolman S	0
ns	38	S Hopper	
ns	72	G Penn	
wd	704	G Page S	

FL	M Jordan	1:26.580 - 82.28 mph (rec)
FL/S	M Winkworth	1:27.689 - 81.24 mph (rec)
Pole	S Wanstall	
Pole/S	M Ayres	

Mini Miglia & Libre

Pos	#	Driver	15 Laps
1	11	K Astin	20:35.095 / 86.41 mph
2	9	P Bullen-Brown	
3	21	A Smith	
4	88	N Paddy	
5	89	S King	
6	37	J Cuthbertson	
7	20	M Sims	
8	94	L Roberts	
9	474	J Evans L	21:37.982 / 82.23 mph
10	595	J Proctor L	
11	179	A Dickinson L	
12	113	P Harvey L	
13	276	B Norfolk L	14 laps
14	133	L Stanton L	13
15	272	A Shore* L	12
dnf	46	J Smith	14 laps
dnf	42	B Butler	14
dnf	115	S Baker L	14
dnf	24	S Youle	12
dnf	7	C Peacock	10
dnf	126	P Hills L	6
dnf	279	J Lee L	4
dnf	87	A Davies	2
dnf	72	R Howard	1
wd	15	G Pocock	
wd	272	L Jones* L	

FL	J Smith	1:20.258 - 88.77 mph
FL/L	P Hills	1:22.156 - 86.72 mph
Pole	K Astin	
Pole/L	L Stanton	

1.9790-mile National circuit

full official results @ www.tsl-timing.com



Donington continued over → → →



Photo: M7RC facebook

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...spark and ride



...FOR THE SECOND PART OF THE DOUBLE-HEADER CONSIDERABLY CLOSER COMBAT RESULTED IN SEVERAL BADLY SCARRED MINIS IN THE PADDOCK AFTERWARDS; NONETHELESS THERE WERE EXCELLENT VICTORIES FOR AARON SMITH AND JOSH EVANS IN THE MIGLIA & LIBRE RACE, WHILE ROSS BILLISON DROVE A BLINDER TO TAKE SE7EN HONOURS AND MATT AYRES SECURED HIS THIRD S-CLASS WIN FROM FOUR

Donington Park

15-16 April 2023

'National' Rds 3+4

MIGLIA / LIBRE - 'National' Round 4:

Ben Butler and Ashley Davies were non starters after their DNFs the day before, but which still left a sizeable 22-car grid to take on the Sunday morning second leg.

The field raced into Redgate with several cars bunching together causing others to take avoiding action, including Kane Astin who ran through the gravel trap before resuming down the order. Jeff Smith was once again the victim of mechanical issues as a cambelt failure forced him into an instant retirement. Once the dust had settled, Aaron Smith made his getaway to lead, with Bullen- Brown his nearest pursuer. Les Stanton briefly headed the Libre class before

Proctor and Baker then took over at the head of the order. Astin was soon closing on the lead pack as he recovered to 8th on the 3rd lap. Shaun King and Nick Paddy were keenly disputing 3rd and would remain in close company throughout the race. Behind them Colin Peacock was enjoying better fortune after having suffered three retirements thus far. Astin passed Lee Roberts exiting The Old Hairpin to climb to 6th on the 4th lap, while Baker and Evans were closely disputing the Libre lead in fine style. Bullen-Brown swept around the outside of Aaron Smith at Redgate to take over in the lead on lap 7, and Astin was now heading a four-car dice for 3rd ahead of King, Peacock and Paddy. Aaron Smith reclaimed the lead as he slipped inside Bullen-Brown at Redgate on the 9th lap as Evans took over in the Libre lead from Baker and Jon Lee on lap 10, with Phil Harvey and Stanton enjoying a close dice for 4th in class. Sadly, Bullen-Brown's fine drive came to an end as he slowed before retiring on (for him unlucky) lap 13, promoting Astin and Peacock into the podium places which remained unchanged to the chequered flag. Aaron Smith was quick to praise his pit crew who had worked throughout the previous evening to re-prepare the car for the race. Astin spoke of how he took avoiding action to miss James Cuthbertson during the hectic opening corner, while Peacock was delighted to record a podium finish, courtesy of a gearbox change overnight. Paddy just pipped King to fourth by a slender 0.417s, with Steve Youle recording a fine 6th, and Evans was justifiably pleased with his car's pace which had seen him secure a pair of Libre victories over the weekend •

SE7EN / S-CLASS - 'National' Round 4:

Steven Hopper had resolved his mechanical issues which prevented him from starting the first race, whilst Wanstall and Graham Penn (again) were non starters, along with Mike Jordan having already departed for Goodwood.



Photos: P Waller

RACE RECAP RACE RECAP RACE RECAP



Photos: P Waller

Tom Mills made a rapid getaway from the second row to lead into Redgate, ahead of Woodbridge, Billison, Thompson and Graeme Davis. Billison quickly advanced his position as he took over in the lead at The Roberts Chicane at the end of the opening lap. Declan Edgcombe led the S-Class field away with Andrew and Fraser Hack in close pursuit. Billison was briefly demoted by Woodbridge and Connor O'Brien during a frenetic 2nd lap, before he reclaimed the advantage by the end of the same lap. The S-Class lead trio of Andrew and Fraser Hack, together with Winkworth had a coming together at The Roberts Chicane on the 3rd lap, which brought their race to a premature end, enabling Ayres, Matthew Page and Edgcombe to inherit the lead positions. Thompson took over in the lead from Billison and Woodbridge on lap 5 but without being able to establish a lead margin as the three of them continued to dice in fine style throughout the race duration. A two-lap safety car period was however needed mid-race as

the stranded Fraser Hack car was proving difficult to move to a safe location. Mills' fine drive came to a dramatic conclusion when he spun at Redgate on lap 10 as he dived with Jo Polley over 6th, before extracting himself from the gravel and retiring at the end of the lap. The lead trio rejigged itself again when Billison slipped inside Thompson at Redgate on the 11th lap, as Graeme Davis and Damien Harrington were disputing 4th in fine style as the race neared its conclusion. Poolman and Chris Prior were mounting a concerted late challenge to dislodge Edgcombe from the S-Class 3rd place slot, and which they achieved during a frenetic final lap. Up front, Billison kept his composure to secure victory from Thompson by just 0.430s, with Woodbridge only a further 0.052s adrift. Harrington claimed 4th by a slim 0.251s margin from Davis. In S-Class, Ayres and Matthew Page kept the charging Lee Poolman at bay after a lively conclusion to a race which proved to be a thrilling spectacle throughout ●

Roy Sisley

RESULTS: 'National' Rd 4

Mini Miglia & Libre

Pos	#	Driver	15 Laps
1	21	A Smith	20:26.035 / 87.05 mph
2	11	K Astin	
3	7	C Peacock	
4	88	N Paddy	
5	89	S King	
6	474	J Evans L	20:56.857 / 84.92 mph
7	115	S Baker L	
8	24	S Youle	
9	279	J Lee L	
10	126	P Hills L	
11	133	L Stanton L	
12	276	B Norfolk L	
13	272	A Shore* L	13 laps
dnf	113	P Harvey L	13 laps
dnf	9	P Bullen-Brown	12
dnf	595	J Proctor L	6
dnf	179	A Dickinson L	5
dnf	94	L Roberts	4
dnf	72	R Howard	1
dnf	20	M Sims	1
dnf	37	J Cuthbertson	1
dnf	46	J Smith	0
ns	42	B Butler	
ns	87	A Davies	
wd	15	G Pooock	
wd	272	L Jones* L	
FL	K Astin	1:20.228 - 88.50 mph	
FL/L	J Evans	1:21.943 - 86.94 mph	
Pole	L Roberts	reverse grid	
Pole/L	A Shore	reverse grid	

Mini Se7en & S-Class

Pos	#	Driver	13 Laps
1	49	R Billison	21:10.746 / 72.77 mph
2	80	J Thompson	
3	5	G Woodbridge	
4	29	D Harrington	
5	6	G Davis	
6	76	J Polley	
7	758	M Ayres S	21:22.909 / 72.08 mph
8	703	M Page S	
9	713	L Poolman S	
10	714	C Prior S	
11	789	A Duncan S	
12	777	D Rees S	
13	722	D Edgcombe S	
14	706	J Page S	
15	38	S Hopper	
16	16	A King	
17	14	J Payne	
18	778	K Fraser Ker S	12 laps
dnf	66	T Mills	10 laps
dnf	1	C O'Brien	4
dnf	748	M Dickinson S	4
dnf	20	D Thomas	3
dnf	21	J Sims	1
dnf	725	F Hack S	1
dnf	723	A Hack S	1
dnf	728	M Winkworth S	1
ns	88	M Jordan	
ns	73	S Wanstall	
ns	72	G Penn	
wd	704	G Page S	
FL	R Billison	1:27.706 - 81.23 mph	
FL/S	L Poolman	1:28.310 - 80.67 mph	
Pole	G Davis	reverse grid	
Pole/S	D Edgcombe	reverse grid	

1.9790-mile National circuit

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Snetterton report → → → →



Photo: M7RC facebook

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



Merry Minis in May...

A CAT-AND-MOUSE STRATEGY IN MINI SE7ENS SAW MIKE JORDAN GETTING THE NOD ON THE LAST LAP, WHILE THE S-CLASS SAW A CLUB FIRST AFTER ANDY HACK LED FRAZER HACK ACROSS THE LINE FOR A FATHER AND SON 1-2; A RATHER FRAUGHT MIGLIA ENCOUNTER FINALLY WENT TO KANE ASTIN AFTER CONTACT PENALTIES WERE APPLIED, WHEREAS STEVE BAKER'S MAIDEN LIBRE VICTORY WAS ALTOGETHER TIDIER...

Snetterton

14-15 May 2023

'National' Rds 5+6

SE7EN / S-CLASS - 'National' Round 5:

The 23-car entry included Stuart Gilby out for the first time this season, although he was unable to start the opening race, with Peter Vickers quick to offer assistance and ensuring that he would be able to compete in race 2 on Sunday. Matthew Page was also troubled by mechanical gremlins which saw him pulling off on the warm-up lap.

Joe Thompson made a rapid getaway to lead into Riches ahead of Mike Jordan, Darren Thomas, Connor O'Brien and pole man Spencer Wanstall. Fraser Hack and Michael Winkworth led the S-Class runners away, with Matthew Ayres and Jonathan Page in close pursuit. O'Brien tagged himself on to the lead duo, with Wanstall holding

4th ahead of a three-way dice for 5th involving Thomas, Ross Billison and Damien Harrington. Jonathan Page briefly rose to 2nd after slipping past Winkworth at Riches on lap 3, before the latter regained the place a lap later. O'Brien dropped down the order with a head gasket issue which caused him to retire at the end of the 4th lap. Thompson made his move to take over in the lead at Riches on lap 6 before Jordan returned to the head of the order a lap later. The S-Class lead quartet of Fraser Hack, Winkworth, Andrew Hack and Jonathan Page were closely dicing, with Ayres heading a chasing quartet of Jack Vanner, Chris Prior and Kieran Edgecombe. The Hack family duo swapped lead positions as Andrew swooped around the outside line through Riches on the penultimate lap to head the S-Class order. Kate Fraser Ker's race came to an abrupt conclusion after she moved off line exiting Oggies to let the lead dice pass her on lap 8, only to lock-up on a damp patch and spin off, making contact with the barriers and causing rear-end damage. The lead duo of Jordan and Thompson raced side-by-side into Brundle on the final lap, with the former just claiming victory by 0.186s, with Wanstall keeping hold of the final podium place. Andrew Hack just fended off Frazer by 0.125s to secure the S-Class honours and a family 1-2, with Winkworth repossing Jonathan Page on the final lap to take 3rd •



Photos: P Waller

MIGLIA / LIBRE - 'National' Round 5:

Within the 23-car entry were Gordon Pocock, out for his first race of the season but who opted to start from the pit lane, and Phil Harvey who suffered a clutch seal failure before being able to take up his place on the grid. Aaron Smith once again showed his qualifying pace to claim pole, with Kane Astin alongside him. Richard Colburn headed the Libre field with Steve Baker repeating his Donington pace to join him on the 'front row'.

RACE RECAP RACE RECAP RACE RECAP



Photos: P Waller

Kane Astin, Aaron Smith and Rupert Deeth took full advantage of a coming together between Jeff Smith and Ben Colburn at Riches on the opening lap to open up a small advantage. Baker headed the Libre class away before Richard Colburn went ahead on lap 2 as Josh Evans made it a three-way dice for the lead. The recovering Jeff Smith and Ben Colburn, together with Phil Bullen-Brown soon edged themselves back into contention, prior to an ambitious lunge by Aaron Smith at Agostini on the 5th lap seeing him run into Astin, delaying both of them. Deeth now headed the order, with Jeff Smith, Ben Colburn and a recovering Aaron Smith in close pursuit followed by Bullen-Brown and the further delayed Kane Astin. Evans climbed to 2nd in the Libres ahead of Baker on lap 6 before the latter regained the advantage a

lap later. Jeff Smith finally made it into the lead on the 7th lap, with Deeth, Astin, Ben Colburn and Aaron Smith right on his tail. Deeth briefly reclaimed the lead but then being being clipped by Jeff Smith as they dived through Riches for the final time. This allowed Aaron Smith to inherit the lead and cross the finishing line ahead of Astin, then Jeff Smith and Deeth. However, both Smiths were later given time penalties for "Gaining an unfair advantage", which amended the result for Astin to inherit the win from Aaron Smith, Deeth, Jeff Smith and Ben Colburn in that order (the latter's n/s front wing flapping merrily since the opening lap). Baker claimed his maiden Libre victory, with Evans and Richard Colburn joining him on the podium after an eventful race ●

Roy Sisley

RESULTS: 'National' Rd 5

Mini Se7en & S-Class

Pos	#	Driver	9 Laps
1	88	M Jordan	21:38.004 / 74.10 mph
2	80	J Thompson	
3	73	S Wanstall	
4	49	R Billison	
5	20	D Thomas	
6	29	D Harrington	
7	6	G Davis	
8	76	J Polley	
9	723	A Hack S	22:28.654 / 71.32 mph
10	725	F Hack S	
11	728	M Winkworth S	
12	706	J Page S	
13	758	M Ayres S	
14	797	J Vanner S	
15	721	K Edgecombe S	
16	714	C Prior S	
17	72	G Penn	
18	16	A King	
dnf	778	K Fraser Ker S	7 laps
dnf	1	C O'Brien	3
dnf	777	D Rees S	1
dnf	703	M Page S	0
ns	795	S Gilby S	
FL	J Thompson	2:22.836 - 74.82 mph	
FL/S	J Page	2:25.203 - 73.60 mph	
Pole	M Jordan		
Pole/S	M Winkworth		

Mini Miglia & Libre

Pos	#	Driver	9 Laps
1	11	K Astin	20:09.275 / 79.54 mph <i>*inc pen</i>
2	21	A Smith	
3	23	R Deeth	
4	46	J Smith	
5	55	B Colburn	<i>*inc pen</i>
6	9	P Bullen-Brown	
7	72	R Howard	
8	89	S King	
9	37	J Cuthbertson	
10	20	M Sims	
11	94	L Roberts	
12	115	S Baker L	20:50.922 / 76.89 mph
13	474	J Evans L	
14	219	R Colburn L	
15	69	T Le May	
16	126	P Hills L	
17	24	S Youle	
18	595	J Proctor L	
19	113	P Harvey L	
20	133	L Stanton L	
21	15	G Pocock	
dnf	86	N Paddy	4 laps
dnf	7	C Peacock	4
wd	42	B Butler	
wd	87	A Davies	
FL	A Smith	2:11.287 - 81.41 mph (rec)	
FL/L	S Baker	2:15.993 - 78.59 mph	
Pole	A Smith		
Pole/L	R Colburn		

2.9689-mile 300 circuit

full official results @ www.tsl-timing.com



Photo: M7RC facebook



Snetterton continued over → → →

RACE RECAP RACE RECAP RACE RECAP RACE RECAP RACE



...merry Minis in May

...IN ANOTHER CALCULATED DRIVE, MIKE JORDAN WAS LEADING THE SE7ENS WHEN IT MATTERED, WHILE FRAZER HACK TIMED HIS S-CLASS VICTORY TO A TEE; MULTI-LEAD SWAPS IN THE MIGLIA ENCOUNTER WERE FINALLY CAPPED BY A CLASSIC LAST-LAP SLIPSTREAM MOVE BY JEFF SMITH, AND SIMILARLY JOSH EVANS EASED IN TO THE LIBRE LEAD AND HELD ON FOR THE SPRINT THE FLAG

Snetterton

14-15 May 2023

'National' Rds 5+6

SE7EN / S-CLASS - 'National' Round 6:

Both Gilby and Matthew Page were able to take their place on the S-Class grid, but Kate Fraser Ker had withdrawn following the damage she sustained the previous day.

The start was untidy after Graeme Davis anticipated the green light and edged forward from his outside-front-row slot, earning him a 10s penalty for a false start. As the closely bunched pack reached Riches, Davis was trying to move across to the inside line but which saw contact with Billison, which in turn propelled the latter into Jo Polley, delaying both of them. The latter resumed at the back of the Se7ens, whilst Billison fared worse, not being mobile again



Photos: P Waller

until the entire S-Class field had passed by. Wanstall was heading the order from Thomas and Thompson as the field raced through Nelson for the first time, with Jordan already up to 6th. Winkworth, Frazer Hack and Chris Prior were the S-Class front runners. Thompson rose to head the order on lap 2, and Thomas was holding a slim advantage over O'Brien and Harrington in their close dice for 4th behind Jordan who had eased his way into 3rd. Matthew Page was making rapid progress up the order, rising to 5th in the S-Class after passing Prior and Frazer Hack on lap 3. The lead order continued to change as Jordan moved ahead of Thompson and Wanstall during a lively 4th lap. Thomas continued to fend off his pursuers and retain 4th position, while Harrington slowed before retiring at the end of lap 6. The lead trio continued to circulate in close company before Jordan started to edge clear of his pursuers. Likewise, the S-Class front runners were swapping their order, as Jonathan Page went ahead to lead on the 7th lap, only to be pegged back to 3rd as Frazer Hack and Winkworth fought back a lap later. Thompson closed the lead margin of Jordan during the final lap, being just 0.612s adrift at the chequered flag. In a grandstand finish, O'Brien just pipped Thomas to fourth by 0.056s. Fraser Hack saved his move until the final lap at Russell, before claiming the S-Class honours from Winkworth by a mere 0.015s with Jonathan Page only a slender 0.135s further adrift. Both Polley and Billison continued after their opening lap delays, scoring what could prove to be vital points at the end of the season •

MIGLIA / LIBRE - 'National' Round 6:

Nick Paddy was a non starter after his mechanical issues from the previous day, whilst Richard Colburn pulled off on the formation lap, prompting a dealy and further warm-up lap to retrieve his car. The front row pairing of Shaun King and Rob Howard led into Riches, before Jeff Smith quickly took over in the lead at

RACE RECAP RACE RECAP RACE RECAP



Photos: P Waller

Brundle, with Astin following his example and also demoting King. The field raced through Murrays for the first time, with Julian Proctor heading the Libre field. Deeth ran wide through Coram onto the grass before taking a time-consuming route and rejoining the circuit, seemingly out of contention. Astin took over in the lead on lap 2 as Aaron Smith continued his rapid progress, having passed Howard, Bullen-Brown and King to climb to 3rd on lap 3. Deeth was already rising up the order after his grassy excursion, rising to 8th on the same lap. Jeff Smith returned to the head of the order on the 4th lap before both Aaron Smith and Astin passed him at Brundle a lap later. The Libre class was also proving to be closely matched, as Peter Hills took over in the lead on lap 4, only for Evans to grab the advantage a

lap later. Baker and Proctor were keenly disputing 3rd. Howard and King were still in contention as they dived over 5th, prior to the charging Deeth demoting both of them on lap 6 as he continued his upward progress. Jeff Smith moved ahead of Aaron Smith on the 7th lap, and the lead quartet remained closely bunched until the final lap when Astin made his move, leading on to The Bentley Straight only to be slipstreamed by both Smiths; Jeff kept Aaron at bay to win by just 0.153s, with Astin only a further 0.208s adrift. Bullen-Brown was 4th, with Deeth a deserved 5th after his fine recovery drive. Evans secured the Libre honours from Hills, with Baker claiming his third podium in a row •

Roy Sisley

RESULTS: 'National' Rd 6

Mini Se7en & S-Class

Pos	#	Driver	9 Laps
1	88	M Jordan	21:40.515 / 73.96 mph
2	80	J Thompson	
3	73	S Wanstall	
4	1	C O'Brien	
5	20	D Thomas	
6	6	G Davis	
7	725	F Hack S	22:20.947 / 71.73 mph
8	728	M Winkworth S	
9	706	J Page S	
10	703	M Page S	
11	76	J Polley	
12	723	A Hack S	
13	49	R Billison	
14	714	C Prior S	
15	758	M Ayres S	
16	797	J Vanner S	
17	16	A King	
18	721	K Edgecombe S	
dnf	77	D Rees	7 laps
dnf	29	D Harrington	5
dnf	72	G Penn	5
dnf	795	S Gilby S	3
ns	778	K Fraser Ker S	
FL	M Jordan	2:22.472 - 75.01 mph (rec)	
FL/S	M Page	2:24.249 - 74.09 mph (rec)	
Pole	J Polley	reverse grid	
Pole/S	C Prior	reverse grid	

Mini Miglia & Libre

Pos	#	Driver	9 Laps
1	46	J Smith	20:07.753 / 79.64 mph
2	21	A Smith	
3	11	K Astin	
4	9	P Bullen-Brown	
5	23	R Deeth	
6	89	S King	
7	37	J Cuthbertson	
8	20	M Sims	
9	7	C Peacock	
10	69	T Le May	
11	94	L Roberts	
12	24	S Youle	
13	474	J Evans L	20:41.065 / 77.50 mph
14	126	P Hills L	
15	115	S Baker L	
16	15	G Pooock	
17	595	J Proctor L	
18	133	L Stanton L	
19	113	P Harvey L	
dnf	72	R Howard	6 laps
dnf	55	B Colburn	2
dnf	219	R Colburn L	0
wd	86	N Paddy	
FL	R Deeth	2:11.810 - 81.08 mph	
FL/L	J Evans	2:15.038 - 79.14 mph	
Pole	S King	reverse grid	
Pole/L	L Stanton	reverse grid	

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Challenge standings → → → →



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2023 STANDINGS

'NATIONAL' CHALLENGE after 6 Rounds
Mini Miglia

Pos	#	Driver	Pts
1	21	Aaron Smith	111
2	11	Kane Astin	109
3	89	Shaun King	78
4	46	Jeff Smith	77
5	9	Phil Bullen-Brown	74
6	23	Rupert Deeth	66
7	37	James Cuthbertson	61
8	20	Mark Sims	61
9	86	Nick Paddy	56
10	55	Ben Colburn	51
11	94	Lee Roberts	47
12	77	Andrew Jordan	39
13	56	Nick Padmore	34
14	7	Colin Peacock	34
15	24	Steve Youle	33
16	69	Tony Le May	33
17	72	Rob Howard	19
18	15	Gordon Pocock	15
19	87	Ashley Davies	14
20	91	Thorburn Astin	11
21	68	Dan Wheeler	10
22	42	Ben Butler	8
23	71	Larry Warr	6
24	51	Jonnie Kent	5
25	22	Gareth Baldwin	5
nc	18	Lewis Selby	-
	28	Bob Humphreys	-

Mini Libre Invitation

Pos	#	Driver	Pts
1	133	Les Stanton	97
2	126	Peter Hills	92
3	595	Julian Proctor	87
4	474	Josh Evans	81
5	113	Phil Harvey	67
6	219	Richard Colburn	60
7	115	Steve Baker	59
8	276	Ben Norfolk	31
9	278	Andy Shore	28
10=	179	Andy Dickinson	19
	279	Jonathan Lee	19
nc	117	Peter Harries	-
	272	Lee Jones	-

Mini Se7en

Pos	#	Driver	Pts
1	80	Joe Thompson	117
2	88	Mike Jordan	99
3	49	Ross Billison	96
4	6	Graeme Davis	87
5	73	Spencer Wanstall	75
6	29	Damien Harrington	73
7	20	Darren Thomas	51
8	5	Glen Woodbridge	50
9	16	Andy King	50
10	76	Jo Polley	45
11	14	Jamie Payne	44
12	1	Connor O'Brien	37
13	66	Tom Mills	35
14	21	Jordan Sims	30
15	72	Graham Penn	24
16	18	Tina Cooper	22
17	38	Steven Hopper	14
18	8	Paul Woodbridge	10

Mini-7 S-Class

Pos	#	Driver	Pts
1	758	Matt Ayres	109
2	706	Jonathan Page	100

3	723	Andy Hack	89
4	725	Frazer Hack	79
5	714	Chris Prior	78
6	728	Michael Winkworth	59
7	797	Jack Vanner	59
8	77	Dave Rees	59
9	703	Matthew Page	54
10	713	Lee Poolman	37
11	721	Kieran Edgecombe	28
12	789	Arnold Duncan	27
13	722	Declan Edgecombe	27
14	748	Mal Dickinson	25
15	778	Kate Fraser Ker	22
16	773	Nigel Fraser Ker	15
17=	766	Ollie Handley	1
	795	Stuart Gilby	1
nc	704	Giles Page	-

Mini Se7en Novices

Pos	#	Driver	Pts
1	16	Andy King	10
2	14	Jamie Payne	8

Mini-7 S-Class Novices

Pos	#	Driver	Pts
1	797	Jack Vanner	11
2	722	Declan Edgecombe	6
3	721	Kieran Edgecombe	6
4	778	Kate Fraser Ker	5
5	773	Nigel Fraser Ker	3

Graham Hill U-17s

Pos	#	Driver	Pts
1	721	Kieran Edgecombe	6
2	722	Declan Edgecombe	4
3	766	Ollie Handley	1

Mini Miglia Novices

Pos	#	Driver	Pts
-	-	-	-

FASTEST LAPS *incl. 1 championship point (not Qual/Cons races)
Miglia

A Smith	x2
A Jordan, J Smith, K Astin, R Deeth	x1

Libre Invitation

P Hills, J Evans	x2
R Colburn, S Baker	x1

Se7en

J Thompson, M Jordan	x2
S Wanstall, R Billison	x1

S-Class

J Page	x2
M Ayres, M Winkworth, L Poolman, M Page	x1

POLE POSITIONS *includes reverse grid system
Miglia

J Smith, K Astin, A Smith, M Sims, L Roberts, S King	x1
--	----

Libre Invitation

R Colburn, L Stanton	x2
J Proctor, A Shore	x1

Se7en

S Wanstall	x2
J Thompson, D Harrington, G Davis, J Polley	x1

S-Class

M Winkworth	x2
M Ayres, J Vanner, D Edgecombe, C Prior	x1

0-PLATE WINTER CHALLENGE after 2 Rds
Mini Miglia

Pos	#	Driver	Pts
1	77	A Jordan	39
2	46	J Smith	37
3	56	N Padmore	34
4	21	A Smith	34
5	55	B Colburn	34
6	11	K Astin	31
7	23	R Deeth	31
8	20	M Sims	22
9	9	P Bullen-Brown	22
10	86	N Paddy	21
11	37	J Cuthbertson	19
12	89	S King	18
13	87	A Davies	13
14	69	T Le May	13
15	94	L Roberts	13
16	91	T Astin	11
17	68	D Wheeler	10
18	42	B Butler	7
19	71	L Warr	6
20	51	J Kent	5
21	22	G Baldwin	5
22=	7	C Peacock	2
	72	R Howard	2
24	24	S Youle	0
nc	18	L Selby	-
	28	R Humphreys	-

Mini Libre Invitation

Pos	#	Driver	Pts
1	219	R Colburn	41
2	126	P Hills	37
3	133	L Stanton	36
4	595	J Proctor	34
5	113	P Harvey	19
nc	117	P Harries	-

Mini Se7en

Pos	#	Driver	Pts
1	88	M Jordan	39
2	80	J Thompson	39
3	73	S Wanstall	38
4	6	G Davis	29
5	21	J Sims	28
6	49	R Billison	26
7	29	D Harrington	25
8	18	T Cooper	22
9	14	J Payne	20
10	66	T Mills	18
11=	20	D Thomas	17
	1	C O'Brien	17
13	5	G Woodbridge	15
14	72	G Penn	11
15	8	P Woodbridge	10
16	76	J Polley	2
nc	16	A King	-

Mini-7 S-Class

Pos	#	Driver	Pts
1	758	M Ayres	41
2	706	J Page	37
3	723	A Hack	35
4	797	J Vanner	31
5	777	D Rees	30
6	725	F Hack	20
7	714	C Prior	18
8	713	L Poolman	17
9	773	N Fraser Ker	15
10	748	M Dickinson	14
11	721	K Edgecombe	2
12	766	O Handley	1



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 M7RC MINIS DOMINATED THE ENTRY AT LYDDEN...

**3 JUNE 1973
LYDDEN**

Sambell and Spurling take points in Mini Jamboree

**MIGLIA MINI
National Round 4**

ALTHOUGH THE ENTRY WAS MINI HEAVY, THE MIGLIAS SHARED THEIR GRID WITH A FEW 1300CC+ SPECIAL SALOONS; PHIL SPURLING WAS THE FIRST 998 HOME

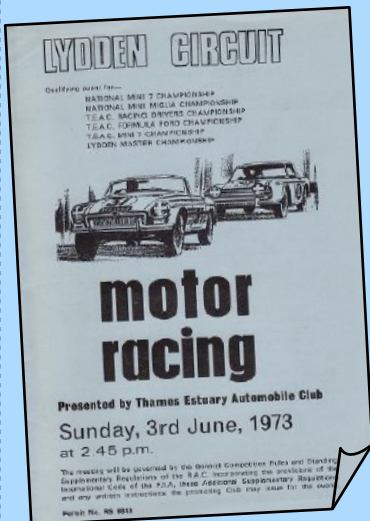
Although less spectacularly tail-happy than a month ago, Nick Whiting dominated the ill-supported big saloon thrash in his Escort-FVA, followed all the way at respectable intervals by Brian Davison's Drake-Fletcher Viva GT and Phil Spurling's Oselli Mini, victor of the better-supported Miglia class. Dudley Fisher (Charon Miglia) was next, hotly pursued by Brian Sims until the latter spun his Escort Twin Cam in the middle of Canterbury Straight at half dis-

tance and almost collected the startline marshals' post. Spurling's best lap represented a new Miglia record.

**FORMULA MINI-7
National Round 4
& TEAC Rd 2**

DAVD SAMBELL WON THE MAIN EVENT OF THE DAY, THE MINI 7 FINAL, AT TEAC'S LATEST MONTHLY OFFERING AT LYDDEN HILL

Heat 1 - With 44 cars entered, the Mini 7 Championship round demanded two heats and a final. The first looked like the personal property of Graham Wenham until he suddenly found his Blydenstein Mini somewhat deprived in the gear-selection



department half way round the 7th lap. Mick Moss' Trident car inherited the lead, chased resolutely by Norman Finn's Castrol-backed machine. Moss made it by a tiny 0.2s whilst Danny Crosbie was a lonely 3rd. Having spun out of 2nd spot at the start of lap 3, poleman Chris Tyrrell recovered sufficiently to split a dice for 6th won by Hugo Hoyle from Jim Mancey with Martin Blunt also deeply involved.

Heat 2 - Dave Sambell controlled the second heat from pole position to chequered flag, but behind him Alan Corbishley, Graham Woskett and Anthony Westbrook disagreed vehemently over the order. Woskett pulled off on the 6th lap, exhaust pipe trailing dangerously, but Westbrook kept the pressure on Corbishley and sneaked past at the Elbow on the final circuit when the latter nearly lost it. Closing fast on both meanwhile, and under a second down at the finish, was Mick Collard. Following a push-start after the rest had departed, Reg Armstrong set a new Mini 7 record of 53.6s.

Final - Mick Moss headed off Dave Sambell into Chessons with Norman Finn slotting in astern. For half the race it was desperately close with seven cars almost

together. Alan Corbishley passed Finn on lap 3, Mick Collard copied him a tour later, and Sambell displaced Moss on the 4th lap. When Moss pulled off on the next circuit, Reg Armstrong's Castrol device was suddenly 3rd, challenging Corbishley, although Sambell had broken away to notch up maximum points and the Reece Fish Trophy. Entering the final lap Armstrong led Corbishley, having raced abreast from the Elbow to Pits and Corbishley blew up leaving Chessons. On the very last corner, with the place in his pocket, Armstrong overcorrected and lurched leftwards into the bank nose first, wrenching the whole front end through a 45-degree angle into the passenger compartment; the driver proved to be no more than bruised and shaken after a check-up. So Mick Collard eventually came 2nd from Finn, Danny Crosbie and Anthony Westbrook who started late with manual assistance. Collard lowered Armstrong's newly-established bogey to 52.8s •

*reports courtesy
Motoring News*

*Graham Wenham leads the first heat of the Mini 7 heats prior to his retirement, followed by Norman Finn, Chris Tyrrell, winner Mick Moss, Danny Crosbie, Hugo Hoyle, and the rest (top)
Image: courtesy Autosport*

*Further articles & results in
M7RC Archive 1973 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!



Photo: RetroMini7pics + M7RC Archive (?????)

- 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

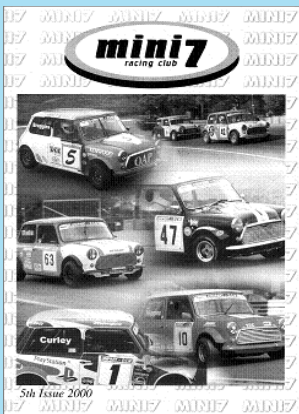
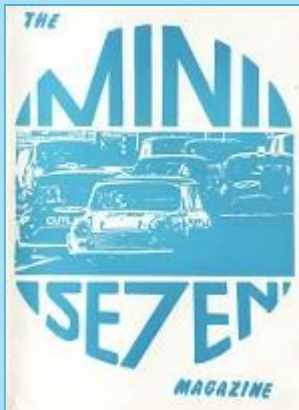
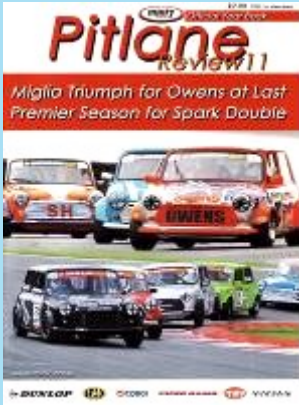
- 1983 Mike Fry (overall)

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	Mike Jordan 4 September 2022 1:24.685 65.89 mph	Rupert Deeth 4 September 2022 1:17.787 71.73 mph	Frazer Hack 4 September 2022 1:26.712 64.35 mph	Richard Colburn 4 September 2022 1:20.840 69.02 mph
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	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	Aaron Smith 21 May 2022 1:39.195 79.37 mph	Damien Harrington 21 May 2022 1:49.553 71.86 mph	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	Rupert Deeth 11 June 2022 1:16.096 87.52 mph	Damien Harrington 12 June 2022 1:24.957 78.39 mph	Dan Lewis 12 June 2022 1:18.081 85.29 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Mike Jordan 15 April 2023 1:26.580 82.28 mph NEW !	Jeff Smith 9 July 2022 1:20.009 89.04 mph	Michael Winkworth 15 April 2023 1:27.689 81.24 mph NEW !	Dan Lewis 10 July 2022 1:21.216 87.72 mph
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	Andrew Jordan 27 March 2022 1:16.374 87.24 mph	Michael Winkworth 16 Oct' 2022 1:25.009 78.38 mph	Dan Lewis 16 October 2022 1:16.506 87.09 mph
Silverstone (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.6604	Spencer Wanstall 18 March 2023 2:43.599 80.54 mph NEW !	Aaron Smith 12 June 2021 2:30.826 87.37 mph	Jonathan Page 18 March 2023 2:46.221 79.27 mph NEW !	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	Mike Jordan 14 April 2023 2:22.472 75.01 mph NEW !	Aaron Smith 13 May 2023 2:11.287 81.41 mph NEW !	Matthew Page 14 April 2023 2:24.249 74.09 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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Images: M7RC Archive

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!

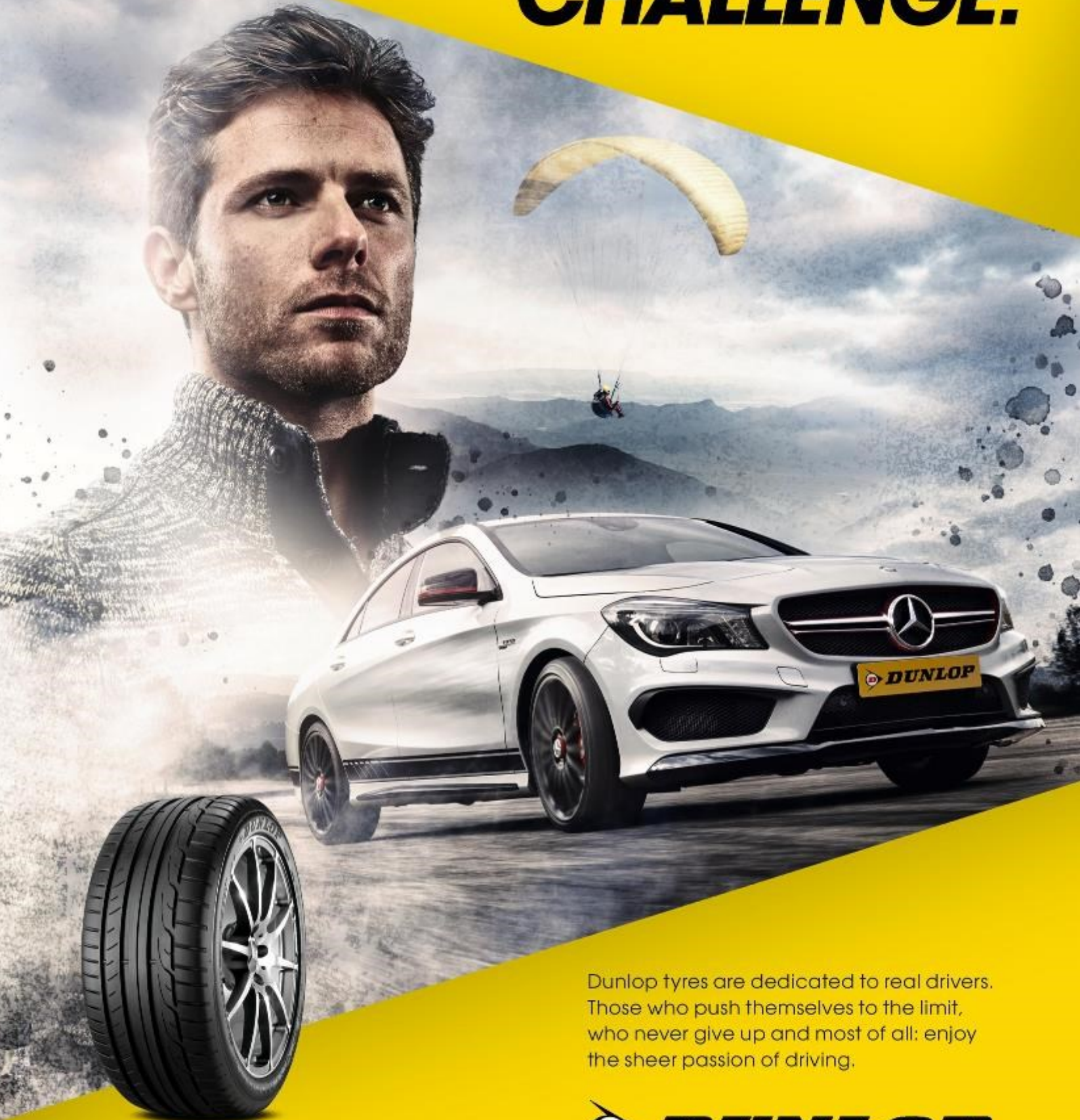
Mini-7 S-Class

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 •



MY GOAL? THE NEXT CHALLENGE.



SPORT MAXX RT

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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