

Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 3



www.mini7.co.uk

Mini Se7en:
Clear intentions

DUNLOP MINI CHALLENGE
supported by MINI SPARES

Behind Closed Doors

**COULD UK MOTORSPORT
RESUME WITHOUT
THE FANS?**

Mini Miglia:
Nothing to hide



**S-Class:
Feeder
formula
growing in
numbers**

OPEN CHOICE...

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

Coronavirus latest!

Club news

Revised calendar

Garage projects

From the Archives

A-to-Z of drivers pt 2

Donington back in the day

Mini Libre: Alternative A-Series



PIPER CAMS

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

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



mini spares

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

Minispares - NORTH

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

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN
Tel: 01707 607700

Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury,
W. Midlands. B69 4RJ
Tel: 0121 544 0011

SPONSORS



Title sponsor of the Mini Se7en & Mini Miglia Challenge - all cars run on regulation Dunlop racing tyres

www.dunloptyres.com



Title co-sponsor of the Mini Se7en & Mini Miglia Challenge - a leading Mini aftermarket specialist

www.minispares.com



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 WAITING GAME

Patience is a virtue, at least that is the perceived wisdom learned since we were 'knee-high to a grasshopper'. Nobody can say for definite when the world will return to how it was before this terrible pandemic struck, but then again should we assume that is the best outcome anyway? Perhaps the world and everything we knew before and thought we might know in our futures is overdue a reset? Kind of like when your computer starts to slow down, that 'spin-ny' thing leaves you drumming your fingers on the keyboard in impatience and pent-up frustration, then the whole lot simply freezes and you lose all the work you've been stressing over for ages. However, despite the initial short-term angst there is usually a solitary button, sequence of keys or 'secret' paperclip hole to press for 'reboot' and before you know it you are ready to start afresh, with a calmer, more sanguid approach to the task ahead. Or you could just go for walk to rest your weary 'screen' eyes and rethink your outlook on what is really im-

portant. Not until recently had I realised just how much the outside world means in terms of 'freedom', with the chance to walk out of the front door and simply get away from the same four walls, day after day, not to mention hours in front of a computer screen - albeit the subject matter is more compelling than a regular '9-to-5' office job! It could be all too easy to take for granted our liberty to come and go as we please, and any sort of 'lockdown' is clearly alien to many, but the longer term aim must be to ensure a brighter future for the majority, so staying put for now with an occasional 'outdoor' break is no real hardship when some don't have that luxury of choice. Of course, there are financial concerns and pure boredom too, but good health and loved ones remaining safe are surely the only virtues to really matter? Oh, and patience for the first Mini race in 2020, that will be life-changing!

RW



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Miglia
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Years
1970 - 2020

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PREVIEW: NATIONAL ROUNDS 3+4

DONINGTON PARK... 10 MAY...

POSTPONED!

**Miglia
Lap Record**
Shayne Deegan
Time: 1:20.922
Ave speed: 88.04 mph
Set: 18 June 2016
1.9791-mile
National circuit

IT'S BEEN THREE YEARS SINCE THE M7RC VISITED THE EAST MIDLANDS CIRCUIT, DURING WHICH TIME OWNERSHIP HAS PASSED FROM THE WHEATCROFT FAMILY INTO THE HANDS OF MSVR...

NATIONAL MIGLIA

Of the current 2020 registrations, reigning champion Aaron Smith has previously gone well around here to record a trio of victories in the top class, tow for Kane Astin (plus a pair in Se7ens) and also Tony Le May, while Endaf Owens was first past the chequered flag more than a decade ago •

NATIONAL LIBRE

The 2017 visit was on the GP layout, with class wins for Peter Crewes and Gary Warburton, so the category has yet to establish records for the National layout. In 2014 there were double victories for Warburton and Rohith De Dilva (right) in Miglia and Se7en 'Invitation' cars respectively •

MINI MIGLIA

PREVIOUS WINNERS:

2017 R Deeth / A Smith
2016 S Deegan x2
2015 A Smith / K Astin
2014 D Wheeler x2 ↓
2013 K Astin
2012 P Baldwin / A Smith
2011 T Le May x2
2009 A Hack
2008 A Hack
2007 E Owens



**Mini Libre
Lap Record
to be established**
Time: -
Ave speed: - mph
Set: -
1.9791-mile National circuit
PREVIOUS CLASS WINNERS:
2017 P Crewes / G Warburton



...PREVIEW:

...NATIONAL ROUNDS 3+4

DONINGTON PARK

10 MAY

...UNFORTUNATELY THAT LONG AWAITED RETURN MAY BE PUT BACK AT LEAST A FURTHER 12 MONTHS UNLESS A REPLACEMENT DATE CAN BE FOUND FOR THE 2020 CALENDAR

POSTPONED!

Se7en
Lap Record
Andrew Deviny
Time: 1:29.372
Ave speed: 79.76 mph
Set: 24 August 2014
1.9791-mile
National circuit



Mini-7 S-Class
Lap Record

Zack Booth

Time: 1:30.174

Ave speed: 79.00 mph

Set: 18 June 2016

1.9791-mile National circuit

PREVIOUS CLASS WINNERS:

2017 S Tarlton x2
2016 Z Booth / J Bull
2015 S Tarlton x2
2014 S Tarlton / I Deviny
2013 J Proctor
2012 J Proctor x2
2011 J Proctor x2
2009 J Proctor
2008 Nathan Burge
2007 Nathan Burge

MINI SE7EN
PREVIOUS WINNERS:

2017 L Selby x2
2016 Z Booth / L Selby
2015 D Thomas x2
2014 G Davis ↓ / D Thomas
2013 K Astin
2012 A Deviny / G Hunt
2011 M Hunter / G Hunt
2009 K Astin
2008 A Deviny
2007 A Deviny



NATIONAL SE7EN

On the most recent form on the shorter circuit, Darren Thomas would be a top pick for podium honours, although there are several other names down on this year's 'Runners & Riders' who have also tasted victory here, including Graeme Davis, Max Hunter, Andrew Deviny and Gareth Hunt •

NATIONAL S-CLASS

With previous champions and class winners having all moved on, the budget-tuning, 1275cc feeder class looks more open than ever. Connor O'Brien took the overall runner-up slot in 2019 so is a favourite, while Andy Dickinson is the only current entry to have raced in the 2016 meeting •



Photos: ?M7RC Archive (M Barrington)



BARC RACE MEETING

Donington Park welcomes the British Automobile Racing Club back for a 'Super Sunday' of tin tops thrills as a trio of championships duke it out under the flight path of East Midlands airport. With the 2020 season now really starting to gather momentum, making an impact early in the year is pivotal for those that have aspirations of triumphing overall come the end of the campaign. The Kumho BMW Championship is renowned for delivering captivating entertainment and this year's grid of iconic models produced by the German manufacturer is living up to that mantle. Variety has proven to be the spice of life in the BARC Saloon Series & TDi North Honda VTEC Challenge down the years and 2020 is no different, with another diverse grid battling it out for victory once more. Capping off the day's action in Leicestershire will be races from the Carbon8 Hyundai Coupe Cup, Aston Martin Owners Club and the **Mini 7 Racing Club** •

www.barc.net



Although our scheduled visit to the BARC-run meeting at Donington on 10 May has unfortunately been postponed, the MG Car Club is working feverishly on a provisional date at the East Midlands venue in July to replace their MGLive! meeting already postponed from Silverstone on 13-14 June (it was also cancelled in 2019 due to track resurfacing). The new date is likely to be 11/12 July, a week before the proposed British GP at Silverstone on 19/20, and could offer us a new double-header •

www.mini7.co.uk

TIMETABLE: Donington Park

DUNLOP NATIONAL MINI CHALLENGE

Rds 3 + 4

Sunday 10 May

START	FINISH	DURATION	SESSION	CLASS
-	-	10 mins	Signing-on	Se7en / S
-	-	10 mins	Signing-on	Miglia / Libre
-	-	1 hour	Scrutineering	Se7en / S
-	-	1 hour	Scrutineering	Miglia / Libre
-	-	20 mins	Qualifying	Se7en / S
-	-	20 mins	Qualifying	Miglia / Libre
-	-	20 mins	Race - / Rd 3	Se7en / S
-	-	20 mins	Race - / Rd 3	Miglia / Libre
-	-	20 mins	Race - / Rd 4	Se7en / S
-	-	20 mins	Race - / Rd 4	Miglia / Libre



Image: courtesy Donington Park/MSV

CIRCUIT LENGTH:

1.979 miles National

Donington Park, Castle Donington, Derby, DE74 2BN

Tel: 01332 810048

Email: doningtonpark@msv.com

Driving there:

From the North - Leave the M1 at junction 24 and merge onto the A453, then at the roundabout take the 4th exit continuing onto the A453 (signposted Tamworth, Birmingham). At the next roundabout, take the 3rd exit for the A453 (signposted East Midlands Airport, Diseworth, Donington Park). Remain on the A453 by taking the 1st exit at the roundabout, follow the road adjacent to the airport, then again take the 1st exit at the second roundabout. Once at the traffic lights, keep on the left to go straight on, and take the first right onto Melbourne Lane. The Donington Park entrance is half a mile on the right.

From the South - Leave the M1 at junction 23a, then merge onto the A42 (signposted Stoke). At the roundabout take the 2nd exit onto the A453 (signposted East Midlands Airport, Diseworth, Donington Park). Remain on the A453 by taking the 1st exit at the roundabout, follow the road adjacent to the airport, then again take the 1st exit at the second roundabout. Once at the traffic lights, keep on the left to go straight on, and take the first right onto Melbourne Lane. The Donington Park entrance is half a mile on the right. For those arriving via the A42, follow the signs onto the A453 at Tonge •

www.donington-park.co.uk



2020 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

National 1+2	Croft	25-26 April (DDMC) Postponed!
National 3+4	Donington Park	10 May (BARC) Postponed!
National 5+6	Silverstone (GP Historic)	13-14 June (MGCC / MG Live!) Postponed!
National 7+8+9	Zandvoort, NL	3-5 July (CZL-CPZ / British Race Festival) X
National 10+11	Brands Hatch	8-9 July (MSV / Mini Festival South) X
National 12 + 13	Brands Hatch GP	22-23 August (ITR / DTM support)
National 14 +15	Castle Combe	3-4 October (CCRC)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2+3	Silverstone (National)	21-22 March (BARC) Postponed!
Winter Series 4+5+6	Brands Hatch	13-15 November (BARC)
AGM / ATD	Brands Hatch	15 November new venue!
Awards / Dinner Dance	Marriott Forest of Arden	January 2021

National Rounds 3+4

10 May

POSTPONED!

Donington Park

BARC

Photo: M7RC Archive (M Barrington)

NEWS NEWS NEWS NEWS

RACING BEHIND CLOSED DOORS IN 2020 ?

...as Formula 1 strongly considers firing up engines again, but without the paying public invited along to watch, could club racing follow the same route?

With increasingly strong rumours that the world of F1 Grand Prix racing will soon be back on track, albeit without the many thousands of punters paying through the nose to attend, this may well allow motorsport further down the ladder an opportunity to also kick start its 2020 season.

Already it seems the Austrian GP has got the go ahead on 5 July, with the British GP at Silverstone set to follow suit a fortnight later although even that may be under a cloud due to financing issues between the circuit and the promoters of F1.

Nonetheless, should any circuit be 'open' for business, even under tight restrictions for numbers of operational and medical staff in attendance, it signals a way forward for the various national organising bodies to re-purpose more viable calendars between now and any possible start date.

Already, the M7RC has been in liaison with various organisers, including BARC, the Darlington & District Motor Club and the MG Car Club, all of whom have had to postpone 2020 race dates from March through to June, including invites for the M7RC at Silverstone, Croft and Donington Park. However,

whereas F1 can more readily source avenues of funding to cover short- and even longer-term losses in gate receipts, there is likely to be more uncertainty surrounding a lack of footfall at club meetings, and just how these race organising clubs are going to survive without enough money coming in to cover their operating costs. Therefore, the sooner that any revised calendars can be put together, then the sooner competitors will be able to plan where, when and how they are going to race in 2020 (health and safety permitting). Following that, then stump up any entry fees which will be a huge funding boost in assisting organising clubs with any proposed race meeting that could be set in motion.

Despite what many perceived as contradictory instructions, the (Westminster) Government's re-

vised lockdown strategy aired on Sunday 10 May at least aimed to relax the restrictions on personal movement and exercise, including some sporting activities. Whether this 'relaxation' of restrictions does actually allow motorsport the same leeway as other pastimes is not so clear cut, but ultimately the resumption of racing at club level is going to need several factors to align: early announcements on availability of meetings and start dates; health risks down to an 'acceptable' level; availability of circuit staff and marshals; availability of medical staff, equipment and emergency facilities and, perhaps easily overlooked, a desire and affordability from competitors themselves (and team members too) to actually turn up and race. Fingers crossed...

Miglia
50
Years
1970 - 2020

Image: M7RC facebook

POTENTIAL 2020 RACE CALENDAR SCENARIO... (survey results p9)

2020 DUNLOP MINI CHALLENGES supported by Mini Spares

Rounds	Circuit	Date	Organiser / Notes
1 + 2	Donington Park	July 11/12	MGCC (assumes British GP approved)
3 + 4	Brands Hatch GP	August 22/23	ITR (DTM support)
5 + 6	Silverstone, etc...	mid-September...	BARC, MSV, etc...
7 + 8	Castle Combe	Oct 3/4	CCRC (Autumn Classic)
9 + 10	Croft	Oct 17/18	D&DMC
11 + 12	Brands Hatch GP	Nov 14/15	MSV/TOCA (BTCC support)



QUIZ NIGHT Q&A...

Here are those questions and answers in brief from the most recent Quiz Night:

Sunday 26 April

Round 1 - CELEBRITY MIX-UPS

Spot which Mini drivers' faces have been swapped with a famous name...

- 1 'James Bond'? James Cuthbertson
- 2 'Ian Beale'? Ian Fraser
- 3 Tina Turner? Tina Cooper
- 4 Jason Statham? Jason Porter
- 5 Glenn Close? Glen Woodbridge

Round 2 - CIRCUIT ART

Marvel at Stephen Colbran's attempts to draw several circuits visited by the M7RC...

- 1 Circuit? Croft
- 2 Track? Silverstone National
- 3 Lap? Knockhill
- 4 Course? Zandvoort
- 5 Venue? Castle Combe

Round 3 - ANAGRAM ENGINE PARTS

Unscramble the letters of various components found under the bonnet of race Minis...

- 1 Fact Mash? Camshaft
- 2 Bracer Trout? Carburettor
- 3 Porting Sin? Piston Ring
- 4 Machining It? Timing Chain
- 5 Final Mod? Manifold

Round 4 - WAYNE'S WORLD

Where in the world is Miglia racer Wayne Grayer pictured...

- 1 WG in? Casino Square, Monte Carlo
- 2 WG at? Goodwood circuit, Sussex
- 3 WG at? Brooklands banking, Surrey
- 4 WG on? Col du Turini, Monte Carlo Rally
- 5 WG in? Kentagon bar, Brands Hatch

Round 5 - GENERAL KNOWLEDGE

Last minute racing and Mini trivia after technical glitch cut Welsh quiz section...

- 1 Which Miglia racer had Andy Capp-style cartoon on bonnet? Andy Hack
- 2 Unique feat by Tim Sims and Paul Spark? Only drivers to win 3 Se7en titles in a row
- 3 Mini derivative used by Aussie army? Moke
- 4 Year Rover Mini Cooper 35 released? 1996
- 5 Rock band featured on Dudley Fisher's Miglia in early 1970s? Status Quo

Look out for further M7RC quizzing nights whilst we all wait for racing to resume •



NEWS NEWS NEWS NEWS

... AND OUR SURVEY SAYS ?

With the Coronavirus pandemic having impacted on the 2020 race calendar so far, the M7RC recently sought feedback from its competitors on possible revised dates if and when motor sport can resume in the UK. The brief survey was issued in early May with the results soon tabulated by Commercial Manager, Colin Peacock, and the figures should then indicate just how likely it is for competitors to travel to various circuits on the proposed dates. The breakdown of replies more or less reflects the number of registered drivers across all four classes, with Miglias slightly ahead of Se7ens, then S-Class and Libre rounding out the 72 respondees. Six suggested revised dates for the National Challenge were put forward, with a noticeable bias towards the more southerly based circuits even though any calendar is likely to be compressed over four months or less. It is probably no surprise that Brands Hatch comes out on top as favourite choice, although it is interesting to note that the BTCC/TOCA meeting that has usurped

the November date that was originally scheduled to be a BARC Winter clubbie, proves to be more of a pull (62.5%) than on the support bill to DTM on the original late-August Brands slot (55.6%). Indeed, the Castle Combe Autumn Classic, still in its original early October slot, garners a higher ranking (58.33%) to make it the second most favoured choice. A mid-September date at Silverstone or possibly Snetterton has a 50% appeal, while the two more northerly venues, Donington Park in July and Croft in October are less likely to attract entries based on their respective 43% and 36.11% "Yes" responses. However, the Croft date could arguably double as a Winter Challenge meet along with the November Brands weekend, which could help boost entries for a trip to the North Yorkshire venue. For now, of course, this feedback is all based on potential 2020 race dates only, although there could be several more dates offered yet, but at least the survey shows that there is still an appetite among M7RC competitors to get racing just as soon as it is safe to do so... •

DUTCH DESOLATION

Here comes the message we were all afraid of... But first, I hope you and the people around you are ok. I'm ok, and so are most of the people around me. The circuit is a ghost town at the moment. Still really unreal... We

had an update from our government yesterday. Concerning events; we are not allowed to organize events that need a permit (basically all events with races) until the 1st of September. Therefore I have to cancel the complete British Race Festival on the 3rd, 4th and 5th of July. I really hope we can organize

some events later this year but everything is really unclear at the moment. Let's keep in touch regarding the updates from our governments. Take care.
Met vriendelijke groet /
Best regards •

Menno Weeda

Circuit Zandvoort Sporting Manager

SPONSOR SURVIVAL

At least one Challenge sponsor has managed to keep operational in these difficult times for business. Despite its branches having been closed for public visits, Mini Spares is continuing to fulfil as many orders (below) as possible to its various Mini customers in the UK and overseas, reported MD Justin Jeffery •

Image: courtesy Mini Spares



CLASSIC IMAGES KEEP ON GIVING

Seems like the repeat requests for old photos are slowly beginning to work. Recently the M7RC Archive received a memory stick chock full of images courtesy of Libre racer Ian Fraser, with some absolute gems, some a little blurry, but all worthy of being logged and filed for showing off at a later date. One pic that caught the eye however was from the recent letter F posting in the A-to-Z of drivers memory challenge running on the Facebook page; it was Steve Felmingham's Se7en from circa 1987. Mind you, there's already an image in the Archive of the #177 car from 33 years ago, sat alongside an equally 'rapid' machine on the penultimate row of the grid at Thruxton... #245 'Lounge Lizard' of yours truly. Yes, I am that old! Keep digging out those pics onto Facebook or email to richard.williamson@mini7.co.uk Cheers! •

Photo: M7RC Archive

PITLANE REVIEW

The M7RC's annual, full colour, 72-page Pitlane Review 2019 magazine was released in January, so if you haven't yet obtained yourself a copy, contact mike.jackson@mini7.co.uk for all posting details, or pick one up at the race meetings •



MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's history available in print. Chapter 5 'The Last Years of 850' covers 1986 to 1990, and the swansong of the original 850cc Mini Se7en engine, while Chapter 6 'The Green Revolution', from 1991 to 1995, records a new 1000cc Mini Se7en unit, and a move to 1300cc for Mini Miglia, plus the adoption of unleaded fuel and growing ties with RoverSport and Unipart. Archive copies of individual seasons, including 1966 through to 1985, are also available from Mike Jackson on the Club stand or via the www.m7rc.co.uk website. In addition, a further 10 years worth of seasonal reviews are currently in production, and these are due to cover the seasons from 1996 through to 2005 •



NEWS NEWS NEWS NEWS



A reminder to give race cars the 'once over'

Just for everyone to remember to mark tow points and do a thorough check of everything, including wheels for stress cracks! Keep safe.

Steve Wood

TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM



As for my workshop, the Porsche is coming along slowly - back from paint and slowly going back together... •



**NOT
a race
Mini !**

Photos: S Wood + M7RC Archive (M Barrington)

NEWS NEWS NEWS NEWS

SE7EN WONDERS OF THE WORLD...



During a recent trip to Egypt, Club ambassadors Mike and Alan Jackson, along with travel companions, took the opportunity to promote a few items from the M7RC's range of clothing (before returning home early due to the COVID-19 pandemic). As can be seen in the above photo from the basket of a hot air balloon, Mike is clearly demonstrating the benefits of a M7RC-logoed fleece at a somewhat chillier altitude than the Arabian landscape way below! Similarly, the M7RC-logoed cap he is proudly wearing was also a wise

choice under the blazing desert sun on a visit to the Great Pyramids at Giza. This iconic historical landmark pictured right is also regarded as one of the '7 Wonders of the World', a title that could easily be applied to any given Mini race weekend! If the Brum-based brothers can go to these lengths to promote the Club, then please ensure you get your clothing orders in ASAP via mike.jackson@mini7.co.uk or by visiting the Club's extended range of high quality merchandise at <https://shop.dread.cc/mini7>

Images: M Jackson + P Harvey



SE7EN SEAS

Having seen his Mini in a recent newsletter, the current owner got in touch to find out a little more about it. As the 'maritime' picture below shows, it still pretty much looks the same as when it last raced back in 1991 at a Lydden Winter series round. The driver then was Mick Collard, and he used it throughout his time in Se7ens, including winning the inaugural TEAC Challenge in 1971. A full race record has since been researched from the M7RC Archive and hopefully the owner may trace Mick for a potential 'Where Are They Now' interview... •

Image: G Tidman



EDGE OF BEYOND

Not one, not two, but three stunning race Minis are lined up in readiness for what hopefully could be a busy season in Dave Edgecombe's 2020 calendar! Leading the way is Dave's fully rebuilt Miglia last out in 2018, then his FIA Historic Cooper in the middle, followed by what is probably the most exciting build in years, a replica 1275 GT racer based on a Richard Longman/Tricentrol version. Several other 1275 GT replicas are thought to be in build too, fuelling rumours of a 'retro challenge' series... •

Image: M7RC facebook/Edgey Racing

IN BRIEF



PUTTING THE BOOT IN

The Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, and required for Zandvoort (now hopefully in 2021), is available to order via Barry Payne, membership@mini7.co.uk. Tech' Sub-Committee rep Phil Harvey has initially had 30 units fabricated, and cost is £50 plus p&p •

CASTLE COMBE MINI ACTION DAY

The annual all-Mini thrash around Wiltshire's finest is still scheduled for Saturday 12 September, so an opportunity to bed-in racers before the National Challenge event also scheduled there a few weeks later on 3-4 October. As in 2019, the M7RC may have a display pitch where racers can be on show. www.miniactonday.co.uk •

FROM BRAKES TO BAKES

In 2018, Morgan Lewis took the bold step into motor racing and the S-Class Challenge. Well now the Norfolk lass, and daughter of Mini veteran Jonathan Lewis, has taken another giant leap into the world of commerce with a new cake-baking venture. Details www.bakeaholics.com •

Images: courtesy BBC LookEast + Bakeaholics



NEWS NEWS NEWS NEWS

'O-PLATE' WINTER POINTS TABLES - 2020

Pos	No	Driver	1	2	3	4	5	6	Points	Total
									best 5	
MINI MIGLIA										
	0	Colin PEACOCK	ns	ns	ns				-	-
	11	Kane ASTIN	ns	ns	ns				-	-
	15	Gordon POCKOCK	ns	ns	ns				-	-
	23	Rupert DEETH	ns	ns	ns				-	-
	40	Jonathan LEWIS	ns	ns	ns				-	-
	78	Scott KENDALL	ns	ns	ns				-	-
	85	Sam SUMMERHAYES	ns	ns	ns				-	-
MINI LIBRE										
	141	Dan LEWIS	ns	ns	ns				-	-
	277	Andrew DEVINY	ns	ns	ns				-	-
MINI SE7EN										
	1	Jeff SMITH	ns	ns	ns				-	-
	11	Adam LEWIS <i>*#12</i>	ns*	ns*	ns*				-	-
	20	Darren THOMAS	ns	ns	ns				-	-
	21	Jordan SIMS	ns	ns	ns				-	-
	39	Glen WOODBRIDGE	ns	ns	ns				-	-
	46	Max HUNTER	ns	ns	ns				-	-
	72	Arnold DUNCAN	ns	ns	ns				-	-
	76	Jo POLLEY	ns	ns	ns				-	-
MINI-7 S-CLASS										
	712	Greg DAW	ns	ns	ns				-	-
	715	Jonnie KENT	ns	ns	ns				-	-
	758	Matthew AYRES	ns	ns	ns				-	-
	787	Connor O'BRIEN	ns	ns	ns				-	-
	795	Stuart GILBY	ns	ns	ns				-	-
	796	Mark CHAPPELL	ns	ns	ns				-	-

1 Silverstone Nat'	21 March	FLs:	n/a	Poles:	n/a	postponed
2 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	postponed
3 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	postponed
4 Brands Hatch	14 November	FLs:		Poles:		
5 Brands Hatch	15 November	FLs:		Poles:		
6 Brands Hatch	15 November	FLs:		Poles:		

Miglia, Se7en & S-Class points as per Challenge regulations: Best 5-scores-from-6 results to count 1st – 20; 2nd – 19; 3rd – 18; 4th – 17; 5th – 16; 6th – 15; etc, down to 3 pts for 18th 2 pts to all other finishers; 1 pt for all non-finishers

Libre points as per Invitation class regulations: Best 4-scores-from-5 results to count 1st – 10; 2nd – 8; 3rd – 6; 4th – 5; 5th – 4; 6th – 3; 2 pts to all other finishers; 1 pt for all non-finishers

note:

THE ABOVE TABLE REPRESENTS A RECORD OF ENTRY FOR SILVERSTONE ON 21-22 MARCH, SHORTLY BEFORE THE MEETING WAS POSTPONED FOLLOWING MOTORSPORT UK'S SUSPENSION OF RACE PERMITS.

IT MAY BE CARRIED FORWARD FOR PROVISIONAL INFORMATION TO A FUTURE TBA/TBC RACE MEETING, WHICH ITSELF COULD BECOME A FULL OR PART-REPLACEMENT FOR THE ABOVE POSTPONED WINTER CHALLENGE ROUNDS 1 + 2 + 3...

COVID-19 UPDATE

BARC message to Series Coordinators

Thursday 14 May

Dear all, thank you for your responses to my last email which was very helpful. I thought it was time for a further update on things particularly as we seem to be making slight progress in terms of the government reducing the restrictions placed upon us. While we are still unable to get a Motorsport UK permit for our race events until at least the beginning of July I would be hopeful that we could make a start to the race season during July, or certainly August, assuming further relaxation of the restrictions are allowed and the problems with the virus continue to decline.

Motorsport UK are coming up with some guidelines to clubs in the next few days which clubs then need to implement to enable their events to go ahead. However we will need to consider things such as social distancing when we do get started and this will lead to some changes in procedures which we will all have to follow. However as it currently stands we don't know just what we will be asked to do and hence we will continue to work on things when more is announced by the government. When the guidelines are issued by Motorsport UK I will try to come up with something to distribute to everyone as to just how we can get events underway.

I'm sorry if this email is a bit like "the news is: there is no news..." but I thought we should continue to keep in touch and hopefully you can pass on to the competitors within your championship that we are still here and hoping to get some racing underway sometime soon.

I hope that things continue to be OK with you all personally, look forward to speaking to you all again soon.

Best regards •

Ian Watson
BARC



NEWS NEWS NEWS NEWS

MOTORSPORT UK IS LISTENING...

Sport Development Consultation

Thursday 7 May 2020

Motorsport UK has embarked on a consultation across Clubs, Competitors and Volunteers to help us better understand, direct from the community, their views on key issues that need addressing to create a sustainable future for our sport.

Even prior to the onset of COVID-19, motorsport in this country has faced some fundamental challenges in recent years, presenting significant risks to the future of the sport. It is important that these concerns are addressed head-on to safeguard and sustain the sport we all enjoy.

Motorsport UK been working on a delivery plan to tackle many of the challenges we face, and grow our sport through greater collaboration with clubs, members and volunteers. Already more than 6000 perspectives from our community have been recorded to ensure that the delivery plan reflects opinions across the sport.

Tailored surveys have been created and distributed to Clubs, Volunteers, Competitors and Entrants to gather the views of each respective group. The club survey has now concluded but the deadline for submission of responses to the other surveys (was) extended until midnight on Sunday 10 May...

All respondents will also be entered into a draw for £100 of Amazon vouchers!

There are three specific surveys, and some members



will have relevance to more than one:

Competitors

Entrants

Volunteers

Please share your views and contribute to the creation of a sustainable future for our sport. If you have any queries about this consultation process, please contact: sportdevelopment@motorsportuk.org

Ensure your voice is heard! •

All Motorsport UK news updates and features can be found on their website www.motorsportuk.org, where you can also view and read the monthly official digital magazine, Revolution (below) Images: courtesy Motorsport UK



COVID-19 UPDATE

Getting motorsport back on track

Thursday 7 May 2020

Motorsport UK, like other sports governing bodies, has been planning how it will be possible to restart our sport in the not too distant future – whilst working within the prevailing government guidelines. As official government communications begin to indicate a gradual release of the lockdown, we need to plan how to best resume our activities as quickly as we can. Currently motorsport is suspended throughout the UK until 30th June 2020 in order to protect the NHS and save lives. This is in line with practically every sport in the country. This planning is being undertaken in consultation with a wide selection of stakeholders including the specialist committees of each sport discipline. The organisation is actively modelling how each of the sport's eleven different competition categories could potentially begin to restart motorsport when it is safe and practical to do so. Motorsport UK CEO, Hugh Chambers commented "I thank all of the motorsport community for supporting the need to suspend our activities; we appreciate just how difficult this has been for many individuals and organisations. Our goal is to get the sport running again as fast as practically possible. We are working with the government (DCMS) and have led the development of a detailed plan that can be used by clubs, officials, venues and competitors to manage events safely and successfully. We are fortunate that our sport takes place in large outdoor environments, so that with practical measures in place, much of motorsport should be able to resume. We will all need to modify the way we have worked in the past and accept these changes in a collaborative and constructive way. I am sure that the ingenuity and passion of the motorsport community will allow us to navigate the essential requirements to keep everyone safe, but at the same time allow our sport to get going again." •

MotorSport UK

READY OR NOT...

WHILE MOTOR RACING STILL SEEMS A LONG WAY OFF IN 2020, WE THOUGHT IT WOULD BE A GOOD IDEA TO CHECK UP ON ALL THOSE POOR, UNRACED MINIS OUT THERE IN GARAGES AND WORKSHOPS OR SIMPLY LEFT OUTSIDE ALL ON THEIR OWN...



Sky's the limit - Libre 16-valver of Peter Hills seems all tickety-boo...



Miglia 50 Years 1970 - 2020

All systems go - Gordon Pocock's Miglia looks ready to 'rock & roll'...



Shed some light - front-end spruce-up for Paul Simmonds' Miglia...



...READY OR NOT...



Under wraps -
Colin Peacock's Miglia in Bill
Sollis' Mini stable...



Fire in the hole -
David Franks' Firefighters
Team Libre still in build...



Projects aplenty -
busy workshop of Miglia
racer Rick Jessop...

Peak preview -
Rupert Deeth's Miglia
lies in wait...



Motley crew -
Phil Harvey's Libre
gathering dust...



Future's orange -
ex-Darren Moon Miglia is Novice
Jason Balding's intro to Mini racing...





...READY OR NOT...

That's handy –
S-Class of Andy Dickinson
snug and dry...



Classic colours –
Long history for Philip
Gillibrand's Se7en



Got the blues –
Ben Butler's S-Class in
fetching shades



By royal appointment –
ex-Duncan Emmett
Se7en for Andy King



Under cover –
second season awaits
Ben Cutler's S-Class



...READY OR NOT

IN PROGRESS...



Twin tweaks – Mark Chappell & Stuart Gilby S-Class' take in some sun



Tangerine dream – Lee Roberts' Se7en with 'still a little to do'...



Well rested – S-Class of Stephen Colbran had a year off



Well oiled – drip tray at the ready for Ross Billison's Se7en



Rookie ready – Novice Matt Ayres' S-Class looks the part...



Staying safe – Greg Daw's S-Class as it left Brands in Nov'



From Mighty Mini to...



...S-Class for Dave Townend •



Very early stages of....



...new shell for Julian Proctor although...



...old Se7en is still good to go •



James Bryan's S-Class with lots to do... •

TO B OR NOT TO B...



...THAT IS THE QUESTION AS WE CONTINUE ON FROM ISSUE #2 RECAPPING THE MULTITUDE OF M7RC DRIVERS PAST AND PRESENT - IN TOTAL A WHOPPING 167 BEGINNING WITH THE LETTER B...

Miglia
50
Years
1970 - 2020

The following is the full 'B-list' of driver surnames but if you think there may be more then let the M7RC know and we'll endeavor to add them in the next issue of *Pit & Paddock*...

John Bailey

John BAILEY ↑

Se7en (1972, 76-80) / Miglia (1981-88)
Began in 850s before move to 1000ccs saw rise up order; huge roll along Snetterton pit straight in 81.

Nick BAILY

Se7en (1976-80)
Best season in 78 with two wins and third overall in Graham Hill series.

David BAIN

Se7en (1992-95)
Midfield to occasional top-10 runner in days of packed RoverSport grids.

Arthur BAKER

Se7en (1974-78)
Generally towards the rear of the field but usually around at the flag.

Don J BAKER

Se7en (1988, 92-94, 96-98, 02)
Enduring home-build racer lucky to escape big 93 Mallory smash.

Geoff BAKER

Se7en (1983)
Promising novice year with podium and 8th overall in Southern series.

Paul BAKER

Se7en (1993-96) / Miglia (1998-99, 01)
Irregular runs out in old car before switch to Migs saw more track time.

Steve BAKER

Se7en (2002-08, 10-17) / Libre (2018-19)
Novice runner-up 02, top-6 finisher on his day; early promise in Libres

Paul BAIRD

Miglia (2006)
On the fringes of the top-10 in Novice title-winning season.

Brian K P BALCOMBE

Se7en (1966)
Fourth place in the first ever race but didn't appear in formula again.



Peter Baldwin

Peter BALDWIN ↑

1275 GT (1978-80)
Miglia (1994-06, 08, 12-13, 17)
Already one of the most successful special saloon drivers ever before short stint in 1275s was later followed up by record 7 Miglia titles!

Chris BALL

Se7en (1983-85)
Valiant effort to even make half a dozen races from home in Fife...

Keith BALL

Se7en (1971-73)
Less than a handful of races but a top-10 finish in one of them.

Mark BALLAM

Se7en (1982-83)

Two solid National campaigns saw him well up in the standings.

Tony BANFIELD

Se7en (1969)
Credited with one finish at Combe in the heats but a DNS elsewhere.

Dave BANWELL

Se7en (1983-84, 88-07) / Miglia (1986-88, 97)
'S-Class' (2005)
Stalwart campaigner in familiar Total Oil car, so often the 'bridesmaid' but popular wins from time to time.

Dean BARDSLEY

Miglia (1991)
One DNS and one DNF in brief stint.

John BARFOOT

Miglia (1971)
Listed for two entries and 2 points in formula's second season.

Jon 'Chris' BARKER

Se7en (1971-75, 77-78)
Mostly appeared in TEAC series.

Nick BARKER

Se7en (1992)
Solitary DNF from brief car share.

John BARNARD

Se7en (1978-80, 82-84)
Graham Hill series class win in 80 at Thruxton plus a National podium.

Barry BARNES

Se7en (1980)
Single DNS at December Brands.

Paul BARNES ↓

Se7en (2001)
Best of 7th in half a dozen outings.



Paul Barnes

Dan BARRATT-BROWN

Se7en (1971)
Several top-6 results elevated him to 8th overall in National Challenge; class win at non-points Mallory race

Anthony BARRETT

Miglia (1977-80)
Occasional top-10 finish; best of 3rd in class in 80 at Cadwell saloon mix.

Terry BARRINGER

Se7en (2008-10)
Claimed 08 Novice honours during 3-season stint in Hunter-run car.

Keith BARRINGTON

Se7en (1967) / Miglia (1981)
Snetterton crash in 67 made press after repair donations from fellow racers; 'snapper' Matt B's granddad.

Tom BARROW

1275 GT (1976)
Trio of starts in debut 1275 season.

...TO B OR NOT TO B...



Richard Bartlett

Richard BARTLETT ↑
Se7en (1985-89) / Miglia (1990-91, 94-96, 01)
Best results came in Dale-run Miglia; especially at Lydden.

Stephen BATCH
Se7en (1978)
One-off at Donington Leyland invite.

Tristan BATCH
Se7en (1977-78)
Top-6 finishes helped secure Novice title for North East-based racer

Bill BATES
Se7en (1991-92)
One DNF from two attempts.

Mark BATES
Se7en (1991)
Solitary entry listed as DNA.

Charles BATT
Miglia (2001-03)
Mostly Winter series grid filler.

Ken BATTOM
Se7en (1972-73)
No more than a couple of starts.

Ian BAX
Miglia (1994-95)
Several races in Vickers Mig; as BARC official, pioneered the Goodwood Festival of Speed Hillclimb.

Bernard BAXTER
Miglia (1984)
One qualifying then race cancelled.

Rod BAXTER
Miglia (1971)
Mid-table ranking from six events.

Michael BEACH
Se7en (1994-96)
Mallory '95 qualifier race only start; car now S-Class of Simon Martin.

Howard BEARD
Se7en (1982)
Four finishes from six starts.

Reg BEAUMONT
Miglia (1981-82)
Half a dozen outings in two seasons.

Ray BEAVIS
Miglia (1985)
Solid last in a Brands' Winter race.

Rob BEAVIS
Se7en (1980, 83-88)
Decent results before serious leg-breaking smash at Combe; was Editor and printer of Club magazine.

Paul BECKHAM
Se7en (1969-73)
National regular, just outside overall top-10; leading light in original M7C.

Colin BECKWITH
Se7en (1979) / Miglia (1975-85)
Miglia frontrunner 3rd overall in 80, race winner twice; Club Chairman.

Daryl 'John' BECKWITH
Miglia (1986)
DNS listed for two events.

G S BEDFORD
Se7en (1967)
Single entry shows a DNS.

Richard BELCHER
Miglia (1979-80)
Race winner both years; later raced Fords in 'BTCC', now in Historics.

Ashley BELL
Miglia (1979)
Season petered out with a few DNS.

Dan BELL
Se7en (2001-02, 10)
Son of Steve, poignant debut and impressive results in Winter series.

Steve BELL ↓
Se7en (1981-82, 91-98) / Miglia (1999-01)
Top bloke, pillar of M7RC, mechanic to late great Chris Tyrrell, Se7en Champ' in 97 and leading Miglia title on fateful day at Silverstone in 01...

Stuart BENEFER
Se7en (1968)
Not seen again after Lydden wreck.

Colin BENNETT
Se7en (1979)
Finished last on only outing.

Del BENNETT
Se7en (1968-69)
Listed for 3 finishes in 5 entries.

Scott BENNETT
Miglia (1995-99, 01-04)
Sussex-based hard trier also ran modified Mini in sprints/hillclimbs.

Thomas BERG
Invitation/Libre (2019)
German invited to test at Zandvoort.

Aidan BERNIE
Miglia (1988)
November Brands debut snowed off.

Tony BERNSTEIN
Se7en (1977-80)
Sporadic races for Finchley racer.

Daniel BERVILLE
Se7en (1992)
No starts in shared car.

Andy BEST
Se7en (1973-74)
Decent top-10 scores in second year.

Mick BEST
Miglia (1988-96, 98)
Frontrunner on his day, which undoubtedly was big Mini 30 Anniversary win at Silverstone in 89.

Phil BETTERMAN
Se7en (1974)
Now show for two Snetterton races.

Colin BIGMORE
Miglia (1974-78, 80)
Regular frontrunner, took Mig class win in 76 Mallory special saloon invite. Car totalled at Combe in 80.

Ross BILLISON
Se7en (2012-19)
Novice Champion 2012, has since been on podium but still knocking on door of elusive first win.

Russell BILLISON
Se7en (1992-93) / Miglia (1991)
Mechanic to late Steve Bell, guested in cars he more usually 'spannered'.

Denis BISSELL
Miglia (1972)
A brace of podiums helped him to 6th overall in standings.



Charles Blackmore

Charles BLACKMORE ↑
Miglia (1988-90)
Good results in Southern series cut short by roll at 90 Brands National.

Mark BLACKWELL
Miglia (1980-84)
In between reliability woes, scored a 2nd place at 83 Brands Winter.

Charles BLACKWELL-FROST
Se7en (2017)
Vivid paintjob, results less memorable in novice campaign.

Peter BLINCOW
Se7en (1972-73)
Mostly raced at South East circuits.

Martin BLUNT
Se7en (1971-75)
Best season 73 with a 3rd in TEAC series and top-10s in Nationals.

Steve BLUNT
Miglia (1992, 94)
Won 92 Novice title, good Winter series results; 3rd in only 94 race.

Peter BOITEUX
Se7en (1986)
North Londoner, best of 6th at Lydden in Southern series.





...TO B OR NOT TO B...

Roy Bourne



Bill BOLDISON

Se7en (1994, 96-99)
Former 2CV racer, always well up the order in limited appearances.

Richard BOLDISON

Se7en (1996-97)
Son of Bill, one or two decent finishes among competitive entries.

Peter BONAS

Se7en (1986-88, 03-06) / Miglia (1989-91)
Race winner in early years and on podium in Migs too; later returned in Se7ens and Mighty 1.3i series.

Tony BONNESS

Miglia (1975)
Credited with a finish at Thruxton.

Bill BOOTH

Se7en (1973-79)
Concentrated on TEAC series with best result of 2nd at Lydden in 77

Zack BOOTH

S-Class (2016)
Unprecedented overall victory at Donington in one-off appearance

Dick BOST

Se7en (1976-77)
Top-6 placings in shared car.

Russell 'Gus' BOST

Se7en (1976-77)
Brands class win in 76.

Dave BOUCHER

Miglia (1986, 88-89)
Half a dozen races, mainly Combe.

Danny BOULTON

Se7en (1971-73, 83, 85, 92)
Early 1970s frontrunner, Silverstone win lifted him to 4th in 72 points.

Graham BOULTON

Se7en (1970)
Listed as DNS for two events.

Michael BOULTON

Miglia (1982-85)
Only two finishes in several starts.

Roy BOURNE ↑

Se7en (1966)
Led inaugural 66 race, then crashed into a hoarding...

Gary BOWLER

Miglia (1983)
Qualified but DNS at Brands in July.

Jim BOWLER

Se7en (1979)
A couple of 6ths in novice year.

Ralph BOWLER

Se7en (1974)
Snetterton entry in June a DNS.

Mick BOWRING

Se7en (1968-73)
Top-6 racer, best year in 71 with a trio of 2nds to close the season.

Jim BOYES

Se7en (1994-99)
Occasional races in Anglo-Scot car.

Alex BOYLE ↓

Miglia (1974, 80)
Fourth overall 74 included two wins in Lassman car; no repeat in 80.

Bill BOYLE

Se7en (1989-91)
Bedfordshire pub landlord secured 89 Novice title in three-season stint.

John BRADBURN

Miglia (1973-77)
Rose to 3rd overall by 75 season in Aldon entry.

Ian BRADBURY

Se7en (1967)
Best of 7th in consistent season.

Robert BRADLEY

Se7en (1978-80)
Produced best results in 79 season.

Brian BRADY

Miglia (1981-85)
Some useful results including a class 3rd place at damp Brands in late 84.

Des BRADY

Miglia (1981)
One or two runs in shared car.

Andy BRAGGINS

Se7en (1989)
One-off in TCR car he was usually the 'spanner' man for.

Dave BRAGGINS

Se7en (1988-00) / Miglia (1997, 01-03)
Perennial title runner-up, finally broke his jinx with Winter crown in 95, then came the back-to-back National titles in 99/00.

Len BRAMMER

Se7en (1969-70) / Miglia (1971, 91-94)
Followed up Se7en title in 70 with Miglia crown in 71; return in 1990s brought further wins for Welshman, who sadly died in 2013.

David BRASON

Miglia (1973)
Took a 5th in class out of two starts.

Mickey BRAY ↓

Se7en (1991-98, 03-05) / Miglia (2000)
Won 94 Brands qualifier from back of 18-car grid +10s, then Thruxton allcomers in 96; battled cancer to race again but sadly died in 06.

Mickey Bray



Martin BRAZIL

Se7en (1981)
DNF in October Lydden TEAC race.

Roger BREADNER

Se7en (1976-77)
One DNF at Snetterton.

Paul BREND

Miglia (1993-95)
Fast but frantic, scored some good results in third season before car went to a certain P Baldwin...

Peter BREWSTER

Se7en (1978-79)
Harrow-based, handful of starts.

Nigel BRIDGER

1275 GT (1978-80)
A few high scores in top-tier series.

Ian BRIERLEY

Miglia (1969)
DNF at Snetterton in 'tester' season.

John BRIGDEN

Se7en (1976)
Motoring journo, two races in TEAC.

Ian BRIGGS

Se7en (1969-70, 74) / Miglia (1975-76)
Narrowly beaten to title in 69 and again in 75 had but tin-top success in other series; sadly died recently.

Ian BRISCALL

Se7en (2016-18) / Miglia (2015)
Won Miglia Novice title then couple of seasons so far in Se7ens.

Lee BRISCALL

Se7en (2016)
One double-header in dad's car.

Charlie BRISKER

S-Class (2019)
Qualified but a DNS at Silverstone.

Paul BRISTOW

1275 GT (1980)
Ever-present to gain 10th overall.



Alex Boyle

Photos: M7RC Archive (V Church Collection + RW + J Parich Collection/Ferret Photographics-M Harvey)

...TO B OR NOT TO B



Alan BROAD
Se7en (1975)
Took a 3rd in class at Longridge.

Richard BROMLEY
Se7en (1966-68)
One of founding FM-7 drivers, several podiums, poles and fastest laps.

Dave BROOKES
Miglia (1977, 83-88, 90)
Best result Brands podium in 88 Southern in Rodge-Brooke car.

Frank BROOKES
Se7en (1971)
DNF at National Thruxton round.

Robin BROOKES
Se7en (1969-71)
Few races, best of 7th at 70 Brands.

Martin BROOKS
Miglia (1980)
Two DNFs got him 2pts in Nationals.

Paul BROOKS
Se7en (1981-85)
Best result of 4th at 85 Donington.

Ray BROOKS
Se7en (1984)
Listed as DNP at early Combe round.

Keith BROOM ↓
Se7en (1988-91)
Progressed from 'old nail' to new Vickers car and results improved.



Mick BROOMHEAD
Se7en (1973-74)
Mostly seen at TEAC events.

Alfie BROWN
Miglia (2017-18)
Impressive Novice title season included a win at damp Oulton Park.

Arthur BROWN
Se7en (1978-81)
Occasional outings down the order.

Bill BROWN
Se7en (1968)
DNS at Mallory in a CSMA entry.

Donald BROWN
Se7en (1999)
Fifth place at Croft in solo outing.

Geoff BROWN
Miglia (1980)

Two races in Meale entry, one DNF and a 6th in Graham Hill series.

Ken BROWN
Miglia (1976-80)
Telephone engineer from Kent, three wins took 78 Graham Hill title.

Neil BROWN
Se7en (1968-69)
A few races in Mimomoco entry.



Nick BROWN ↑
Se7en (1992-02)
True budget racer, with some decent overall placings too.

Paul BROWN
Se7en (1987-98) / Miglia (2000-09)
Noted for neat, customer cars; class wins and 02 Winter Miglia title.

Peter BROWN
Se7en (1982-89)
Cheshire-based, solid performer just off lead battles; later raced Fords.

Robert BROWN
Se7en (1980-83, 86)
Midlander, 2nd in class at 83 Snett.

Rod BROWN
Se7en (1969-70)
Consistent scores gave rankings well up the final points tables.

Rob BROWNE
Se7en (1974-76)
A few placings in TEAC series.

James BRYAN
S-Class (2019)
Learning year in 'seasoned' car.

Reg BRYANT
Se7en (1967)
Comfortable qualifier, solid racer.

Ross BUCKINGHAM
Miglia (1993-98)
Aussie tuning specialist, mentored by Chris Tyrrell; Nurburgring and Bathurst enduros came later.

Peter BUCKLE
Miglia (1988-89)
DNS in '88, DNF at Lydden in 89.

Nick BUCKLEY
Se7en (1979)
Single DNF in Graham Hill series.

Charlie BUDD

Se7en (2015-17) / Miglia (2018)
Progressed from other Mini series before 17 title; Mig front runner too then switch to Ginettas.

Daniel BUDD
Se7en (2015-18)
Mirrored younger bro's Mini route, survived huge Thruxton roll in 18.

Ralph BUDD
Se7en (1982-86, 15, 17)
Three decades before sons, was 82 Novice runner-up and a race winner too in cars titled 'Costabomb'...

Shuan BUGNER
Se7en (1988-91)
Nephew of boxing heavyweight Joe Bugner, could 'wring' a performance out of very old car...

George BUHAGIAR
Se7en (1998)
Debut year in ex-Braggins title car.

Dan BULL
Se7en (1970)
Combe entry listed as DNS.

James BULL
S-Class (2016-18)
Class wins and lap records to date.

Richard BULL
S-Class (2017)
One meet in brother's usual car.

Roy BULL
Se7en (1970-71)
Two finishes in first season.

Mike BULMER
Miglia (1997-98)
Brief stint from former Rover racer.

Anthony BUNTON
Miglia (1970)
Ran Carlow Engineering car with regular entry for Syd Ryder too.

Andy BURGE
Se7en (1990-01, 03, 06)
Early exuberance and DNFs slowly replaced with wins in later seasons.

Nathan BURGE
Se7en (2005, 09-12, 14-16) / S-Class (2006-08)
Miglia (2015)
Double S-Champ' in 07/08 before move to Se7ens; also Miglia try out.

Niven BURGE
Se7en (1990-93, 95, 97-01, 05-09)
Miglia (2008-16, 19)
Top Novice in 90; now a Club stalwart, with wins in both formulae.

Dom BURGER
Se7en (2016-19)
Scored debut win at Croft in 19.

Jason BURGESS
Invitation (2014)
Guest slots at Brands and Thruxton.

Mark BURGESS
Miglia (1984)
Two entries, both listed as DNS.

Paul BURKE
Miglia (1982, 84)
Better 84 results for Northern racer.

John BURROW
Se7en (1966)
Third at Snetterton in only race.

Jim BURROWS ↓
Se7en (1968-70, 83-86, 89, 91-95)
Miglia (1971-72) / 1275 GT (1976, 80)
S-Class (2011-15) / S-Class Mig (2016-17)
Winner in most classes, also raced Historics, Special Saloons and BSCC.

Charlie BURT
Se7en (1988)
Three races in Boopspeed entry.

Paul BURT
Miglia (1986)
'Won' on single Lydden appearance, not eligible for points...

Graham BURTENSHAW
Se7en (1983-84)
Three finishes in 83, none in 84.

Ben BUTLER
S-Class (2017, 19) / Libre (2018)
S-Class 'cheerleader' and podium regular; Libre not so rewarding... ●



Look out for well over 100 Cs in the next issue...

Jim Burrows

Photos: M7RC Archive (RW + J Burrows Collection)



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2019 CHALLENGE STANDINGS

NATIONAL POINTS...

Final standings after 15 rounds

Mini Miglia

Pos	#	Driver	Pts	Total before drops
1	1	Aaron Smith	210	(226)
2	23	Rupert Deeth	201	(203)
3	11	Kane Astin	195	(196)
4	92	Jason Porter	173	(201)
5	83	Colin Peacock	167	(170)
6	37	James Cuthbertson	155	(167)
7	42	Paul Simmonds	133	(138)
8	20	Mark Sims	93	
9	85	Sam Summerhayes	88	
10	56	Nick Padmore	79	
11	17	Rick Jessop	78	
12	53	Niven Burge	70	
13	48	Lee Deegan	69	
14	80	Joe Thompson	64	
15	27	Peter Harries	64	
16	44	Darren Moon	61	
17	64	Alex Osborne	56	
18	45	Chris Morgan	55	
19	49	Martin Wager	49	
20	72	Rob Howard	43	
21	12	Wayne Grayer	37	
22	69	Tony Le May	37	
23	26	Peter Arnold	18	
24	60	Endaf Owens	16	
25	22	Stuart Horsfall	1	
26	18	Elliot Stafford	1	
nc	15	Gordon Pocock	-	

Mini Libre

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	86	(89)
2	500	Rob Davis	79	(80)
3	149	Gary Warburton	30	
5	177	Peter Crewes	28	
4	474	Josh Evans	24	
6	115	Steve Baker	21	
7	616	Justin Cooper	19	
8	127	Ian Fraser	18	
9	126	Peter Hills	11	
10	171	Dan Lewis	1	
nc	232	Thomas Berg	-	

Mini Se7en

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	212	(232)
2	4	Joe Thompson	208	(252)
3	28	Dom Burger	197	(229)
4	77	Andrew Deviny	186	(213)
5	94	Lee Roberts	157	(170)

6	22	Graeme Davis	145	(157)
7	27	Leon Oli Window	141	
8	2	Spencer Wanstall	130	(131)
9	20	Darren Thomas	127	
10	95	Julian Proctor	114	(117)
11	39	Glen Woodbridge	114	(117)
12	38	Steven Hopper	77	
13	1	Max Hunter	75	
14	49	Ross Billison	71	
15	0	Leon Wightman	68	
16	76	Jo Polley	58	
17	88	Kieren McDonald	52	
18	57	Philip Gillibrand	42	
19	18	Tina Cooper	41	
20	55	Darren Eaton	40	
21	63	Dave Robinson	23	
22	69	Steve Trench	21	
23	89	Tom Hartwell	2	
24	21	Jordan Sims	2	
25	37	Gareth Hunt	1	
nc	71	Simon Jones	-	

Mini-7 S-Class

Pos	#	Driver	Pts	Total before drops
1	708	Scott Kendall	219	(276)
2	787	Connor O'Brien	210	(212)
3	795	Stuart Gilby	161	
4	742	Ben Butler	160	
5	720	Ben Cutler	158	
6	736	Thorburn Astin	128	
7	796	Mark Chappell	128	(129)
8	711	Damien Harrington	122	
9	715	Jonnie Kent	94	
10	760	Jack Shearing	75	
11	706	Jo Polley	73	
12	733	James Bryan	73	
13	779	Andy Dickinson	36	
14	765	Simon Martin	36	
15	747	Kelvin Edgar	24	

NOVICE POINTS...

Mini Miglia

1	40	Stuart Wright	6
---	----	---------------	---

Mini Se7en

1	39	Glen Woodbridge	34
2	21	Jordan Sims	6
3	26	Nigel Davies	5
4	73	Arnold Duncan	5

Mini-7 S-Class

1	720	Ben Cutler	33
2	760	Jack Shearing	14
3	733	James Bryan	12

Graham Hill Trophy

Under-17 S-Class

1	720	Ben Cutler	27
2	736	Thorburn Astin	21

WINTER POINTS...

Final standings after 5 rounds

Miglia

Pos	#	Driver	Pts	Total before drops
1	83	Colin Peacock	80	(99)
2	40	Stuart Wright	57	
3	80	Joe Thompson	39	
4	99	Richard Wager	33	
5	20	Mark Sims	19	
6	11	Kane Astin	18	
7	69	Tony Le May	18	
8	79	Jon Lee	0	
nc	72	Rob Howard	-	

Libre

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	11	
2	149	Gary Warburton	9	

Se7en

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	80	(99)
2	77	Andrew Deviny	75	(91)
3	28	Dom Burger	75	(93)
4	39	Glen Woodbridge	46	(47)
5	0	Leon Wightman	34	
6	73	Arnold Duncan	33	
7	76	Jo Polley	33	
8	94	Lee Roberts	30	
9	18	Tina Cooper	30	
10	26	Nigel Davies	19	
11	21	Jordan Sims	19	
12	22	Graeme Davis	17	
13=	88	Kieren McDonald	0	
	55	Darren Eaton	0	
nc	20	Darren Thomas	-	
	27	Leon Oli Window	-	

S-Class

Pos	#	Driver	Pts	Total before drops
1	787	Connor O'Brien	80	(100)
2	712	Greg Daw	55	
3	720	Ben Cutler	54	
4	742	Ben Butler	53	
5	706	Jo Polley	38	
6	715	Jonnie Kent	36	
7	778	Charlie Brisker	0	



Photo: M7RC Archive (P Waller)

Pit & Paddock

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2019

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DUNLOP MINI CHALLENGES
supported by MINI SPARES

Seasoned pros
Mini Se7en

New
Winter
series!

LET'S GO ROUND AGAIN

Exciting new season ahead

Top guns:
Mini Miglia

Silverstone Preview
• Se7en: 54 years old counting
• Miglia: Time race wide open
• S-Class: Back to basics
• Libby: Incoming challenges

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Awards evening
Technical updates
Runners & Riders
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Second Silverstone

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Mini Miglia:
Scorching pace

Winter Wow!

Cracking Season Opener at Silverstone

Mini Se7en:
As close as ever

Top
Mini
action!

Croft Preview
• Se7en: Smith's new pace
• Miglia: Right at the top
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• Libby: More to come

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New cars & colours
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Croft revisited

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Mini Se7en:
New records

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia:
Even quicker

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• Miglia: Deegan & Smith top
• S-Class: Knevel goes clear
• Libby: Advantage Davis

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Full results
Latest news
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Tales of Thruxton

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Mini Miglia:
Top Guns

As seen
on ITV
Sport!

TV TOCA TRIUMPH

Mini Se7en:
Fun on Film

Zandvoort Preview
• Se7en: Thompson's surprise
• Miglia: Series lead for Smith
• S-Class: Knevel in control
• Libby: Double double theory

Thruxton Report
Full results
Latest news
Technical updates
Runners & Riders
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Overseas adventures!

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DUNLOP MINI CHALLENGES
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M7 S-Class:
High drama

Zandvoort
British
Race
Festival

Beach Party

Mini Se7en:
Winstall wins well

Brands Preview
• Se7en: Thompson's edge
• Miglia: Aaron's advantage
• S-Class: Clearly needed
• Libby: Honey's return

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Full results
Latest news
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Runners & Riders
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Brands Hatch in summer

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Mini Miglia:
Hard & fast

Feisty Festival

Drama
packed
Mini Festival
at
Brands

Survival
of
the
fittest...

DTM Brands GP &
Cadwell Preview
• Se7en: Thompson's edge
• Miglia: Steady state
• S-Class: Knevel to keep title?
• Libby: Honey's return

Mini Festival Report
Full results
Latest news
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Cadwell Park

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2019

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DUNLOP MINI CHALLENGES
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Mini Se7en:
Pick attack

Cadwell
Park
recap!

Mini Meisters

Mini 7 S-Class:
Honours shared

Combe Preview
• Se7en: Back to back for Smith
• Miglia: Knevel's second title
• S-Class: Knevel's second title
• Libby: Two-way duel

DTM Brands GP Report
Full results & points
Latest news
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From the Archives
Combe Corner

Pit & Paddock

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2019

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DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini 7 S-Class:
Knevel's second title

4
National
titles
sealed!

Kings of the Castle

Mini Se7en:
Smith steps forward

Combe reports
• Se7en: Smith's edge
• Miglia: Svensen's star
• S-Class: Knevel in the groove
• Libby: Honey's return

Cadwell Park review
Full results & points
Latest news
Technical updates
Runners & Riders
From the Archives
MTC Winslow

Why join the

Mini 7 Racing Club?

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

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ABOUT US



Miglia
50
Years
1970 - 2020



The Mini 7 Racing Club

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

www.mini7.co.uk

Mini 7 Racing History

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

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

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

Mini Libre

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



Mini Miglia

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

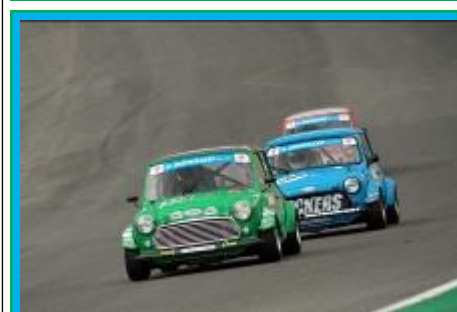
Mini Se7en

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

Mini-7 S-Class

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

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



From the Archives

Donington GP

British Racing

Drivers

Club



20
years ago
2000

Se7en podium presentation, with Andy Burge, Kelly Rogers and Dave Braggins all smiles... the result would change later (left)

Eley and Hinde in the heat of battle;

Holdstock keeps a distance (below)

Photos: M7RC Archive (C Watkins)

*full info in: Pitlane mag Autumn 2000 issue

ROUNDS 8 IN THE NATIONAL CHALLENGES CONVENED ON THE FULL CIRCUIT LAYOUT...

DUNLOP NATIONAL
MINI SE7EN - 2 July

Rogers by the regs

ALTHOUGH THE INITIAL victory fell to Andy Burge, he was later excluded for a technical issue, handing victory to Kelly Rogers... (ed.)

Qualifying: 36 drivers contested qualifying to decide who filled the 34 places on the grid. As ever the times were very closely matched with the seven quickest drivers being within a second and a half of each other. Kelly Rogers secured pole with a time of 2:05.245. Andy Burge, fresh from his success at Mallorey Park the previous Sunday, shared the row with a 2:05.834. Tim Sims was the early pole

setter before being eased down to head the second row. Tim declared himself chuffed with his showing having spent considerable time recently enhancing his cars performance. Dave Braggins was alongside Tim, despite having pitted early to change tyres in the difficult conditions. Geoff Letts was pleased with his third row slot, which he shared with Mark Sims. Peter Felix and Dave Banwell filled the fourth row, Dave having been hampered by the loss of his clutch remained cheerfully optimistic of his race prospects. Simon Adams was rueing his tyre choice that left him on the fifth row, whilst a loose carburettor had troubled fellow occupant Stuart Grayer. Behind them was Paul Woodbridge who confessed to having a few niggles which he was rectifying and expressed a preference for the National circuit. Paul's sixth row partner was Oli Perrett, who declared himself happy on his first Grand Prix circuit visit. James Hall felt he

hadn't qualified as well as he had hoped, without being able to pinpoint the exact cause. Alan Letts experienced contrasting fortunes to his brother after he suffered a sideways moment on the entry to Fogarty's (formerly The Esses), ending up in the gravel with a broken sub frame to bring his weekend to a premature end. Jonathan Cullum was pleased with his session and had set himself a target of a top-15 finish. Andrew Pilkington was surprised to have qualified

as high as the 11th row after an excursion into the Redgate gravel. David Eley was being kept busy locating a minor oil leak. Duncan Emmett felt he hadn't performed as well as he could in the slippery conditions. Jonathan Hudson was preoccupied with mastering the optimum line into the Melbourne Hairpin. Nigel Parratt needed to replace a broken cv clip, but otherwise was ready to race in the car he shares with David Hopkins. The grid was left two places short of capacity after non-starters Alan Letts and Steve Whiteley were not replaced by reserves Daniel John-



From the Archives

son and Matt Hodgson, who had suffered from mechanical problems themselves, Daniel having encountered a broken valve, whilst Matt's non-start didn't stop him from staying to watch the weekend's racing before commencing his long haul back to Bishops Auckland.

Race: Burge led off the line and headed the field through Redgate closely followed by Rogers, Tim Sims and Braggins. Dave had climbed ahead of Tim by the time that they had reached Fogarty's at the end of the opening lap. Banwell took advantage of Joe Tandy running wide at Fogarty's to nip past into ninth. The pattern of the race was already emerging with Burge under constant pressure from Rogers, whilst Braggins remained within range should the leading pair get a little too close. The full order at the end of the second lap was as follows: Burge, Rogers, Braggins, T Sims, Letts, M Sims, Felix, Adams, Banwell, Perrett, Tandy, Hunter, Woodbridge, Hall, Deviny, Thompson, Willoughby, Emmett, McGarry, Hudson, Pilkington, Hopper, Hinde, Manderscheid, Brown, Parratt, Holdstock, Lee, Astin and Eley. Hunter climbed up to 10th after slipping inside Perrett at

the Melbourne Hairpin on lap 3. Letts moved up to fourth after passing both of the Sims on successive laps. Hudson spun at Goddards on the third lap, sending cars in all directions in avoidance including Hinde, who took to the grass before rejoining at the tail of the field in full view of his sponsors who were being entertained in one of the corporate suites overlooking the corner. Thompson, Pilkington and Cullum were all making significant upward progress during the early stages of the race. M Sims passed T Sims to move into fifth on the fourth lap. Manderscheid and Lee benefited most from the confusion at Goddards on the previous lap, climbing to 23rd and 26th respectively. Parratt pulled off on the outside entry to Fogarty's to retire on lap 4. The entertaining four-way scrap for ninth involving Hunter, Tandy, Banwell and Perrett was juggled around during the fifth lap, when Oli slipped inside Dave at the Melbourne Hairpin before using the inside line at Goddards to his advantage to pass the impressive Tandy. Cullum spun at Fogarty's on lap 5 to halt his promising start to the race, before restarting in 29th. Tandy soon repassed Perrett to return to the top 10 runners

during the sixth lap. Lee slid wide at Goddards before retiring at The Old Hairpin on the seventh lap. Letts' inspired drive into fourth came to an untimely end when he retired during the eighth lap. Rogers' pressure on Burge finally paid dividends on the ninth and final lap, when Andy ran wide exiting The Old Hairpin enabling Kelly to edge alongside as the pair raced through Schwantz Curve with Kelly moving ahead at MacLeans on the inside line. Andy wasn't going to settle for second though and seized the opportunity, when Kelly drifted wide at the Melbourne Hairpin and nipped through and held on through Goddards to remain in front on the dash to the flag for his second successive victory. Cullum was able to make up six places to finish an eventual 23rd. Hinde's over-zealous pursuit of Eley, after having been passed at the Melbourne Hairpin on the final lap, saw him make contact with Eley at Goddards, punting David off the track and into retirement. Rupert not surprisingly was required to visit the Clerk of The Course to explain his actions. Andy and Kelly recounted their last lap adventures on the podium, whilst Braggins reflected on settling for third and regaining the Challenge lead as he observed the leadership dice, which he described as "a bit fraught". After two rounds in a week, the drivers can now recover before travelling north to Croft for Round 9 in three weeks time •

report by Roy Sisley

"Hudson spun at Goddards sending cars in all directions..."

20 years ago 2000

Burge heads Rogers and Braggins out of the Melbourne loop... (below)
Photo: M7RC Archive (C Watkins)

*full info in: Pitlane mag Autumn 2000 issue

RESULT:		2 July	(BRDC)
Mini	Se7en	Rd 8	9 Laps
1	79	Kelly Rogers	20:13.793 / 66.64 mph
2	1	Dave Braggins	
3	7	Mark Sims	
4	13	Tim Sims	
5	33	Peter Felix	
6	8	Dick Hunter	
7	4	Simon Adams	
8	44	Oli Perrett	
9	3	Dave Banwell	
10	9	Paul Woodbridge	
11	47	Joe Tandy	
12	76	James Hall	
13	5	Paul Thompson	
14	85	Andrew Deviny	
15	12	Stuart Grayer	
16	98	Andrew Pilkington	
17	60	Carl Willoughby	
18	78	Paul McGarry	
19	70	Duncan Emmett	
20	21	Denise Manderscheid	
21	32	Jonathan Hudson	
22	23	Jon Cullum	
23	38	Steven Hopper	
24	36	Damon Astin	
25	99	Rupert Hinde	
26	29	Nick Brown	
dnf	28	David Eley	8 laps
dnf	55	Malc Holdstock	8
dnf	90	Geoff Letts	7
dnf	46	Phil Lee	6
dnf	48	Nigel Parratt	3
dq	11	Andy Burge	9 laps
ns	95	Alan Letts	
ns	40	Steve Whiteley	
ns	20	Dan Johnson	
ns	52	Matt Hodgson	
ns	10	Neil Johnson	
ns	22	Sarah Munns	
ns	26	Ian Fraser	
ns	41	Chris Huck	
ns	43	David Hopkins	
ns	49	Ralph Saunders	
ns	53	Niven Burge	
ns	62	Steve Anstiss	
ns	82	Andrew Ruthven	
ns	84	Ian Deviny	
ns	73	Mark Wanstall	
ns	96	Rob Riding	
FL:	K Rogers 2:12.309 - 68.02 mph		
Pole:	K Rogers		
2.5-mile GP circuit			



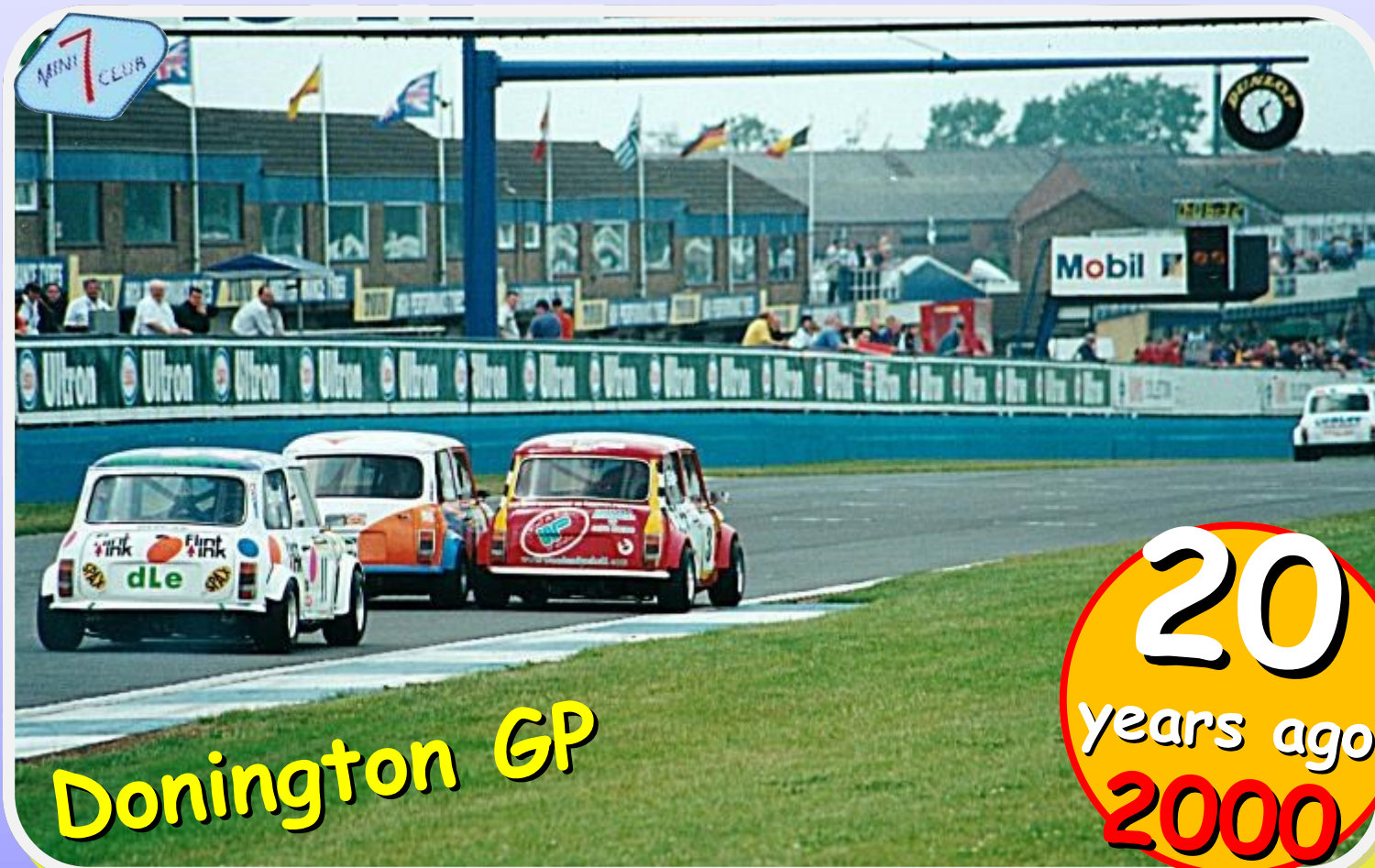


YouTube

Pit & Paddock 2020: Issue 3



From the Archives



Donington GP

DUNLOP NATIONAL
MINI MIGLIA - 2 July

Curley's in the clear

THE MIGLIAS were fortunate with the weather all weekend, no rain but very damp air seemed to suit the Miglias, and some very fast lap times were produced

QUALIFYING: Baldwin started qualifying very rapidly, setting the standards for all to catch. But with a 1.5s cushion to second placed Curley, this was going to prove to difficult for any of Peter's competitors. So confident in his time Baldwin opted to sit and wait in the pits for most of the session, preserving

his tyres and engine. Jonathan Lewis on his return to the Mini Miglia camp was making excellent progress in the order, finally placing his (as always) immaculate car 3rd on the grid. A fresh set of tyres for Steve Bell didn't seem to make any difference to the performance to his unusually low grid position, ending up 8th and lots to do in the race to get on the podium. Phil Manser and Mike Jackson had constantly swapped positions for 4th and 5th, with the battle eventually being won by Manser; a tussle in the race was expected. The track appeared to slow in the second half of qualifying with little progress made by any driver. The top 10 after the 20 minute session were: Baldwin, Curley, Lewis, Manser, Jackson, Gunn, Lloyd, Bell, Grayer and Owens.

"...the commentators stated there was about to be an accident... and there was!"

As race winner Ian Curley makes a break, Peter Baldwin, Steve Bell and Jonathan Lloyd give chase (top) Endaf Owens cocks a wheel on his way to 8th place (below)
Photos: M7RC Archive (C Watkins + Ferret Photographics-M Harvey)

*full info in: Pitlane mag Autumn 2000 issue



From the Archives



20
years ago
2000

The PowerTour meeting featured pre-race activities, including the ubiquitous 'lollipop board' grid girls and a frenetic acrobatic display before the cars lined up (left)

Further down the Miglia running order there were welcome finishes for Chris Hunter in 11th and for Mike Edgell in 14th (below)

Photos: MTRC Archive (C Watkins)

*full info in: Pitlane mag Autumn 2000 issue

Race: The Miglia race on Sunday was blessed with sunshine and a big crowd, following on from a rather over-enthusiastic grid of National Saloons. As the lights turned to green the commentators stated there was about to be an accident, and there was! Four abreast into Redgate really did look quite impressive, however as the inside pair left less and

less room Lewis and Manser made contact and spun into the beach like gravel trap. Concerns that losing these two from the proceedings would spread the leaders out were soon forgotten. A five way battle for the lead headed by Baldwin, Bell (from grid 8!), Curley, Lloyd and Jackson. Now forgive me if I quoted that list incorrectly but the number of position changes

was tremendous. Baldwin dropped from the lead four laps in, straight down to 4th, which we would later learn was caused by a rear brake problem. Curley took the chance and made the ten car break someone needed, with the other four battling it out he was able to then control things quite easily. Behind, Steve Bell did his utmost to hold off Peter Baldwin with the two cars nearly touching on various occasions, however Baldwin eventually slipped past. Almost joined to the rear of the Bell/Baldwin battle were the Lloyd/Jackson battle, these two constantly being given overtaking situations by the ragged Bell and Baldwin who were altering the packs pace with their defensive of attacking manoeuvres. Oil at Macleans caused problems for Dan Eady who used the entire gravel trap, I am assured flat out, to recover! This dropped Dan off the battle for 7th, 8th and 9th, which was now being led, by Grayer and Owens. The race ended with

Curley as a clear leader, Baldwin second, Bell rounding off the podium followed by Jackson, Lloyd, a lonely Ian Gunn, Grayer, Owens, Eady and Kimberley. I am sure the PowerTour was impressed! •

report by
Rob Cullum

Donington GP

Miglia
50
Years
1970 - 2020



RESULT: 2 July (BRDC)

Mini Miglia Rd 8 11 Laps
1 1 Ian Curley 21:10.690 / 77.82 mph

2 2 Peter Baldwin
3 3 Steve Bell
4 10 Mike Jackson
5 11 Jonathan Lloyd
6 6 Ian Gunn
7 18 Wayne Grayer
8 19 Endaf Owens
9 14 Dan Eady
10 12 Dave Kimberley
11 78 Chris Hunter
12 26 Colin Simpson
13 13 Phil Harvey
14 98 Mike Edgell
15 47 Stephen Dalby

dnf 63 Pete Rogers 9 laps
dnf 75 Paul Brown 5
dnf 41 Ken Eady 1
dnf 4 Phil Manser 0
dnf 20 Jonathan Lewis 0

ns 17 Kevin Mason
ns 9 Colin Peacock
ns 21 Rob Cullum
ns 24 Graham Ford
ns 80 Bill Sollis

FL: M Jackson 1:53.776 - 79.10 mph
Pole: P Baldwin

2.5-mile GP circuit



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

Miglia
50
Years
1970 - 2020



Donington GP

ROVER/UNIPART NATIONAL
MINI MIGLIA &
ROVER/UNIPART NATIONAL
MINI SE7EN - 12 May

Wheatley's 1000 winfall - Penn rewrites 850 form book

FOR THE SECOND time in five rounds, the grid was combined; the Miglias of Jeremy Wheatley and Owen Hall swapped the overall lead to finish in that order, while as the only unapped Se7en runners Graham Penn fought ahead of Rob Selby and Neil Johnson

Two races on Saturday afternoon and first away were the Rover Unipart Challenge Mini contenders. The 1-litre cars went away from the grid first with the 850cc field starting 10s later. Jeremy

Wheatley and Owen Hall quickly broke away at the head of the held and their battle was to last the full 10 laps. Wheatley led with Hall in his wheeltracks until lap six when Hall finally managed to outbrake the leader into the Esses. His glory was to last just over a lap for Hall was badly boxed in behind a couple of 850 cars at the Esses and Wheatley was able to outdrag him down to Melbourne Hairpin. Hall was always close behind but Wheatley withstood the pressure for a well-deserved win. Ian Gunn overhauled Brian Kippax for third while Myk Cable

just headed the battling Bev Comber and Steven Young home for fifth. Graham Penn worked hard to fight to the front of the 850 division from the initial fourth on new tyres. He demoted Rob Selby and Neil Johnson to second and third in another race-long contest •

report courtesy Motoring News

"Hall was badly boxed in behind a couple of 850s..."



30
years ago
1990

Unmarked Miglia of Ken Lyne before his inversion at Craner Curves; Brian Kippax' car is in front (left)
Dick Grimwood spins his Se7en (below)
Photos: M7RC Archive (RW)
+ courtesy Autosport

*full info in: M7RC Archive 1990 issue

RESULTS: 12 May 1990 (BRDC)

Miglia / Se7en	Rd 5	10 Laps
1 101	Jeremy Wheatley m	20:12.81 / 74.20 mph
2 6	Owen Hall m	
3 2	Ian Gunn m	
4 15	Brian Kippax m	
5 1	Myk Cable m	
6 19	Bev Comber m	
7 47	Steven Young m	
8 99	Mick Best m	
9 11	Eamonn Moran m	
10 30	Peter Calver m	
11 73	Richard Pile m	
12 72	Graham Penn 7	22:15.15 / 67.40 mph
13 5	Rob Selby 7	
14 3	Neil Johnson 7	
15 75	Paul Brown 7	9 laps
16 10	Dave Barwell 7	9
17 7	Dick Grimwood 7	9
18 85	Graham Hatfield 7	9
19 88	Dan Wheeler 7	9
20 164	Andy Burge 7	9
dnf 173	Keith Harvey m	9 laps
dnf 16	Dave Hancock m	7
dnf 38	Nigel Muskett 7	7
dnf 500	Richard Wager m	6
dnf 9	Eian Riddiford 7	5
dnf 92	Richard Venner 7	5
dnf 27	Richard De La Roche 7	4
dnf 121	Bill Boyle 7	4
dnf 888	Bob Pearson m	3
dnf 51	Paul Stafford 7	3
dnf 586	Dave Braggins 7	1
dnf 48	Kelly Rogers 7	1
dnf 55	Ken Lyne m	0
dnf 277	Gerard D'Amato m	0
ns 18	Dave Brookes m	
ns 69	Danny Allpress m	
ns 71	Tim Sims 7	
ns 175	Jonathan Nix 7	

FL/m: O Hall
1:59.94 - 75.28 mph (record)
FL/7: G Penn
2:09.70 - 69.39 mph
Pole: E Riddiford
2.50-mile GP circuit

From the Archives



Donington

FIVE VISITS TO THE DERBYSHIRE CIRCUIT SAW ALL THREE MINI SERIES TAKE IN PLENTY OF TRACK TIME...

AUSTIN MORRIS NATIONAL MINI 850 - 4 April

It's Grady again

LESS THAN a second covered the first four in the Mini 850 race, won by Russell Grady

A rainbow of colour signalled that 26 850 Minis had left the grid and buzzed towards Redgate Lodge like bees round a honey pot. The leading seven cars, just headed by Russell Grady's white machine stuck together for the full ten laps with Grady's car almost pushed over the line by Jonathan Lewis. Old campaigner

Chris Tyrrell and Chris Gould caused a photo finish for 3rd • *report courtesy Autosport*

AUSTIN MORRIS NATIONAL MINI 1000 - 24 August

Gaymer goes cap in hand

IF THE CAP fits... a winner's cap to be precise, which is exactly what Paul Gaymer was after at Donington, battling with Roly Nix all the way to win a thrilling Mini 1000 race

Paul Gaymer who has always wanted to win at Donington, so his son could have a hat (!), realised his ambition in the Mini 1000 Challenge race. But Roland Nix made him work pretty hard for it. These two disputed the lead throughout and were accompanied most of

*Eric Groves leads heads to 6th place in the 'Se7en' race on 6 April (above) Photo: M7RC Archive (E Groves Collection / Ferret Photographics-J Gaisford) *full info in: M7RC Archive 1980 issue*

the way by David Carvell until his engine blew and the outcome of the race (and the destiny of the race winner's cap) wasn't decided until the last time through the Chicane. The two were side by side, literally leaning on each other with Gaymer on the outside as they exited the last bend, and despite being forced onto the grass, the green Boopspeed car crossed the line just ahead of Nix. A furious dice for third place went in favour of Colin Beckwith, the series leader's car looking somewhat tatty after the dramas of the opening laps. David Huck was next up ahead of Tony Edmonds and Peter Calver while, of those who disputed fourth place as part of

a six-car train, Robert Addison ended his race after nine laps with a spin leaving the chicane,

RESULT: 6 April 1980 (DRC)

Mini 850/Se7en Rd 3 10 Laps

1	5	Russell Grady	16:37.1 / 70.67 mph
2	12	Jonathan Lewis	
3	3	Chris Tyrrell	
4	14	Chris Gould	
5	17	Roy Finlay	
6	18	Eric Groves	
7	11	Nick Bailey	
8	57	Paul Castaldini	
9	54	Gary Coles	
10	22	John Love	
11	44	Edward Wells	
12	21	Tim Lester	
13	4	Colin Aitken*	
14	103	Rob Selby	
15	78	Arthur Brown	
16	37	'Little' Jonny Thorne	
17	80	Guy Tasker	
18	32	Andrew Gurnham	
19	79	David Ide	
20	94	Stephen Johnson	9 laps
dnf	86	Dick Hannay	8 laps
dnf	88	Nick Jennings	4
dnf	74	David Mabbutt	4
dnf	91	Robert Bradley	4
dnf	84	Ian Hunter	0

ns 93 John Barnard
ns 40 Michael Collard
ns 72 Richard Hamlyn
ns 4 Nigel Gaymer*

FL: R Finlay
1:36.9 - 72.72 mph
Pole: C Gould

RESULT: 24 August 1980 (DRC)

Mini 1000/Miglia Rd 11 10 Laps

1	12	Paul Gaymer	15:25.76 / 76.11 mph
2	2	Roland Nix	
3	26	Colin Beckwith	
4	11	David Huck	
5	52	Tony Edmonds	
6	28	Peter Calver	
7	46	Chris Hampshire	
8	76	Alex Boyle	
9	15	Bryan Slark	
10	43	Dave Gilbert	
11	90	Janet McPherson	
12	85	David Collins	
13	45	Andrew Houghton	9 laps
14	55	Gareth Gonzalez	9
15	81	John Heathcock	9
dnf	10	Robert Addison	9 laps
dnf	3	Richard Belcher	9
dnf	8	Mike Fry	7
dnf	18	David Carvell	7
dnf	38	Keith Vinycomb	6
dnf	13	Peter Hill	3
dnf	7	Martin Guidery	2
dnf	5	Rick Cutting	0
dnf	44	Roy Kwei	0

ns 16 Martin Brooks*
ns 58 David Abbott
ns 16 Ken Brown*

FL: D Carvell
1:30.75 - 77.64 mph
Pole: P Gaymer

1.957-mile circuit

From the Archives



Miglia
50
Years
1970 - 2020

40
years ago
1980

the flag, from John Simpson and John Meale - thanks to (not wholly unspectacularly) keeping mainly on the 'grey bits' •

report courtesy *Motoring News*

his car wandering slowly backwards past the pits before coming to rest while Richard Belcher spun and gently rolled over on the other side of the circuit •

report courtesy *Autosport*

GRAHAM HILL TROPHY MINI 1000/850 - 28 September

That's entertainment
- Calver & Aitken are best in class

IF MOTOR RACING is meant to be all about entertainment, then the 750 MC's bonanza at Donington Park was an immeasurable success. Wheel-to-wheel Formula Fordstering, steaming Austin Sevens, a muscle-packed Porsche v Morgan v Alfa Challenge without Alfas (!), and generous splinterings of Mini fibreglass were but a few of the highlights of a fine nine-race programme

that saw the Derbyshire track put to a use that delighted competitors and spectators alike. Kerbs and grass verges were fairly useful, too. . .

Mini racing can usually be expected to be somewhat frantic, and the joint 850/1000cc Graham Hill Memorial Trophy race that completed the day's very full programme was no exception. It all really started no later than the first lap, when Andy Houghton suffered steering failure on Starkeys Straight, careering across the grass before 're-entering' the race at 90 degrees

Race winner in the August 'Miglia' event, Paul Gaymer leads on the rise to Coppice (above)

Mini graveyard at the chicane on 28 September (below)

Photos: M7RC Archive (J Parish Collection / Ferret-J Gaisford) + courtesy Motoring News

**full info in: M7RC Archive 1980 issue*

to the traffic that was threading its way through the chicane. Miraculously, he only took one car off into the safety barrier with him! Numerous other instances of driver failure resulted in Park Bend looking more like a car park, with Peter Calver heading the survivors at



RESULT: 28 September '80 (750 MC)

Graham Hill Trophy

Mini 1000/850 Rd 6 10 Laps

1 28 Peter Calver m 15:50.2 / 74.14 mph

2 53 John Simpson m

3 23 John Meale m

4 181 John Heathcock m

5 56 Keith Padmore m

6 22 Geoff Brown* m

7 30 Tin Cockle m

8 63 Andy Abrams m

9 67 Colin Aitken 7 17:03.6 / 68.83 mph

10 48 Gordon Levet 7

11 70 John Bailey 7

12 20 Graham Hobbs 7 9 laps

13 84 Ian Hunter 7 9

14 101 Nick Windsor 7 9

15 167 Peter Tisdale m 9

16 118 Charles Gildersleve 7 9

dnf 79 David Ide 7 8 laps

dnf 170 Tim Skegg m 7

dnf 165 Graham Smith m 5

dnf 46 Dave Facer 7 5

dnf 50 Richard Wager m 3

dnf 103 Rob Selby 7 1

dnf 45 Andrew Houghton m 0

dnf 51 Bob Foster m 0

dnf 35 Chris Griffiths m 0

dnf 37 Jonny Thorne 7 0

ns 92 Stuart Waters m

ns 24 Graham J White m

ns 36 Trevor Jones m

ns 87 Hugh Ward m

ns 22 Paul Meale* m

ns 90 Janet McPherson m

ns 78 Arthur Brown 7

ns 32 Andrew Gurnham 7

ns 42 John Lambe 7

ns 65 Paul Robinson 7

ns 66 Jon Woodward 7

ns 81 Jeremy Claydon 7

ns 82 Mark Timlett 7

ns 117 Adrian Standing 7

ns 42 Stephen Hardy 7

FL/m: J Simpson

1:33.0 - 75.75 mph

FL/7: C Aitken

1:39.5 - 70.81 mph

Pole/m: J Meale

Pole/7: J Thorne

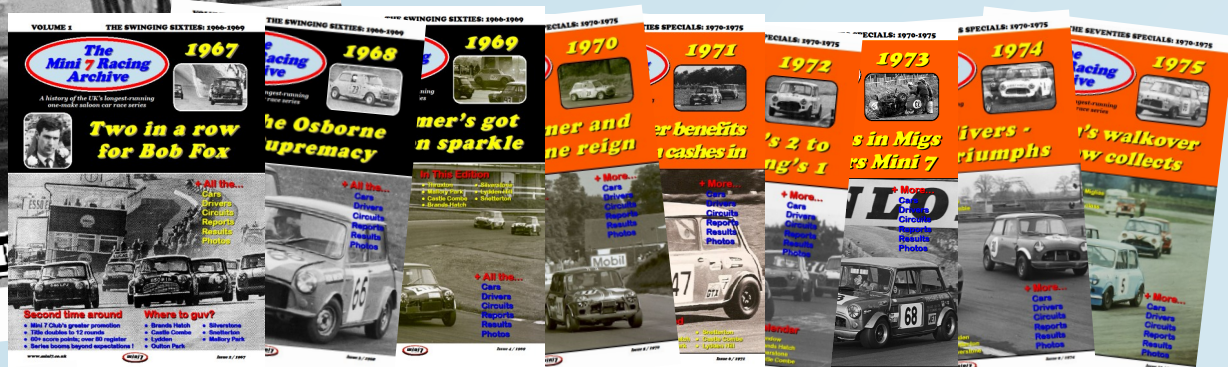
1.957-mile circuit

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Out Now!

10 NEW ISSUES

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



From the Archives

Donington



40
years ago
1980

NATIONAL MINI 1275 GT - 4 May

Lewis' long run

A HEALTHY grid of Mini 1275 GTs turned out for the second round of their challenge, and Chris Lewis took a measured win despite Phil Spurling closing towards the finish

It was perhaps a sign that Donington is too long and too open for low-powered club racing when the Mini 1275 GTs spread out to the point where they failed to give entertainment. Chris Lewis' win was well calculated and never challenged once Patrick Watts had gone off on the second lap. Only as they crossed the line on the last lap did Phil Spurling's Mini get close, but it was too late.

report courtesy Autosport

NATIONAL MINI 1275 GT - 21 September

Watts is tops

UNUSUALLY FOR THE Mini

1275 GTs, they didn't deliver the fire-cracker action of late, instead Patrick Watts motoring to a fairly comfortable 4.3 secs victory

Sadly, the Austin Morris Mini 1275 GT Challenge round was not as close as usual, pole man Patrick Watts leading throughout from, in the early stages, Phil Spurling, who was passed by Steve Harris on the third lap. Although he closed on Watts during the sec-

Front row at 4 May meeting (above)
Hopwood leads Watts & Lewis (below)
Photos: M7RC Archive (J Parish Collection / Ferret-J Gaisford)

*full info in: M7RC Archive 1980 issue

ond half, championship leader Harris could do nothing about it, and settled for second. Malcolm Harrison just held onto fourth, although fifth-placed man Chris Lewis would probably have taken his place given another couple of laps.

report courtesy Autosport



RESULTS: 4 May 1980 (DRC)

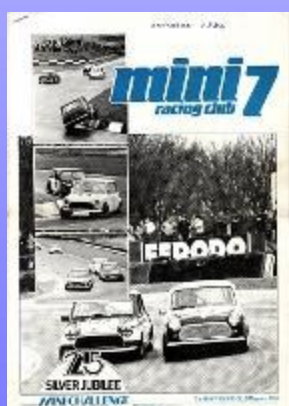
Mini 1275 GT	Rd 2	10 Laps
1 3 Chris Lewis		15:38.5 / 75.08 mph
2 12 Phil Spurling		
3 5 Peter Baldwin		
4 9 Graham Wenham		
5 50 Jerry Hampshire		
6 17 David Da Costa		
7 29 Peter Day		
8 14 Melvyn Johnson		
9 25 Tim Ransom		
10 15 Robert Mayo-Bignell		
11 20 Paul Bristow		
12 23 Mark Walker		
13 24 Mick Jones		
dnf 19 David Yapp		9 laps
dnf 28 David Evans		9
dnf 26 John Hughes		6
dnf 2 John Hopwood		6
dnf 6 Malcolm Harrison		2
dnf 00 Patrick Watts		2
dnf 77 Jim Burrows		0
ns 18 Nigel Bridger		
ns 11 Graham Woskett		
ns 4 Steve Harris		
FL: P Baldwin		1:31.7 - 76.84 mph (record)
Pole: J Hopwood		

RESULTS: 21 September '80 (DRC)

Mini 1275 GT	Rd 13	10 Laps
1 00 Patrick Watts		15:41.4 / 74.85 mph
2 4 Steve Harris		
3 12 Phil Spurling		
4 6 Malcolm Harrison		
5 3 Chris Lewis		
6 20 Paul Bristow		
7 29 Peter Day		
8 28 Brian Evans		
9 14 Melvyn Johnson		
10 15 Robert Mayo-Bignell		7 laps
dnf 24 Mick Jones		6 laps
dnf 19 David Yapp		6
dnf 5 Peter Baldwin		6
dnf 10 Paul Taft		3
dnf 50 Jerry Hampshire		1
ns 25 Tim Ransom		
ns 2 John Hopwood		
FL: P Watts + P Baldwin		1:32.6 - 76.09 mph
Pole: P Watts		

1.957-mile circuit

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

* 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

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

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

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
2019	Ben Cutler

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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CASTLE COMBE SERIES

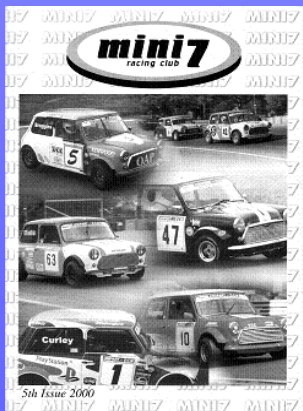
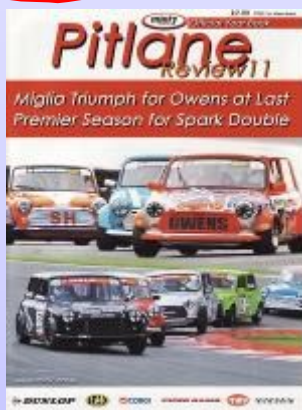
1983	Mike Fry (overall)
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LYDDEN SERIES - 7 / MIG

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

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

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

NOVICE AWARD - S-CLASS

2019 Ben Cutler

NOVICE AWARD - MIGLIA

1973 Kelvin May
1974 Gary Cashman
1975 Colin Davies

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

Miglia
50
Years
1970 - 2020

LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Max Hunter 17 April 2016 1:53.194 77.38 mph	Shayne Deegan 17 April 2016 1:44.463 83.85 mph	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Rob Davis 11 August 2019 1:46.024 82.62 mph
CADWELL PARK 2.1869	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Andrew Deviny 24 August 2014 1:29.372 79.76 mph	Shayne Deegan 18 June 2016 1:20.922 88.04 mph	Zack Booth 18 June 2016 1:30.174 79.00 mph	
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestolozzi (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	Andrew Deviny 7 October 2018 1:25.242 78.16 mph	Aaron Smith 7 October 2018 1:17.406 86.08 mph	Nick Croydon-Fowler 7 Oct' 2018 1:25.876 77.59 mph	David Franks 7 October 2018 1:19.041 84.30 mph
SILVERSTONE (GP Historic) 3.194	Niven Burge 24 May 2009 2:27.332 78.05 mph	Peter Baldwin 8 October 2000 2:15.149 85.07 mph	Julian Affleck 23 May 2009 2:36.975 73.26 mph	
SILVERSTONE (GP Arena) 3.66	Darren Thomas 25 June 2017 2:47.198 78.81 mph	Rupert Deeth 25 June 2017 2:32.369 86.48 mph	Ben Butler 28 June 2017 2:52.185 76.53 mph	Gary Warburton 25 June 2017 2:38.213 83.29 mph
Silverstone (Oval) 0.406	Ian Curley 24 July 1994 0:24.59 36.93 mph	Jonathan Lee 24 July 1994 0:23.54 38.58 mph		
SNETTERTON (200) 1.9843	Ashley Davies 14 May 2017 1:33.597 76.31 mph	Rupert Deeth 14 May 2017 1:24.360 84.66 mph	Justin Cooper 14 May 2017 1:35.809 74.70 mph	Peter Crewes 13 May 2017 1:28.181 80.99 mph
SNETTERTON (300) 2.9689	Andrew Deviny 10 May 2015 2:26.720 72.84 mph	Rupert Deeth 11 September 2016 2:12.348 80.75 mph	Nick Croydon-Fowler 13 May 2018 2:28.331 72.05 mph	Justin Cooper 13 May 2018 2:20.784 75.91 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 for Se7en (850cc) & Miglia (998cc)

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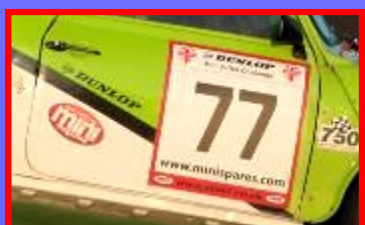
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Mini Libre

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Mini Se7en

#	Driver
1	Jeff SMITH
2	Joe THOMPSON
5	Lee ROBERTS
6	Graeme DAVIS
7	Leon Oli WINDOW
10	Julian PROCTOR
11	Adam GOULD
18	Tina COOPER
20	Darren THOMAS
21	Jordan SIMS
38	Steven HOPPER
39	Glen WOODBRIDGE
46	Max HUNTER
49	Ross BILLISON
57	Philip GILLIBRAND
63	Dave ROBINSON
72	Arnold DUNCAN
76	Jo POLLEY
77	Andrew DEVINY
8	Spencer WANSTALL
16	Andy KING
19	Tom SANDERSON
26	Nigel DAVIES
28	Dom BURGER
37	Gareth HUNT
45	Leon WIGHTMAN
55	Darren EATON
69	Steve TRENCH
71	Simon JONES
89	Tom HARTWELL
??	tba
??	tba
??	tba



Mini Miglia

#	Driver
0	Colin PEACOCK
1	Aaron SMITH
4	Jason PORTER
11	Kane ASTIN
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
29	Dave DREW
32	Endaf OWENS
37	James CUTHBERTSON
40	Jonathan LEWIS
42	Paul SIMMONDS
43	Dave EDGECOMBE
49	Martin WAGER
53	Niven BURGE
62	Chris LOVETT
69	Tony LE MAY
72	Rob HOWARD
78	Scott KENDALL
80	Joe THOMPSON
85	Sam SUMMERHAYES
86	Jason BALDING n
12	Wayne GRAYER
22	Stuart HORSFALL
44	Darren MOON
45	Chris MORGAN
48	Lee DEEGAN
56	Nick PADMORE
64	Alex OSBORNE
99	Richard WAGER

Miglia
50
Years
 1970 - 2020

Mini-7 S-Class

#	Driver
711	Damien HARRINGTON
712	Greg DAW
715	Jonnie KENT
720	Ben CUTLER
729	Darren JEREMIAH n
733	James BRYAN
736	Thorburn ASTIN
742	Ben BUTLER
747	Kelvin EDGAR
748	Mal DICKINSON n
758	Matthew AYRES n
779	Andy DICKINSON
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
760	Jack SHEARING
765	Simon MARTIN
766	Stephen COLBRAN
778	Charlie BRISKER



Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
133	Les STANTON
149	Gary Warburton
171	Dan LEWIS
186	David FRANKS
277	Andrew DEVINY
616	Justin COOPER
123	Huw TURNER
126	Peter HILLS
127	Ian FRASER
177	Peter CREWES
474	Josh EVANS
500	Rob DAVIS
??	tba
??	tba
??	tba
??	tba
??	tba



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