

Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 7



www.mini7.co.uk

DUNLOP MINI CHALLENGE
supported by **MINI SPARES**

Mini Miglia:
TV screen idols...

Mini Libre:
Super supports



Blistering Brands!

Full report inside...

Miglia
50
Years
1970-2020

Mini-7 S-Class: *Scholarship with spice*



Mini Se7en:
Closer than ever...



Snetterton preview...

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

Latest Club news
Revised 2020 calendar
Technical updates

From the Archives

- A-to-Z of drivers... H
- Miglia Champions Gallery pt 3
- M7C - how it all began...



www.minispares.com

Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

www.dunlop.eu



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 •

BRAVE NEW WORLD

The phrase 'Adapt to Survive' has never been truer than during the current global pandemic. This isn't simply a case of varying medical responses to the crisis, but entails so much more of everyday social, practical and even hypothetical issues that make up our lives. No matter what this virus throws at us, we collectively have to find ways of dealing with constantly changing information from authority, which sometimes follows expert advice, and at other times seem like illogical decisions that leave many not knowing whether they are coming or going. I'll leave it to you to imagine which higher authority this may be, but either way it is the specialists 'in the field' and their supporting crews that have to make sense of edicts from above and actually get things working. In the case of motorsport, we have seen how race organising bodies have managed to cooperate to share out available dates, and then somehow attract decent enough entries from a range of clubs and championships to make a race weekend worthwhile and safe to put on for everybody's sake - competitors, officials, marshals, and fans who have to follow from afar due to the 'closed door' status. All this in the face of a whole new way of thinking, planning, working and going about what is essentially, to the majority, a sporting pastime rather than a full-time occupation. Mind you, compared to the days before coronavirus and the lockdown, the effort being put in to keep any form of calendar going right through to the end of 2020 is far more intense, even exhausting mentally. However, like the NHS and other emergency services who aim to keep us all safe, like businesses operating on a shoestring and skeleton staff to keep the economy afloat and 'bread on the table', like the travel industry barely maintaining human wanderlust, motor racing and those within it must adapt to keep the wheels rolling on- and off-track if the sport is to survive...

RW



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CONTACTS

EDITOR

Richard Williamson
e: richard.williamson@mini7.co.uk

REPORTERS

Roy Sisley, contributors invited...

PHOTOS

Matt Barrington (mbracephotography.co.uk)
e: matthew-barrington@hotmail.co.uk
Pete Waller, Kathryn Robinson

WEBSITE / SOCIAL MEDIA

Stephen Colbran
e: info@stephencolbran.co.uk

CHAIRMAN

Nick Cooke
e: nick.cooke@mini7.co.uk

COMMERCIAL MANAGER

Colin Peacock
e: colin.peacock@mini7.co.uk

COMPETITION MANAGER / MERCHANDISE

Mike Jackson
e: mike.jackson@mini7.co.uk

MEMBERSHIP

Barry Payne
e: membership@mini7.co.uk

TREASURER

Jeffrey Parish
e: jeffrey.parish@mini7.co.uk

DRIVERS REPS

Mark Sims (Miglia)
e: mss@clearsons.co.uk
Darren Thomas (Se7en)
e: dthomasautos@gmail.com
Ben Butler (S-Class)
e: bwdecoratingservices@gmail.com
Phil Harvey (Libre)
e: motley.mini@virgin.net

TECHNICAL SUB-COMMITTEE REPS

Phil Harvey
e: motley.mini@virgin.net
Mark Wanstall
e: rightline@btinternet.com

TECHNICAL SCRUTINEERS

Steve Wood
e: stevewood26@live.co.uk
Julian Affleck
e: julianaffleck@hotmail.com

CLUB SAFEGUARDING OFFICER

Amanda Proctor
e: amandaproctor0510@hotmail.co.uk

Miglia
50
Years
1970-2020

PREVIEW:
NATIONAL ROUNDS 6+7

SNETTERTON 300...
19-20 SEPTEMBER...



**Miglia
Lap Record
Rupert Deeth**
Time: 2:12.348
Ave speed: 80.75 mph
Set: 11 Sept' 2016
2.9689-mile
300 circuit

**Miglia
50
Years
1970-2020**

Photos: M7RC Archive (?????)

HAVING WOWED SO FAR AT DONINGTON PARK AND BRANDS HATCH, THE M7RC CIRCUS ARRIVES IN NORFOLK WITH PACKED GRIDS AND THE PROMISE OF NON-STOP ACTION...

NATIONAL MIGLIA

Making regular headlines in the motorsport press this season has been the top-tier 1293cc Miglia formula, which is also celebrating 50 years of power-maxed Mini racing. Kent-based Aaron Smith heads the standings with four wins from five races, but the

2018 and 2019 champion is likely to be pushed all the way by other former title winners Rupert Deeth and Kane Astin, both from Cambridgeshire. Look out too for the likes of Sam Summerhayes, Colin Peacock, local stalwart Tony Le May, and Historic Mini exponent Tom Bell who makes his debut in the series, while Lee

Deegan could also be expected to be in the running, and last time around the 300 layout two season ago he was the dominant force with a double victory in the Baldwin Motorsport machine •

NATIONAL LIBRE

Backing up the Miglia pack is the 'free formula' Libre category, and out in front so far with a trio of wins is Rob Davis, another Kent Mini man who is aiming to go one better than second overall last season. Reigning class champ' Phil Harvey will be out in a similar 1380cc example to keep the series leader on his toes, as will Dan Lewis whose second season is proving more fruitful than in 2019 with his 8-port variant. Peter Hills is also on the entry list in his 16-valver, and local racer Justin Cooper is also expected to put in a challenge in another 16V; Cooper was a winner here in 2018 •



**MINI MIGLIA
PREVIOUS WINNERS:**

- 300 CIRCUIT**
2018 L Deegan x2
2016 S Deegan x2
2015 R Deeth / M Cowan
S Deegan x2 / K Astin (nc)
2013 P Baldwin x2
2012 P Baldwin x2
- 200 CIRCUIT (1.9843 miles)**
2017 R Deeth x2
2011 E Owens x2

**Mini Libre
Lap Record**

Justin Cooper
Time: 2:20.784
Ave speed: 75.91 mph
Set: 13 May 2018
2.9689-mile 300 circuit

PREVIOUS CLASS WINNERS:

- 300 CIRCUIT**
2018 G Warburton / J Cooper
200 CIRCUIT (1.9843 miles)
2017 P Crewes x2

Snetterton 300 & 200 introduced in 2011, previous configurations were based on the shorter layout, while the original 2.71-mile track, including the section where the market is now held, was shortened after 1973 •

...PREVIEW:
...NATIONAL ROUNDS 6+7

SNETTERTON 300
19-20 SEPTEMBER



**Se7en
Lap Record
Andrew Deviny**
Time: 2:26.720
Ave speed: 72.84 mph
Set: 10 May 2015
2.9689-mile
300 circuit

...SEPARATE DOUBLE-HEADER RACES WILL GIVE EACH CLASS MORE 'BREATHING' SPACE ON-TRACK, WITH HOPEFULLY GREATER NATIONAL PRESS COVERAGE FOR LIBRE & S-CLASS

**MINI SE7EN
PREVIOUS WINNERS:**

- 300 CIRCUIT**
2018 A Deviny x2
2016 A Davies / K McDonald
2015 M Hunter / P Spark
A Davies x3 (nc)
2013 A Deviny x2
2012 P Spark / D Thomas

- 200 CIRCUIT (1.9843 miles)**
2017 A Deviny / A Davies
2011 P Spark / M Hunter

**Mini-7 S-Class
Lap Record
Nick Croydon-Fowler**

Time: 2:28.331
Ave speed: 72.05 mph
Set: 13 May 2018
2.9689-mile 300 circuit

PREVIOUS CLASS WINNERS:

- 300 CIRCUIT**
2018 S Kendall / J Bull
2016 J Collins x2
2015 I Deviny x2
2013 J Burrows / R Parsloe
2012 J Proctor / J Burrows

- 200 CIRCUIT (1.9843 miles)**
2017 S Tarlton x2
2011 J Affleck x2

NATIONAL SE7EN NAT' S-CLASS

Top of the 1-litre Se7en category is another Kent racer, Spencer Wanstall, who has chalked up one victory and been on the podium in the other four races. He will be hoping to go one better than two previous runner-up campaigns, and heads three-time National champion Andrew Deviny who has mirrored Wanstall's results, bar one. Hard on their heels however is current champion, and former BTCC winner, Jeff Smith, who has two wins so far but who also dropped points after a pitlane start in one of last month's Brands treble-headers. Ross Billison finally broke his duck at Brands and can now be considered a fair bet for a top score, as will twice-title winner Max Hunter, while several more will be waiting in the wings to cash in on any slip-ups from the leading lights •

In the limited tuning 1275cc feeder class to Se7ens, newcomer Greg Daw leads the way, and has scored one win so far. Ben Cutler lies second, the 2019 Under-17 trophy winner having been on the podium three times and looking promising for a debut victory in the cat-

egory. Despite a couple of maximums to hold an early title lead, Connor O'Brien's campaign 'hiccupped' in the last two events with an engine problem, while Thorburn Astin's brace of victories have been tempered with three DNFs. Matthew Ayres has impressed in his first season too in one of the oldest cars on the grid •





TIMETABLE: Snetterton 300

DUNLOP NATIONAL MINI CHALLENGE Rds 6 + 7

Saturday 19 September

BARC BIG WEEKEND

Snetterton is revved up for a British Automobile Racing Club bonanza this weekend as the BTRA British Truck Racing Championship headlines a stacked programme of racing. With twists and turns having been around every corner so far, the UK's biggest racing machines will do battle once more around the 300 layout of the Norfolk venue, with it all still to play for in both Division 1 and Division 2. Joining the BTRA to continue their own campaigns will be the Classic Touring Car Championship. High-octane thrills and spills will also be provided by the Legends Cars National Championship with MRF Tyres, Lancaster Insurance MG Owners Club Championship, Sports Prototype Cup and **Mini 7 Racing Club** as well •

www.BARC.net



LATEST LATEST LATEST LATEST!

TYRES FOR SNETTERTON...

For those of you who may not have already sorted out your fresh Dunlop rubber requirements for Snetterton, please be aware that HP Tyres will be on hand for Friday (18th) testing and for the Saturday race day only, but that there will be no service available on the Sunday. To save panic come the weekend, pre-booking and pre-payment of your tyre requirements can be arranged directly via the designated supplier:

HP Tyres
E: office@hptyres.com
T: 01327-301887
www.hptyres.com

**Please be aware all fitting and collection at the workshop is strictly by appointment only* •*



www.mini7.co.uk

START	FINISH	DURATION	SESSION	CLASS
...	...	pre-event	Signing-on	All
...	...	pre-event	Scrutineering	All
10.00	10.15	15 mins	Qualifying	Se7en + S-Class
10.25	10.40	15 mins	Qualifying	Miglia + Libre
13.50	14.10	20 mins	Race 3 / Rd 6	Se7en + S-Class
15.25	15.45	20 mins	Race 6 / Rd 6	Miglia + Libre

Sunday 20 September

09.55	10.15	20 mins	Race 11 / Rd 7	Se7en + S-Class
12.35	12.55	20 mins	Race 16 / Rd 7	Miglia + Libre

*** Please note that this event remains provisional and subject to change in accordance with the latest government guidelines and the situation regarding COVID-19.**



CIRCUIT LENGTH:

2.9689 miles - 300 circuit

Grid limit (saloons): 45

Snetterton Circuit, Norwich, Norfolk, NR16 2JU

Tel: 01953-887303

Email: snetterton@msv.com

Driving there:

You'll find the circuit 10 miles north-east of Thetford on the A11 from London to Norwich. Coming from the south, leave the M11 at junction 9 and follow the A11. From the north or west, use the M11/A11 and join the A11 after Newmarket •



Images: courtesy www.snetterton.co.uk/MSV + M7RC Archive (M Barrington)

REVISED 2020 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

National 1+2	Donington Park	11 July (<i>MGCC / Resumption of Racing meet</i>)
National 3+4+5	Brands Hatch GP	8-9 August (<i>BARC / BTCC-TOCA support</i>)
National 6+7	Snetterton 300	19-20 September (<i>BARC / Club meeting</i>)
National 8+9	Castle Combe	3-4 October (<i>CCRC / Autumn Festival</i>)
National 10+11	Thruxton	24-25 October (<i>BARC / Club weekend</i>)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2	TBA	TBA
Winter Series 3+4	TBA	TBA
AGM / ATD	TBA	November 2020
Awards / Dinner Dance	Marriott Forest of Arden	January 2021

National Rounds 6+7

19-20 September



Snetterton 300

BARC

Photo: M7RC Archive (A Seekings Collection)

NEWS NEWS NEWS NEWS

MINIS STAR ON TOCA SUPPORT



...M7RC CREATES HEADLINES AT BTCC MEET FOR SECOND YEAR RUNNING

Proving that Thruxton 2019 was no flash in the pan, the Dunlop Mini Challenges supported by Mini Spares were once again the 'peoples' favourite at Brands Hatch over the 8-9 August weekend, running on the support bill to the ever-popular British Touring Car Championship.

Full-to-bursting grids marked out the marvellous Minis as ones to watch, and in a first for the M7RC, produced not one but three scintillating encounters around the 2.4332-mile GP circuit, the first on late Saturday afternoon, and then both Sunday races also being televised on ITV4 to huge audiences. Commen-

tator David Addison and co-commentator Tim Harvey were highly complimentary, and as with last year's successful Thruxton appearance, the online comments and feedback from motorsport fans (who sadly could not be at Brands due to the pandemic) has been nothing but positive. Perhaps the most telling indicator of how well the link with BTCC is working out was when a M7RC member spotted TOCA boss Alan Gow viewing the action from the back of the Brands pits and asked him what he thought of the Minis? "Well, I 'never' watch the support races" was the candid reply. We gotta be doing something right! •

FREEDOM OF THE PRESS

Not only was the pre-event publicity for the M7RC on a greater scale than might have normally been expected, but the amount of coverage in the weeklies and online in the days following Brands was phenomenal. *Autosport* magazine especially went to town in their platitudes, with a 12-paragraph report of the treble-header, while a separate story focused on Andrew Jordan's winning debut in Miglias (below), in which the former BTCC champion is quoted as saying: "It's great fun! It's hard work actually because it's got a really good grip ratio to the weight of the car. I didn't really know what to expect because there's a lot of good people who are always battling up at the front" adding "I've absolutely loved it and I'm going home very happy."



One of the biggest 'thumbs up' however came in an editorial column from *Autosport's* own National Racing Editor, Stephen Lickorish, who wrote the following: "Back-to-back meetings for the TOCA supports have now taken place - both behind closed-doors. Despite a number of procedural changes and condensed calendar, series and drivers are adapting, and the on-track action is as good as ever. But there was no disputing which of the supports shone the brightest at Brands as the enormous grid of guesting Mini Miglias and Se7ens put on a trio of simply stunning contests that featured close battles throughout the large field. Having also starred at the Thruxton BTCC event last year, it would be brilliant if the Mini 7 Racing Club categories could get a regular, annual fixture on the bill." Recommendations don't come much better than that! •

Miglia
50
Years
1970-2020



Photos: m Barrington + courtesy MSV/TOCA (J Ebbrey)

NEWS NEWS NEWS NEWS

ROLL ME OVER LAY ME DOWN...

At the recent Zandvoort Historic GP, during a 'Kampf der Zwerge' (Race of the Dwarfs) a Rover Cooper SPI had the misfor-

tune to roll two-and-a-half times at the Esses, luckily without any harm to the driver. Sensing what was about to happen, the photographer

got the complete sequence (28 in all), and it shows that a good strong rollbar is essential in a Mini! This one actually lost its roof in the roll and the driver was left a bit exposed but it landed on its wheels •

Photos: courtesy Trevor Noble



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 •

WELL WORTH THE WAIT

Hooping to be out at Combe is the new MondoSport-built car of Mark Sims which, on this evidence, will add further gloss to Miglia grids •

Photos: courtesy M Sims/MondoSport



NEWS NEWS NEWS NEWS



TECHNICAL UPDATES from the M7RC Technical Sub-Committee

In response to various observations raised by the Scrutineering Team, a Technical Sub-Committee meeting was recently held at Brands Hatch, and the following recommendations & clarifications have been agreed:



1. Padding around Steering Columns (all classes)

TR.5.3.3 - Fire-resistant Roll Cage Padding must be installed on all parts of the cage which could come into contact with the Driver's body, arms, legs or head. F.I.A.-specification padding must be used within 150mm of the helmet. See current Motorsport UK K1.6.6.

Which includes padding around the steering column, but does not need to be FIA spec •



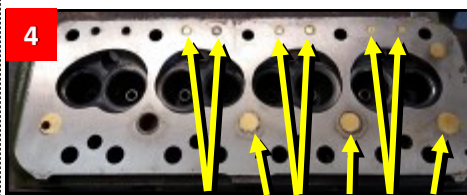
2. Machining of Valve Spring Seats is prohibited.

2. Valve Spring Seats (S-Class)

Mini-7 S-Class Regulation: - TR.5.19.3.4 i) - An original production Rover Cars A-Series five-port head casting, unmodified (any type of blast cleaning of the air passages is prohibited), but may have the block face surface finish only. Production cylinder head thickness 69.85 / 69.47mm. To Clarify: An original 1275cc production Rover Cars cylinder head, not copies. Valve seat inserts on the exhaust only. Three (3) angle valve seats allowed. Maximum valve diameter 33.3mm inlet, 29.4mm exhaust. Where necessary, cylinder heads may be drilled and tapped at the thermostat end to allow fitment of a temperature sensor. The heater take-off at no.4 end may be drilled and tapped for fitment of coolant pipes. Head may be drilled to allow 11 head studs. Non-original valve guides may be used of standard length (43.11 / 42.60mm) and fitted height (13.97 / 13.46mm) as production (unless specified). **No modifications to valve spring seats.** Any non-original parts used must respect OEM •

3. Lights (all classes)

Consultation is ongoing... •



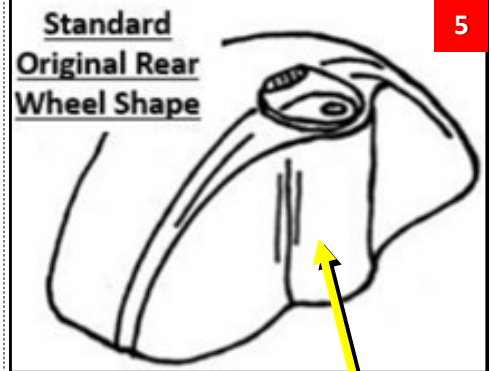
4. a) Modified water passages 'Dry Decking'



4. b) Production Cylinder Head

4. Dry Decking (S-Class)

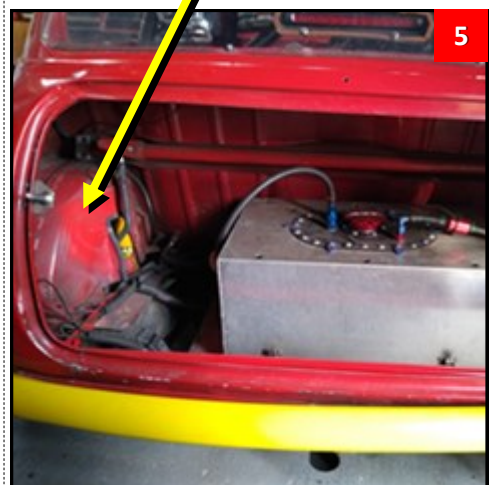
Mini 7 S Class Regulation: - TR.5.19.3.3 - Dry decking is prohibited. This modification to the cylinder head a) is a form of 'Dry Decking'. The regulation TR.5.19.3.3 will be clarified and changed to read "Dry decking is prohibited in any form" •



5. Rear Wheel Arches (Se7en, S-Class & Miglia)

Mini General Regulations: - TR.5.6.1.11 - External front wheel arches and production rear wheel arches may be modified for tyre clearance. Rear wheel arches may also be modified to allow for anti-roll bar drop links. All edges must be rolled and sealed. **The original rear shock absorber platform must always remain in its original position,** and the measurement between both rear shock absorber platform locating holes must be within +/- 10mm tolerance of 970mm. See also TR.5.6.1.2 and TR.5.6.1.17.

Over the years this has not been policed and the vertical portion around shock absorber has become square (boxed), possibly for clearance. It has been agreed that those cars racing this season with the 'square' arches can keep them, as 'grandfather rights', but any future builds must have the standard shaped arches. If these cars have to be repaired in this area, the arch must be changed back to standard. In order to police these changes, the Club will introduce a Vehicle Log Book with a picture of the boot area •



NEWS NEWS NEWS NEWS



6. Hydraulic Handbrake – (Se7en & Miglia)

A number of the cars have appeared with hydraulic handbrakes. TR.5.18.7.2, TR.5.20.7.2 do not exclude hydraulic handbrakes and it appears that they are a possible secondary braking system. With no performance advantage they can remain. TR.5.18.7.1 and TR.5.20.7.1 both state that **“...Brake/Clutch fluid remote reservoirs are prohibited from the cockpit.”**

6. This style of hand-brake is prohibited.

So, style of handbrake (above) is prohibited •

7. Roll Cages (Se7en, S-Class & Miglia)

They must comply with Motorsport UK regulations and TR.5.3.2, **but can pass through the rear Bulkhead. Connection with wheel arch cannot go beyond the rear shock absorber mounting. The following clarification to these regulations:-**

TR.5.3.2 - Full Roll Cage: **Free conception but must conform to the minimum specification of the current Motorsport UK K1, Drawing 3 or 5 with mandatory lateral protection. Where two diagonals in the form of a cross are used, at least one of the diagonals must be of a single piece tube. Minimum material CDS 2. Tube 38 x 2.5mm or 40 x 2.0mm. Roll Cages certified after 1st Jan' 1996; 45.0 x 2.5mm or 50.0 x 2.0mm. Free-construction tube diameters are accepted for certification by the Motorsport UK if supported by an approved engineer's stress analysis report.**

Roll Cages may be welded to the bodyshell mountings conforming to **current Motorsport UK K1. The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wraparound rear harness fixing at the correct angle (see current Motorsport UK K2 and Appendix 2, Drawing 39).**

A reinforcement between the Roll Cage, at floor level, and bolted through the front subframe rear mounts is recommended.

Forward diagonal braces across the cockpit (centre main hoop to the base of the nearside front hoop) i.e. 'Petty' Bars, are prohibited.

Any additional drilling of the Roll Cage or its reinforcements is prohibited. **The Cage may pass through the rear Bulkhead, but cannot go beyond the rear shock absorber mounting.**

TR.5.6.1.1 - A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1).

Front and rear bulkheads and sills must remain unaltered but may be reinforced.

Rear bulkhead may be modified to allow the cage, electrical cables, fuel and brake pipe to pass through.

The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate fire-wall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing •

8. Bodywork (Se7en, S-Class & Miglia)

To clarify the Rear Seat Pockets and the rear seat front can be removed.

The following clarification to this regulation: - TR.5.6.1.1 - A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1).

Front and rear bulkheads and sills must remain unaltered but may be reinforced.

Rear bulkhead may be modified to allow the cage, electrical cables, fuel and brake pipe to pass through.

The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate fire-wall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing. **The rear seat pockets and the rear seat front can be removed •**

9. Camshafts (Se7en, S-Class & Miglia)

Competitors are reminded that Camshafts are controlled and purchased from the Mini 7 Racing Club. TR.5.18.3.6, TR.5.19.3.12 and TR.5.20.3.6 state: -

“Each camshaft will be serial-numbered and logged to individual competitors / entrants”.

Make sure that you use a registered cam! •

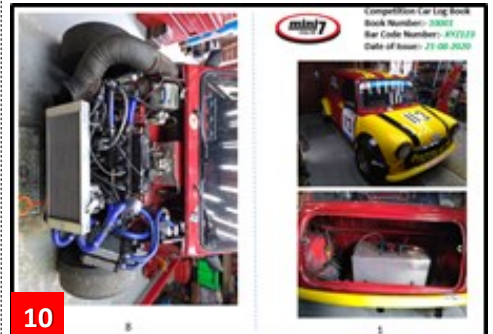


9. Hand etched unique I.D. possible positions.

10. Vehicle Log Books (all classes)

In order to police the manufacture and modification of Body work and Roll Cage we are introducing a **Vehicle Log: an 8-sided document, folded to A5 size, to include 5 pictures of the vehicle, taken by the competitor and supplied to Phil Harvey. They will include external and internal photographs (as above right). They will become the permanent Log Book cover. Internal sheets can be written upon with the details of Ownership, Bodywork, Roll Cage, Harness, Fire Extinguisher, Fuel Tank, Seat and Non-Compliance Issues. The Non-Compliance Issues section is for use by the scrutineers as a**

record of things to be corrected. Only one Log Book is to be issued per car (free of charge), replacements will cost £200. The vehicle's Log Book will always be available at race meetings, otherwise a penalty will be applied •



10



10

Fire Extinguisher				Ownership History			
Make	Capacity	Pressure	Type	Name	Address	Registration No.	Date of Issue

Bodywork			
Make	Manufacturer	Year	Notes

Roll Cage			
Make	Manufacturer	Year	Notes

10

Non-Compliance Issues			
Date	Description	Rectified	By

10

Miglia 50 Years 1970-2020

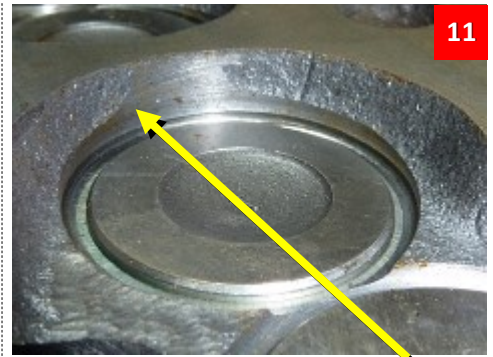
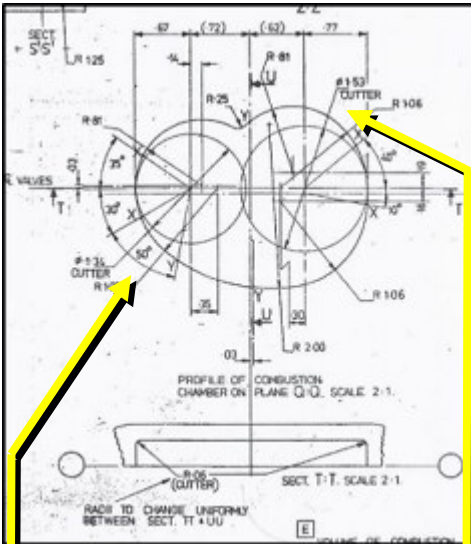
The above Vehicle Log system is provisionally planned for introduction in 2021 season, giving the remainder of 2020 to finalise details..

Images: P Harvey

NEWS NEWS NEWS NEWS

11. Cylinder Heads (S-Class)

Competitors are reminded that head casting are to be unmodified TR.5.19.3.4: "...Three (3) angle valve seats allowed" **which means that the valve seat cutter should modify the seat only and not open the casting around the valves!** •



11. Witness mark made by the cutter does vary depending upon the cast chamber pocket position.



Images: P Harvey

11. Cylinder Head Drawing CAM6633 Unspecified Dimensional tolerance is +/- 0.01":

- a) Inlet Cutter Diameter 1.53 inches (38.86 mm) Max. Diameter 1.54 inches (39.12mm)
- b) Exhaust Cutter Diameter 1.34 inches (34.04 mm) Max. Diameter 1.35 (34.29mm)

TECHNICAL UPDATE 2020 BULLETIN #2 ISSUED ON BEHALF OF THE M7RC BY: Richard Williamson Championship Coordinator DATED: 12 September 2020

FUEL IF YOU THINK IT'S OVER

While it may seem a rarity for testing of fuel in club motorsport, that doesn't mean it may never happen! Whether it is a single competitor, or even a whole championship, Motorsport UK's 'Blue Book' clearly states that "Fuel testing may be carried out at any time, before, during, or after a Competition...". You are all reminded therefore to have a good read of the MsUK Yearbook 2020, specifically section D34. Procedure for the Testing of Fuel (page 86), and section C4. Fuel & Tyre Checking (page 69).

Further, the 2020 M7RC Regulation on Fuel (page 17) is as follows:
 "TR.5.15.3.1 Only commercial pump fuel, to BSEN228 (unleaded) or BS7800 (Super Unleaded) fuel max RON 100, to be used, without any separate additives is permitted. See current Motor sport UK Section B for 'pump fuel' definition. LRG (LRP) fuel is not in compliance with the above standards and may not be blended or used. Equally the specified additives for LRG (LRP) to reduce valve seat regression are not permitted."

In essence (sic), during a race meeting there should be a minimum of 3 litres in the fuel tank for sampling at any given time. Be prepared - t could be you! •

FANCY THE BAR MADE ?

The Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, and required for Zandvoort (now hopefully in 2021) and possibly even Spa too, is still available to order via Barry Payne membership@mini7.co.uk. Cost is £50 (unpainted) plus p&p. There should be stock at Snetterton but please contact Libre rep Phil Harvey at motley.mini@virgin.net or Barry for

pre-payment as money transactions at Snett' may be limited •

Image: P Harvey



REARGUARD ACTION



Below is what amounts to a ringing endorsement for the recommended fitment of the Boot Tube Assembly (see separate news item), received shortly after the TOCA support weekend from one of the new members to the Club:
 "During the first race at Brands Hatch, I sustained damage to the offside rear. On inspection, I found that the boot tube assembly had prevented significant damage to the rear of the car, therefore saving our fibreglass boot floor from needing to be replaced. Glad I had it in there to be honest."

Matt Ayres, S-Class #758

Photo: P Harvey (in-car)

NEWS NEWS NEWS NEWS

LESS IS MORE...



...encouraging numbers of race Minis turn out in 2020

Despite the negative impact coronavirus has had on motorsport worldwide, it would seem the restricted 2020 race calendar has had a positive effect on the number of race Minis competing across the UK, with strong representation in several classic and historic series.

Following the brief round-up of early July meetings in the last issue, there was a final event of the month at Thruxton on 26 July, the Classic Saloon Car Club's Swinging Sixties series. Of the six classic Minis taking part out of a field of 43 cars, one was the 1293cc Austin Cooper S of Mini-7 S-Class racer Jonnie Kent sharing with Se7en frontrunner Spencer Wanstall, although they retired due to mechanical issues having qualified 15th. Leading Min was the 1380 Austin of Julian Howell in 4th overall.

Brands Hatch on the 1-2 August saw a Classic Touring Car Pre-66 Championship double-header, another half-dozen Minis out of a 20-car field, with both Neil Bray and Nathan Williams taking a third overall apiece in their similar 1293 Coopers.

A fortnight later on 16 August it was back at Thruxton for an HRDC meeting, Graham Churchill and Peter Baldwin sharing a Cooper S to 7th overall from 14 starters in an Historic and Sixties Touring Car Challenge/Tony Dron Trophy event, while in the Jack Sears Trophy race for 1958-63 Touring Cars, both Cooper S entries dropped out, one piloted by Mike Jordan, dad of former BTCC champion and recent Miglia convert, Andrew Jordan.

On the same weekend at Snetterton, the Swinging Sixties series was out once more, with again Julian Howell's 1380 the leading Min having risen from 36th on the grid to 13th in 14 laps, and on the 300 circuit! Jonnie Kent's Cooper S started well up but suffered a repeat DNF. Laurence Warr's 1293 Morris Cooper S was the leading Min of three in a further Mintex Class K race.

On 23 August, 17 cars vied for Masters Historic Pre-66 Mini honours (all FIA-spec Cooper S) on the Brands GP circuit, a few familiar M7RC names in there too, including reigning Se7en champion Jeff

Smith (below) who won the first 11-lapper ahead of the newly-registered-in-Miglias, Tom Bell, before the cars were reversed for the second race result, this time Bell's usual co-driver Joe Ferguson in the driving seat. Nick Swift, Ian Curley, Dave Edgecombe, Jo Polley, Jonnie Kent, Spencer Wanstall and Nick Paddy were all in the mix too. In the separate Pre-66 Touring Car race, the Bell/Ferguson duo were 7th overall up against the Mustangs and Lotus Cortinas.

BARC's annual 24-Hour race (traditionally) at Snetterton for Citroen 2CVs has featured a pack of Minis to bolster the entry in recent seasons, and this year's event over the 28-30 August weekend saw seven of the 'Grande 998' multi-driver entries well up the finishing order. Second overall behind the leading Euro-spec 'tin snail' was the 'Slarky-Malarky' Mini squad which featured S-Class Drivers' Rep, Ben Butler, while Miglia drivers Kieren McDonald and Alex Osborne were both in the 4th-placed APO Sport car, with M7RC racers (briefly) Michael Dryden and Elliot Stafford further down the results in the 'Team Toyshed' entry.

Finally, the HSCC's Historic Touring Car Championship double-header at Oulton on 31 August contained seven Minis in a field of 21 cars, former Miglia racer Richard Casey scoring a 5th and 6th overall in his Cooper S, while Libre man Gary Warburton's Morris example recorded a double DNF, the latter also running a 'Mini Miglia' at his local circuit on 12 September in a BARC-NW Sports/Saloons mix.

With the M7RC's excellent grid numbers so far, what price a major Mini race event bringing together most, if not all, of the above in 2021? Now that really would be an A-Series feast of fun! •



Photos: M7RC Archive (M Barrington) + courtesy Swiftune

NO BIG TASK TO WEAR THE MASK

With the likelihood of COVID-19 affecting how we all go motor racing for some while yet, it is prudent to follow official PPE advice. A face mask is one of the most instantly accessible 'safety' items in the fight against coronavirus and has arguably become a 'fashion' statement too. In which case, what better way to both keep yourself safer and promote the Club at the same time than with the M7RC-logged face mask: one-size-fits-all, lightweight, stretchy and breathable, and can be washed quite easily in warm soapy water. Cost is £6 each or two for a tenner, and available from the Club stand. As from Monday 14 September, Motorsport UK and race organisers have mandated spot-checks so make sure you have a mask to hand if requested to wear it, but you could also be photographed wearing one and perhaps get yourself in the newsletter or annual magazine!



Photo: M Barrington

SNETTERTON LIVE COVERAGE

The M7RC returns to Snetterton in Norfolk this weekend (19-20 Sept) for rounds 6 & 7 of the 2020 National Challenge. COVID-19 restrictions mean that it'll be a closed-doors event, but thanks to MED Engineering, the Club will stream live footage of Sunday's two races. There will be one Se7en/S-Class race and one Miglia/Libre race on Saturday and the same on Sunday. If you're not already a follower of our Facebook page, please head on over and give it a 'like', and you'll be able to tune in on Sunday. For more info on MED, please see their online store at www.med-engineering.co.uk •

NEWS NEWS NEWS NEWS

MIGLIA RECORDS FOUND!



...RECENT PLEA FOR
EARLY INFO UNEARTHES
RARE DOCUMENTS

Following the 'Missing Miglia' article in the previous issue #6 of *Pit & Paddock*, some welcome progress has been made in the search to trace original race records from the very early years. With the M7RC Archive previously having no official results on file, from either 1969 (handful of 'test' races) or 1970 (the first championship season), several rare results sheets and even qualifying times have since been sourced, including the very first 1970 championship round at Thruxton on 19 April, and another at Snetterton on 17 May. Further, a full result sheet from Castle Combe on 27 June 1971 has helped fill in a few more gaps in the points table for that season. These and other snippets of Miglia data came courtesy of former Se7en racer, and 1972 TEAC Mini-7 Champion, David Sambell and wife Jan who have also been helping out with gaps in several Mini Se7en results from around the same era. Promisingly, the article also prompted an email from Vaughan Jones who, along with son Simon Jones is rejoining the M7RC in a renewed bid to campaign their Mini Se7en that has only been seen on track a couple times in recent seasons. They will be joined by former automotive engineer Steve Hicks who, it transpires used to work with Carlow Engineering, one of the very early entrants in Mini Miglia, and who has been in fairly recent contact with Carlow's Tony Bunton who ran cars for Syd Ryder and himself, in fact several other drivers too, so the hope is that there are still some Carlow race records stashed away somewhere! However, there are still several gaps yet to fill in both Miglia and Se7en records from the early years, so please do get in touch via richard.williamson@mini7.co.uk if you think you might have any contacts from that era, and help preserve the rich history of the M7RC and its beginnings as part of the original M7C •

TREASURE TROVE



Looking like a scene from *Raiders of the Lost Ark*, this beautifully preserved array of trophies (above) is a collection won by a Club member from 'back in the day'. As mentioned in the main article (left), former Mini Se7en racer David Sambell has been helping out with the M7RC Archive, and during a search in his loft for any old race results, he also dug out a veritable treasure trove of silverware, awarded for victories and titles won during the 1971-72 period. Silverstone, Castle Combe, Snetterton, Brands Hatch and Lydden are all featured, and of great interest is actually seeing what the trophies awarded by the Thames Estuary Automobile Club (TEAC for short) actually looked like after all these years. It was TEAC that instigated a secondary Mini-7 championship for the 1971 season, mostly based at the South-Eastern circuits, and the history books relate that Mick Collard was the inaugural winner. In 1972, it was Sambell's turn, beating Collard to top spot by 38 pts to 24. However, Sambell also proved to be the leading saloon driver across all of TEAC's tin-top events as the splendid 'tankard' (below) testifies, ahead of other Mini luminaries such as Glyn Swift and Jon Mowatt no less •

Photos: courtesy D+J Sambell

Photos: M7RC Archive (E Groves Collection-J Gaisford + M Magee)



Miglia
50
Years
1970-2020

Miglias at Combe 1971 (top)
and at Brands 1970 (left)



NEWS NEWS NEWS NEWS

PARTING SHOT ?



After the final race at the Brands Hatch TOCA meeting last month, Miglia racer Jason Porter was almost certain it was his last event. "That's me, I'm done" was his bold declaration, so if that is the case we thought that the above image exiting Druids is a fitting testament to his commitment in the formula

over recent campaigns. Mind you, his first season in Se7ens way back in 1992 (below) didn't always find him on the best racing line! Although not entered for Snetterton, perhaps he may yet be persuaded to change his mind? •

Photos: M Barrington + M7RC Archive (K Ellison)



MINI BRIEFS



Photo: M7RC Archive

EX-MINI CHAMP'S BRANDS BIGGIE
Former Mini 1275 GT Champion and Touring Car legend, Steve Soper (above), recently survived a huge crash on the Brands GP circuit when his FIA Historic Ford Mustang vaulted the barriers at Stirlings when leading the race with just over a lap to go. Soper walked away with a pulled muscle in his arm •

MOTORSPORTDAYS LIVE 2020
Racers, track day users, performance car buyers and industry professionals can meet and source from an array of exhibitors, plus network with teams, championships and manufacturers whilst sampling cars and products 'live' on Silverstone's Int. Circuit on 20-21 Nov'. Mark Wanstall rightline@btinternet.com in partnership with KAD is coordinating a M7RC effort •

(UPTOWN) TOP RANKING
In a recent issue of Autosport magazine, their once regular National Driver Rankings were re-introduced after a gap of several years. Basically, it listed all the national race winners so far in 2020, which put Miglia title leader Aaron Smith in 20th on 4 outright wins, with new Miglia entrant Tom Bell also well up the list after a pair each of overall and class wins in his Cooper S Historic •

SNETTERTON ENTRY
As of Tuesday 15 September, the entry for BARC's Snetterton race meeting coming up at the weekend was looking very healthy, with a combined total of around 40 cars, and a few late stragglers promising to show too. Friday testing is also offered, with full details/cost via the circuit owner's website www.msv.com •

NEWS NEWS NEWS NEWS

RACE REPORT: BRANDS HATCH GP 8-9 AUGUST...

Blistering Brands...



RESULT: ROUND 3

Pos#	Driver	12 Laps
1	21 Aaron Smith M	21:06.591 / 82.99 mph
2	23 Rupert Deeth M	
3	70 Andrew Jordan M	
4	56 Nick Padmore M	
5	48 Lee Deegan M	
6	85 Sam Summerhayes M	
7	4 Jason Porter M	
8	37 James Cuthbertson M	
9	29 Dave Drew M	
10	78 Scott Kendall M	
11	53 Niven Burge M	
12	69 Tony Le May M	
13	72 Rob Howard M	
14	500 Rob Davis L	21:53.741 / 80.01 mph
15	17 Rick Jessop M	
16	132 Darren Cox L	
17	474 Josh Evans L	
18	1 Jeff Smith 7	11 laps @ 21:26.167 / 75.55 mph
19	77 Andrew Deviny 7	
20	73 Spencer Wanstall 7	
21	5 Lee Roberts 7	
22	787 Connor O'Brien S	11 laps @ 21:42.772 / 73.96 mph
23	76 Jo Polley 7	11
24	758 Matthew Ayres S	11
25	712 Greg Daw S	11
26	742 Ben Butler S	11
27	6 Graeme Davis 7	11
28	10 Julian Proctor 7	11
29	31 Jordan Sims 7	11
30	715 Jonnie Kent S	11
31	171 Dan Lewis L	10 laps
32	795 Stuart Gilby	10
dnf	32 Endaf Owens M	10 laps
dnf	11 Kane Astin M	10
dnf	46 Max Hunter 7	10
dnf	711 D Harrington S	10
dnf	7 Leon Window 7	9
dnf	720 Ben Cutler S	9
dnf	27 Peter Harries M	8
dnf	49 Ross Billison 7	6
dnf	38 Steven Hopper 7	6
dnf	113 Phil Harvey L	6
dnf	736 Thorburn Astin S	6
dnf	0 Collin Peacock M	4
dnf	86 Jason Balding M	4
dnf	796 Mark Chappell S	2

In a treble-header triumph, the Mini 7 Racing Club were once again star performers on the support bill to the British Touring Car Championship, with all three races producing sizzling performances from full-to-bursting grids.

In the top-tier Mini Miglias, local ace Aaron Smith came away with a pair of overall wins to strengthen his points lead, while on his series debut, BTCC star Andrew Jordan worked his way up the podium positions from 3rd on Saturday, through 2nd on Sunday morning before edging out Smith in the live *ITV4* broadcast in the afternoon finale. Others to feature at the front included former champions Rupert Deeth, Kane Astin and Endaf Owens, along with Nick Padmore, Sam Summerhayes and Lee Deegan.

Not far behind in the Mini Libre 'free formula', Rob Davis eked out a series lead with a brace of class maximums, while Dan Lewis bagged the other winner's trophy as Josh Evans and newcomer Darren Cox also accrued top-3 silverware.

Equally competitive up front were the Mini Se7ens with three different winners. Reigning champion Jeff Smith took the opener on Saturday after Max Hunter's engine died on the last lap when poised to strike, while in Sun-

day morning's safety car-interrupted race, three-time former champ' Andrew Deviny timed his run to perfection to pip Hunter on the line, and then in the later encounter it was a similar outcome as Ross Billison nosed ahead of Spencer Wanstall to finally break his duck to record a very popular first-time victory.

S-Class honours went to Connor O'Brien in the opening race, although engine issues saw him drop out of the second and miss the third, leaving Greg Daw and Thorburn Astin to reap the rewards respectively. Ben Butler, Matt Ayres, Jonnie Kent and Ben Cutler also picked up podium finishes.

New lap records for the 2.4332-mile GP circuit fell to Kane Astin, Dan Lewis and Jeff Smith in Miglia, Libre and Se7en classes respectively.

With five of the re-scheduled 2020 National calendar rounds complete, the M7RC will now head off to Snetterton in East Anglia over the 19-20 September weekend for Rounds 6 & 7. Not to be missed! •

NOTES ON THE CARS:

Miglia

- #0 - Engine blew in Friday testing, loss of gears in R1, salvaged top-10 finishes in R2 & R3
- #4 - Best of 7th in R1, 10th in both R2 & R3; last ever race..?
- #11 - New lap record for GP circuit in R2 partly made up for mechanical DNFs in R1 & R3
- #17 - A good weekend, 15th/14th/13th to edge up the rankings
- #20 - Withdrew entry, car not ready...
- #21 - Two wins and a 2nd on 'home' track further extended title points lead
- #23 - Topped qualifying; narrowly lost R1 due to broken damper, turfed off at Druids in R2, salvaged 5th in R3
- #26 - Unfortunate to be class reserve after qualifying, x3 DNS
- #27 - Pitted in R1 with oil problem, R2 recurrence, DNS R3
- #29 - Return after 2019 break; consistent 9ths in R1 & R2, clash with #53 at Druids resulted in R3 DNF



Images: M Barrington + courtesy MSV/TOCA (J Ebrely)

ns	26 Peter Arnold M	
ns	616 Justin Cooper L	
ns	57 Philip Gillibrand 7	
ns	729 Darren Jeremiah S	
wd	20 Mark Sims M	
wd	62 Chris Lovett M	
wd	88 Kieren McDonald M	
wd	126 Peter Hills L	
wd	149 Gary Warburton L	
wd	2 Darren Thomas 7	
FL/M	N Padmore	1:44.109 - 84.14 mph
FL/L	R Davis	1:46.609 - 82.16 mph
FL/7	J Smith	1:53.023 - 77.50 mph (record)
FL/S	C O'Brien	1:55.954 - 75.54 mph
Pole/M	R Deeth	
Pole/L	D Lewis	
Pole/7	J Smith	
Pole/S	C O'Brien	

2.4332-mile GP circuit

* full official results @ www.tsl-timing.com

NEWS NEWS NEWS NEWS

RACE REPORT: BRANDS HATCH GP 8-9 AUGUST...



#32 - Engine woes on Saturday, 5th in R2 some reward, while 10 sec penalty for track limits in R3 dropped him 2 places
 #37 - Battling top-10 finishes in R1 & R3 split by holed rad in R2
 #42 - Withdrew, engine not ready...
 #43 - Entry withdrawn...
 #48 - Always in the mix but just outside podium positions
 #53 - Mixed fortunes, 11th in R1, lost a lap in Paddock gravel on R2 start, then R3 Druids clash earned reprimand
 #56 - Might have expected more than a pair of 3rds but felt was not quite on ultimate pace
 #62 - Debut delayed after entry withdrawn...
 #69 - Battled Libres in R1 & R2, happier with top-10 pace in R3
 #70 - Not able to run traditional #77; engine drama after testing but terrific 'debut' with progressive 3rd, 2nd & 1st!
 #72 - R1 13th in rebuilt & new colour car before overheating led to DNFs in R2 & R3
 #78 - Consistently around the top-10 mark among chasing pack
 #85 - Briefly with leaders in R2 before Druids 'kerfuffle' dropped him down to 7th, shuffled back to 6th in other 2 races
 #86 - Pitbound R1 but 'loving' the GP track to finish in R2 & R3
 #88 - Entry withdrawn...

Libre
 #113 - Broken crank R1, oil pressure dived in R2, DNS R3
 #126 - Withdrew entry...
 #132 - Steady debut in new 5-porter to earn 2 class 'podiums'



#149 - Entry withdrawn...
 #171 - Superbly close R2 victory and lap record made up for R1 clutch problem and R3 DNF with loss of oil pressure from 8-port
 #474 - A pair of 3rds followed up with a 2nd in 16-valver proved great reward for effort over outright pace
 #500 - Moved into overall class lead with a pair of class wins backed up with a narrow 2nd place in R2; title-winning form...
 #616 - Oil leak saw no qualifying time thus class reserve; patience rewarded with R3 start albeit from very back of grid

Se7en
 #1 - Over 1s ahead in qualifying, clear R1 victory & lap record, R2 pitlane start due to loose wheel saw lowly result, 3rd in R3
 #2 - Normally #20, never got to switch # as entry withdrawn...
 #5 - Shadowed the leaders throughout for 4th, 5th & 6th
 #6 - Not on leading class pace but generally 'best of the rest'
 #7 - Overheating in R1, not on grid for either Sunday races...
 #10 - Three top-10 finishes left him happier than at Donington
 #31 - Another change from #21, three more solid runs to flag
 #38 - Car straightened from 2019; apart from crank trigger-wheel problem in R1, ran well on Sunday with S-Class leaders
 #46 - In contention for R1 win before last lap DNF, narrowly lost drag to flag in R2, finished off with battling 3rd in R3
 #49 - Flapping bonnet curtailed R1 promise, just off podium in R2 before long overdue but deserved first victory came in R3
 #57 - Consigned to R1 reserve before welcome starts in R2 and R3; miffed at being clouted when 'keeping out of the way'
 #73 - On the podium throughout without quite making the top step; collected enough points for series lead
 #76 - Competitive 5th in R1, lost wheel in R2 then DNS for R3
 #77 - Guaranteed to be 'there or thereabouts' at flag, underlined with last-gasp R2 victory, plus 2nd and 5th in other races

S-Class
 #711 - R1 front row start before engine issues ended weekend
 #712 - Went home with class points lead thanks to victory in R2, backed up with a 3rd and 4th
 #715 - Mixed bag; 5th in R1, pipped to the post in R2, DNF R3
 #720 - Broken tie-bar pitched him off at Stirlings in R1, cautious drives in R2 & R3 netted decent 4th and 3rd place points

RESULT: ROUND 4

Pos#	Driver	10 Laps
1	21 A Smith M	21:14.139 / 68.75 mph
2	70 A Jordan M	
3	56 N Padmore M	
4	11 K Astin M	
5	48 L Deegan M	
6	32 E Owens M	
7	85 S Summerhayes M	
8	0 C Peacock M	
9	29 D Drew M	
10	4 J Porter M	
11	78 S Kendall M	
12	171 D Lewis L	21:26.367 / 68.09 mph
13	500 R Davis L	
14	69 T Le May M	
15	17 R Jessop M	
16	474 J Evans L	
17	132 D Cox L	
18	77 A Deviny 7	22:16.945 / 65.52 mph
19	46 M Hunter 7	
20	73 S Wanstall 7	
21	49 R Billison 7	
22	5 L Roberts 7	
23	86 J Balding M	
24	6 G Davis 7	
25	38 S Hopper 7	
26	10 J Proctor 7	
27	712 G Daw S	22:50.494 / 63.91 mph
28	715 J Kent S	
29	742 B Butler S	
30	720 B Cutler S	
31	1 J Smith 7	
32	31 J Sims 7	
33	57 P Gillibrand 7	9 laps
34	729 D Jeremiah S	9
35	796 M Chappell S	9
36	53 N Burrell M	9
dnf	113 P Harvey L	9 laps
dnf	787 C O'Brien S	9
dnf	758 M Ayres S	9
dnf	23 R Deeth M	8
dnf	37 J Cuthbertson M	7
dnf	736 T Astin S	7
dnf	72 R Howard M	6
dnf	795 S Gilby S	3
dnf	27 P Harries M	2
dnf	76 J Polley 7	0
ns	26 P Arnold M	
ns	616 J Cooper L	
ns	7 L Window 7	
ns	711 D Harrington S	
wd	20 M Sims M	
wd	62 C Lovett M	
wd	88 K McDonald M	
wd	126 P Hills L	
wd	149 G Warburton L	
wd	2 D Thomas 7	
FL/M	K Astin	1:44.086 - 84.15 mph (record)
FL/L	D Lewis	1:44.713 - 83.65 mph (record)
FL/7	S Wanstall	1:53.809 - 76.96 mph
FL/S	C O'Brien	1:56.765 - 75.02 mph
Pole/M	N Padmore	
Pole/L	R Davis	
Pole/7	J Smith	
Pole/S	C O'Brien	

2.4332-mile GP circuit

* full official results @ www.tsl-timing.com

Images: M Barrington + courtesy MSV/TOCA (J Ebrej)

NEWS NEWS NEWS NEWS

RACE REPORT: BRANDS HATCH GP 8-9 AUGUST...

RESULT: ROUND 5



Pos #	Driver	9 Laps
1	70 A Jordan M	15:58.902 / 82.21 mph
2	21 A Smith M	
3	56 N Padmore M	
4	48 L Deegan M	
5	23 R Deeth M	
6	85 S Summerhayes M	
7	0 C Peacock M	
8	32 E Owens M	
9	37 J Cuthbertson M	
10	4 J Porter M	
11	69 T Le May M	
12	78 S Kendall M	
13	500 R Davis L	16:20.117 / 80.43 mph
14	474 J Evans L	
15	17 R Jessop M	
16	132 D Cox L	
17	86 J Balding M	
18	49 R Billison 7	17:25.976 / 75.37 mph
19	73 S Wanstall 7	
20	1 J Smith 7	
21	46 M Hunter 7	
22	77 A Deviny 7	
23	616 J Cooper L	
24	5 L Roberts 7	
25	6 G Davis 7	8 laps
26	736 T Astin S	8 laps @ 16:10.252 / 72.22 mph
27	38 S Hopper 7	8
28	742 B Butler S	8
29	10 J Proctor 7	8
30	31 J Sims 7	8
31	720 B Cutler S	8
32	712 G Daw S	8
33	796 M Chappell S	8
34	729 D Jeremiah S	8
35	57 P Gillibrand 7	8
dnf	11 K Astin M	7 laps
dnf	29 D Drew M	4
dnf	53 N Burge M	4
dnf	758 M Ayres S	4
dnf	715 J Kent S	3
dnf	171 D Lewis L	2
dnf	72 R Howard M	2

#729 - Novice sat out R1 as reserve, gained valuable experience in ex-Morgan orange 'hire' car with steady runs on Sunday
 #736 - Fabulous R3 victory partly atoned for 'iffy' fuel pump in R1, then 'lost' gear selector pin in R2
 #742 - Regained his 'mojo' after Donington DNS thanks to competitive runs to 4th, 3rd & 2nd in class
 #758 - Impressive 2nd in R1 before overheating took its toll
 #787 - Way ahead on Saturday, engine 'off song' on Sunday...
 #795 - Restricted throttle left him 2 laps down in R1, gearbox issue spun him off in R2 before calling it quits, DNS R3
 #796 - Clutch failure saw R1 DNF, soldiered on for double finishes on Sunday despite nearly collecting spinning teammate! •



ns	27 P Harries M	
ns	26 P Arnold M	
ns	113 P Harvey L	
ns	76 J Polley 7	
ns	7 L Window 7	
ns	787 C O'Brien S	
ns	795 S Gilby S	
ns	711 D Harrington S	
wd	20 Mark Sims M	
wd	62 Chris Lovett M	
wd	88 Kieren McDonald M	
wd	126 Peter Hills L	
wd	149 Gary Warburton L	
wd	2 Darren Thomas 7	
FL/M	A Smith	1:44.515 - 83.81 mph
FL/L	R Davis	1:46.852 - 81.98 mph
FL/7	R Billison	1:54.166 - 76.72 mph
FL/S	T Astin	1:58.816 - 73.72 mph

Pole/M K Astin
 Pole/L D Lewis
 Pole/7 S Wanstall
 Pole/S C O'Brien

2.4332-mile GP circuit

* full official results @ www.tsl-timing.com



Images: M Barrington + courtesy MSV/TOCA (J Ebrej)

NEWS NEWS NEWS NEWS

...GALLERY:

BRANDS HATCH GP 8-9 AUGUST



Images: M Barrington + P Harvey + courtesy MSV/TOCA (J Ebrej)

Preparation H...



PART 6 OF OUR COMPREHENSIVE LISTING TO EASE YOU THROUGH THE PILES OF DRIVER NAMES...

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



Miglia
50
Years
1970-2020

Andy Hack

Andy HACK

Se7en (1988-89, 01-03)
Miglia (1989-92, 94-96, 04-09)
Novice champion 88 long before triple-Miglia titles came in 07-09 period; since raced Historic Minis

David HACK

Miglia (1995)
Pestalozzi hillclimb in son Andy's car

John HADWEN

Se7en (1982)
Solitary start at Silverstone

Anne HAISMAN

Miglia (1985)
Single outing at Brands Hatch

Malcom HALES

Miglia (1995)
Two races, at Oulton and Brands

Gary HALL

Se7en (1979-86) Miglia (1985)
Leading racer in 1980s, multi victories and 81 National Champion

James HALL

Se7en (1998-05) Miglia (2006)
Son of Steve, upheld family honour with 04 National title, Mig wins too

John HALL

Se7en (1994)

Single Winter race in Motaworld car

Owen HALL

Miglia (1987-92, 94, 96)
Top Novice 87, National Champion in 90, also raced Rover GTis; later became Club scrutineer

Stephen HALL

Se7en (1977-79, 81) Miglia (1980, 82-83)
Graham Hill title in debut season, National title in second, many wins

Brian HALLADAY

Se7en (1967)
Two races, Silverstone and Combe

Anthony HALSE

Se7en (1968-69)
Listed for three starts

Clive HAMDORFF

Miglia (1973)
Opening two races of season only

Richard HAMLIN

Miglia (1973) Se7en (1974-82)
Best results came in Southern series, twice TEAC champion, in 77 & 81

Mark HAMMOND

Se7en (1990-91)
Some decent finishes; car recently spotted in overgrown garden

Chris HAMPSHIRE

Miglia (1979-84)
Six seasons brought 81 National title

Jeremy HAMPSHIRE

Se7en (1971)
High finishes gained top-10 ranking

Jerry HAMPSHIRE ↓

1275GT (1977-78, 80)
Noted for winning 78 title

Paul HAMPTON

Se7en (1997-99)
Progressed to midfield finishes in ex-'Cookies 2' machine

Ken HANBY

Se7en (1988-89)
Handful of starts from Kent racer

Dave HANCOCK

Miglia (1984-85, 87-90, 92-95, 97)
Top-6 runner in Manx entry, 94 Winter title; raced Special Saloons

Trevor HANCOCK

Miglia (1989, 91-00)
Podium finisher by final seasons

Colin HANCOX

Se7en (1984-85)
Several starts in two-season stint



Jerry Hampshire

Photos: M7RC Archive (RW + J Parish Collection)

...Preparation H...

Dick HANNAY
Se7en (1978-82)
Runner-up in 79 G Hill series; sponsored F3 car, ran off licence

Tony HARBERMAN
Se7en (2002-03)
Three races recorded

Peter HARDING
Se7en (1972)
Listed as DNS at Llandow

Steve HARDY
Se7en (1980)
Handful of appearances

Ian HARGREAVES
Miglia (1980, 94)
Few starts by Avonbar chief

Derek HARLEY
Se7en (1984-85, 87)
Best of 6th at Lydden

Paul HARMER
Miglia (1970, 83)
More usually raced in Free Formula

Terry HARMER
1275GT (1976)
Better known for 'winning' inaugural 1966 Se7en race in 998cc grid-filler

Peter HARRIES
Miglia (2017-19)
Steady progression in smart car

Damien HARRINGTON
S-Class (2019)
Previously raced 1.3i Mighty Minis

Glenville HARRINGTON
Se7en (1979-80)
Handful of starts

Chris HARRIS
Miglia (1978, 85-92)
Occasional top-6 finishes

Steve HARRIS ↓
Miglia (1970, 74-77, 84-86, 89)
1275 GT (1977-80)
Won final year of 1275; top A-Series tuner, also raced in Metro Challenge

Andy HARRISON
Miglia (2004)
Couple of starts; also raced Historics

Martin HARRISON
Miglia (1974-75)
Best of 4th in handful of starts

Malcolm HARRISON
1275GT (1979-80) Miglia (1986)
Podiums in each season

Ian HARRISON
Miglia (1982)
Listed for one race at Donington

Mike HART
Se7en (1986)
One DNF, at Combe

Steve HART
Se7en (1985-92)
Hard trier, later raced Metros

Tom HARTWELL
Se7en (2012-16, 19)
Shown promise in part seasons

Dick HARVEY
Se7en (1982)
Better known for clubmans Darvi

Jon HARVEY
Miglia (1979, 84) Se7en (1979-83)
Brother of Dick, a few top-10 results

Keith HARVEY ↗
Miglia (1990-93)
A few decent midfield finishes

Phil HARVEY
Miglia (1988-14, 16) S-Class (2006-08)
Invitation (2015-16) Libre (2018-19)
Multi-champion in S-Class & Libre; noted for 'taking off' over marshals post at Pembrey in 90

Steve HARVEY
Se7en (1983-84)
Listed for half a dozen starts

Roger HARWOOD
Se7en (1974-75)
Two starts, one finish



Keith Harvey

Graham HATFIELD
Se7en (1989-91, 94)
Progressed to midfield finishes, later tried classic rallying in Mini Cooper

Martin HAVEN
Se7en (1997-98)
Noted TV commentator also wrote about his half-dozen races

Geoffrey HAWES
Se7en (1971)
A pair of DNS in the stats

Derek HAWKINS
Se7en (1976-77)
Won class in 76 Mallory invite

Tim HAYES
Miglia (1976, 78)
Part seasons from Tamworth driver

James HAYMAN
Se7en (1995-99, 02)
Novice champion two seasons after brother, similarly 96 Winter title

Matthew HAYMAN
Se7en (1993-98) Miglia (1999-00)
Top 93 Novice, shared 94 Winter honours, 98 National title followed

Stuart HAYMAN
Se7en (2001)
A few starts, dad of Matt and Stuart, leading grasstracker in heyday

John HAZELL
Miglia (1971-78)
Three wins, each 2 years apart

Ian HEAD
Se7en (1996, 98)
A few Winter series runs in old car believed to be ex-Cookies

Freddy HEANEY
Miglia (1979)
A trio of starts in early season

Dick HEARN
Se7en (1980-81)
Best of 7th at 81 Snetterton

John HEATHCOCK
Miglia (1979-81)
Better scores in Graham Hill series

Chris HENDERSON
Se7en (1982)
Listed for three DNS

Geoff HENDERSON
Se7en (1982-83)
Four 82 TEAC races, DNS thereafter

Philip HEPWORTH
Se7en (1975-76)
Won class at 75 Longridge invite

Michael HER (Singapore)
Miglia (2017)
One-off double-header at Oulton

Colin HESFORD
Se7en (1975)
Northern M7 racer, won at Rufforth

Mike HEUDEBOURCK
Se7en (1972-73, 76) Miglia (1977)
Notched up a 3rd at Brands in 73

Malcolm HEZEL
Se7en (1969)
Solitary DNF at Snetterton

Lee HIGGINS
Miglia (1983)
Single start at Donington

Tony HIGGINS
Miglia (1997-99)
Winter & Novice titles in debut year, won 'last race of the millennium' at 99 Mallory; overcame heart bypass to race but later died in France

Robert HIGGS
Miglia (1988-89)
Three races in south east

Andrew HIGTON
Se7en (1972-74)
Half a dozen starts, best of 8th

Andy HILL
Se7en (2005-06)
Couple of decent novice results in 05



Steve Harris

...Preparation H...



Brian HILL
Miglia (1979)
One DNF, one DNS

Charles HILL →
Miglia (1977-81)
Along with brother, ran Tyrrell F1 wheels on car, 2nd in 79 G Hill series

Chris HILL
Se7en (1975-76)
Listed for three starts

John HILL
Se7en (1995-99)
Promising results in 'Speedwell' car before tragically losing life

Peter HILL
Miglia (1974-78, 80-81)
Won 77 G Hill title before later trying ex-F1 rims; sold newspapers

Simon HILL
Se7en (1998-00)
Two or three starts each season

Peter HILLIARD
Se7en (1981)
One start, at Combe

Rupert HINDE
Se7en (2000-05)
Progressed to mid-table consistency

Peter HILLS
Libre (2017-19)
Runner-up inaugural 17 season; 16v

Richard HINTON
Se7en (1972-75, 77)
Occasionally ran Clubman-front 850



Terry HIRD
Miglia (1971-76, 79, 81)
Lassman entry, fifth overall by 74, couple of 2nd place finishes

Matthew HOBAN
Se7en (1993)
Single DNF at Silverstone invite

Graham HOBBS
Se7en (1979-80)
Well up National ranks in debut year, podiums in G Hill series too

Tony HOBBS
Miglia (1993-96)
Former Minicross frontrunner impressed with Winter series victories

Jeff HOBSON
Se7en (1972-73)
Top-10 pace in handful of starts

Matt HODGSON
Se7en (2000-03)
Best of 6th in class at Silverstone

Chris HODSON
Se7en (1980-88)
Two podiums in TEAC/Southern races; shared car with brother

Richard HODSON
Se7en (1981-86)
Barrel rolled Boop-built car at Thruxton chicane; sadly died of cancer

Michael HOGAN
Se7en (1973)
One qualifying session, DNS

Malcolm HOLDSTOCK ↓
Se7en (1991-93, 00-05) Miglia (1994-99)
Hard trier who racked up some decent Winter Challenge results

Terry HOLE
Miglia (1980)
Listed for one entry, DNS

Michael HOLGATE
Se7en (1975)
Consolation run in with Miglias

Stephen HOLLAND
Se7en (1977-78)
Best of 3rd in non-points Silverstone

Phil HOLLAND
Miglia (1979)
Single DNS at Cadwell

Paul HOLLINGSWORTH
Se7en (1988)
Four races in shared car; best of 8th

Adrian HOLLIS
Miglia (2005)
Two starts, 4th at Silverstone invite

Vic HOLLMAN
Se7en (1970)
Fourth overall in only season

John HOLLOWAY
Miglia (1969-71)
One of the early triallists in Miglia formula, won a couple of races too

John HOLMES
Se7en (1977)
Four finishes saw mid-table rank

Chris HOLT
Se7en (1985-86)
Leicester-based market stall holder, best of 6th at Mallory

Steve HOLTOM
Miglia (1988-89)
Best 88 Novice, both seasons in top 10; noted for trying dry sump set-up

Jim HOOD
Miglia (1972)
Four races to close season, best 7th

David HOPGOOD
Se7en (1980)
One DNF from several attempts

Chris HOPKINS
Se7en (1971-72)
Llandow podium in 72 aided 7th overall in National standings

David HOPKINS
Se7en (1999-00)
Handful of races in brief stint

Steven HOPPER
Se7en (1995-03, 05-19)
Stalwart racer, possibly more Se7en miles than anyone; bank manager

John HOPWOOD
1275 GT (1978-80)
Several wins, 3rd overall in 78, runner-up 79; now involved in Historics



Malcolm Holdstock

Photos: M7RC Archive (K Ellison + J Parish Collection)

...Preparation H



Andrew Howard

Ricky HORNE
Se7en (2004-07, 09, 11)
Couple of outings before full 06 campaign gained Novice crown, 4th overall in 09

Stuart HORSFALL
Miglia (2018-19)
Niggling reliability issues so far

Andy HOUGHTON
Miglia (1980-81)
Some decent top-10 results

Jim HOUSTON
Miglia (1973)
Several DNS after DNF in 3rd race

David HOW
Se7en (1974)
Couple of Lydden consolation races

D. HOWE
Se7en (1976)
Non-eligible finisher at Croft

Andrew HOWARD
Miglia (2001-02)
Top 01 Novice, brought major sponsorship to Club; now runs GT team

Graham HOWARD
Se7en (1989-92, 94)
Steady midfielder; won Lydden all-comers class in 94

Rob HOWARD
Miglia (2009-19)
Won at 16 Brands in best year of 4th overall; suffered more than fair share of accident damage...

Stephen HOWARD
Se7en (1968)
Best of 4th in three starts

Robert HOWELLS
Se7en (1976)
Two entries, both DNS

Graham HOWS →
Se7en (1967-69)
Third overall in 68, couple of wins

Hugo HOYLE
Se7en (1973-74)
Leading contender, runner-up in 74 National Challenge

Chris HUCK
Se7en (1997-00)
Second overall in 99 Winter series

David HUCK
Miglia (1978-80)
Several 2nds, top-10 ranking 1980

Jonathan HUDSON →
Se7en (1999-00) Miglia (2000-03)
Better in Migs, runner-up in 01 Winter series, won at Snetterton

Terry HUDSON
Se7en (1975-80, 82-83)
Top-6 pace, couple of class wins

Ian HUGHES
Miglia (1976-82, 84)
Some top-6 scores in G Hill series

John HUGHES
1275 GT (1978-80)
Midfield results in limited starts

Denny HULFORD
Se7en (1976-77)
Handful of starts, wife of Gerry

Gerry HULFORD
Se7en (1971-72, 75-77)
Podium in 76; now ARDS instructor

Jim HULME
Se7en (1981-85)
Won class at 81 Donington G Hill race, 6th overall in 85 Nationals

Mike HUMPHREY
Miglia (1974)
A couple of 5th places

Mark HUMPHREY
Miglia (1977-78, 86-87)
One 3rd in 78 G Hill series; later raced many other one-makes

Russell HUMPHREY

Se7en (2002)
Couple of 3rds in part-season

Bob HUMPHREYS
Miglia (1993-96, 02-04, 08-12, 15-16, 18)
Best season 03, 9th in Nationals

Dennis HUMPHRIES
Se7en (1977)
Scored a 2nd in Lydden TEAC race

Bill HUNT
Se7en (1968)
A pair of DNFs from 4 entries

Gareth HUNT
Se7en (2000-19)
Longtime member, frontrunner on occasions, couple of wins

Howard HUNT
Miglia (1985-87, 89)
Podiums at local Oulton track; ran 1275 GT Centre

Jon HUNT
Miglia (1981)
Single start at Snetterton

Kenny HUNT
Libre (2017)
Appeared at Brands Festival

Mark HUNT
Se7en (1998-99, 01-04)
Title contender with several wins; since run hot hatch teams

Chris HUNTER
Miglia (2000-01)
Brief campaign before Mallory shunt

Dick HUNTER
Se7en (1994-10, 17) Invitation (2016)
Regular in top 10, won Invite class; known for top rolling road

Ian HUNTER
Se7en (1980-81)
Half a dozen starts

Max HUNTER
Se7en (2002-13, 15-19) Miglia (2004-05)
Top 02 Novice, twice National cham-

pion 07 & 18, regular victories, also won 04 Silverstone invite in Mig

Mike HURD
Se7en (1980-81, 88)
Took 2nd in 88 at Southern Lydden

Tom HURN
Miglia (1974-76) Se7en (1979)
Progressed to 6th overall by 76

John HUTCHINGS
Se7en (1986)
Four races in '69 Club' car

Mark HUTHERT
Miglia (1982-83)
Listed for 3 DNS; motoring author



Jonathan Hudson

Paul HUTTON
Se7en (1967)
One start, more usually an entrant

Tony HYATT
Se7en (1975-77)
Few starts, won class in 76 Snetterton consolation •



Graham Hows

Photos: M7RC Archive (M Magee + C Watkins)

M7C - in the beginning...

Canada-based expat Graham Peters recounts the early days in the very first Mini club...



In April 1961, I was one of a small group of enthusiasts who founded the original Mini Se7en Club. It all started with a letter to *Motoring News* from my friend Russell Miller, who was Magazine Journalist of the Year about 15 years later and became a celebrated author. At the time he worked for *The Ilford Recorder* and had been given extra duty as Motoring Correspondent. We and others had already been totally smitten by the 'Mini bug'. Response to the letter resulted in a first meeting at The Greyhound pub in Ilford (now I believe a Harvester restaurant). A 'steering group' was formed and a formal meeting followed at The Elstree Way Hotel which we often used later, although the Paviours Arms in Westminster was our normal venue. Russell became the first General Secretary. Soon after, the offer of President was made to Alec Issigonis, who declined. At the time it was thought to be very much a political refusal on the grounds that BMC didn't want to be associated with what they thought might become a bunch of young tearaways. Happily though, we were delighted to receive acceptances from John Cooper, Graham Hill and John Whitmore as Vice-Presidents, Whitmore being on his way to becoming 1961 British Saloon Car Champion, in a Mini. These luminaries brought great prestige to the newborn organisation: I suspect BMC and Sir Alec might have accepted had we recruited them

before asking him! John Cooper moved up to President in September of 1962. The first issue of *Mini-Mag* appeared in October of 1961; much typing, stapling, printing and posting by the four of us involved. Without any paid publicity, M7C membership grew fast, passing 300 in December 1961. This was helped by stunts like getting up early, taping our car windows with advertising, and then filling nearly all the parking spots in front of the venue for the Racing Car Show. We also left material under the wipers of many Minis. Some will remember that BMC had been totally dedicated to bringing in Mini's launch price at under £500. This meant that I had to pay extra or do without such luxuries as a reversing light, a heater or – believe it or not – windscreen wipers! In those early days, many of us had been to race meetings but few (Bill Kelly, John Stanton, Sheridan Thynne) had actually taken part or seen the sport from the inside. The rest of us knew little or nothing about other aspects, especially rallies. That didn't deter us and we piled straight in. Some preparation was necessary but not always made - this is from Russ Miller: "My main memory is of embarrassment. With two others I had entered a big all-night rally - forget the name now. I think I might have been a little bit economical with the truth in order to qualify. Anyway, with great excitement we set off and completed the first section with no difficul-

ty at all, only to realise that we had just arrived at the official start. So, on to the next stage. A piece of paper was thrust through the window and we tore off with me at the wheel. A little way down the road the



A young Graham Peters plotting a rally route (top) Selection of early M7C mini-mags (above)

Photos: courtesy G Peters + M7RC Archive

...M7C - in the beginning...

navigator admitted he had no idea where we should be going. We stopped and looked at the paper by torchlight. None of us had the faintest idea what it was - a straight line with little ticks and marks against it. Very much later we learned about straightline sections, but that night we knew nothing.

We had warned our partners that we would be out all night and we could not go home early in ignominy, so we ended up spending the night at the Busy Bee Cafe in our rally gear, having the p*ss taken out of us by bikers. Hey ho!"

In those first six months we organised treasure hunts, practice rallies, film show evenings, driving tests, a major rally, and ran a team in the 750 Motor Club's Silverstone 6-hour Relay, where we were plagued with mechanical problems. Enormous fun resulted from a trip to the Met Police skid pan where we were encouraged to drive really fast entering the totally oiled surface. A talk by an instructor at the police driving school revealed that 'the force' held (Morris) Minis and (Austin) Sevens in much admiration... to the extent that the Special Branch had several for use by plain clothes officers!

For 1962 we aimed much higher, entering two teams in the Silverstone 6-Hour Relay. We wanted to win, but also get publicity. We managed to recruit a Mini 'A team' of celebrities, which certainly drew the attention of the organisers. It

included John Whitmore, the previous year's saloon champion, driving a Cooper borrowed from the BMC Works team, John Sprinzel (of Sebring Sprite fame), Howard Wadsworth and Andrew Hedges, whose CV included a 2nd at Le Mans. Whitmore's listed co-driver was - wait for it - Steve McQueen. Yes, him. Sadly he didn't show but we had previously heard of his exploits from Sprinzel who had toured the USA with him, parts of the tour apparently in quite a haze...

Don Warren managed one team, Sprinzel the other. The Relay handicapper had a field day. In order for the 'A team' to win, they needed to average 4 seconds a lap faster than Whitmore's fastest lap. The wooden spoon was therefore reserved for them, but the intended publicity was certainly obtained. Whitmore's drifts at Cope, Becketts and Woodcote drew awed comment from the TV commentator. A fine photo in *Motoring News* showed him skating sideways through the right-hander at Cope while showing the 'Victory sign' to a photographer with his left hand! The 'B team' were also rather beaten up by the handicapper: all with 848s, they received the same handicap as the Hagley Minis team who included three Coopers.

That year we also claimed a record of sorts by one of our members, along with a co-driver completing the 2750-mile length of the German autobahn network in under 50 hours, non-stop apart



from refuelling.

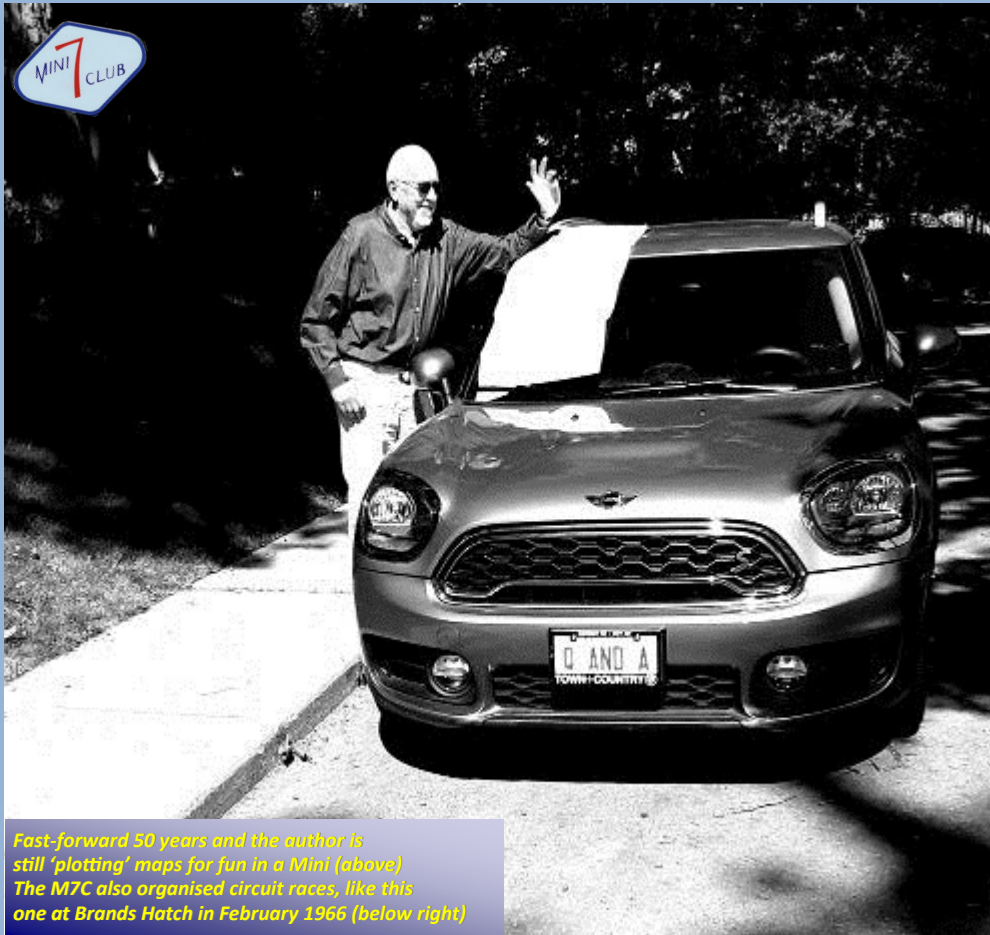
In April 1962 I had taken over from Russ Miller as M7C Secretary, and three months later, following

The great John Cooper, seen here on the cover of mini-mag would become M7C President (above right) Autocross was just one of several motorsport disciplines the M7C organised for its members (below)



Photos: courtesy G Peters + M7RC Archive

...M7C - in the beginning...



Fast-forward 50 years and the author is still 'plotting' maps for fun in a Mini (above) The M7C also organised circuit races, like this one at Brands Hatch in February 1966 (below right)

Nick Jones, I also took over the position of *Mini-Mag* Editor. These together added a full-time night job to my day job but I thrived on it with the adrenaline of youth.

Editing the mag was fun (my father was an editor) and duties included keeping an eye out for anything which might help M7C members, for example:

"Sooner or later everyone loses a petrol cap. For those who don't feel inclined to fork out 6/-, a bright touch can be achieved by using the lid of a 2oz jar of Maxwell House. Devilish."

I had also come across a story which I included under the heading 'How hot can a conversion get?'. A man had bought his wife a Mini Traveller for shopping and school runs. He had added a conversion which included the use of twin Amal carbs:

"One morning she went into the garage to start the car. She pressed the floor-starter once and nothing happened. Next time there was a roaring noise, the speedo was torn from its mountings and hurtled between the front seats into the back of the car. As she jumped out, a jet of flame was prodding through the hole where the speedo had been. Explosions followed from under the bonnet and the car caught fire. By the time help arrived, the aluminium garage door had melted and the flames burned through the asbestos of the garage roof. They were later told in a very vague way that on certain early Minis – more likely with

Amal carbs - petrol, air and water would meet in the wrong way, or wrong order, and ignite! The assessor poked around the twisted wreckage and emerged with the almost unrecognizable Amal saying 'We have been silly, haven't we? – this isn't an SU'."

Around this time I changed my first Austin Se7en for a Morris Mini. With barely 200 miles on the clock, a pal and I drove to Le Mans to watch the 24 Hour race. We arrived at about 5am on race day. A recce revealed that there was one point where we could actually get on the track by lifting a rope. So we did. And there we were, actually driving the Le Mans circuit. Flat out we peaked at 73mph and stayed there for most of the time. Back then, the 4-mile Mulsanne straight was exactly that: no chicanes. A few race cars were still practising even at that time. Being three abreast was a terrifying experience: little 'Minnie' flat out being overtaken by a Simca Abarth, maybe doing 120, itself being overtaken by a howling Ferrari. In the excitement, and pleading standard brakes, we managed to go off into the sand at the end of the straight!

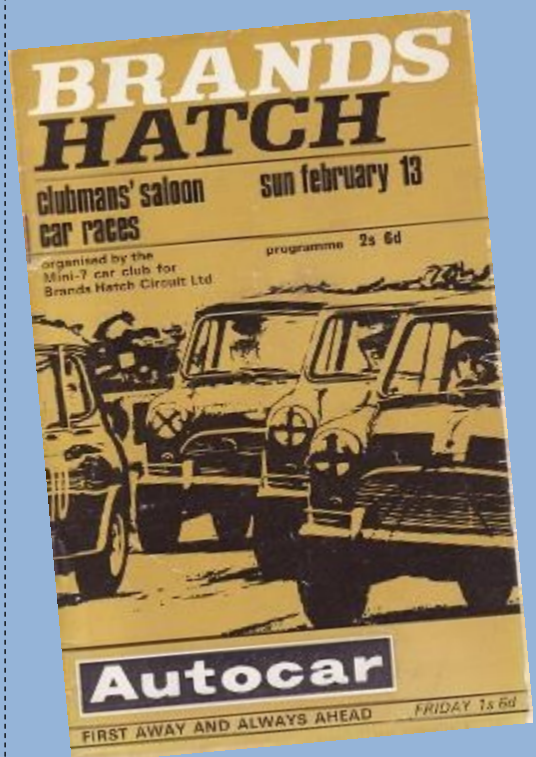
The Mini had of course caught the public's attention and were now driven by such stars as Peter Sellers and a Beatle or two. I received a call from an ad agency. A cigarette maker wanted to offer a 'with-it' image by showing racing Minis. Might I by any chance know half-a-dozen or so members who'd be OK to go to Goodwood for a day? Well,

did I? Would we? I don't think we ever discussed or received fees, though they threw in lunch. We posed a group of our cars on a bend, simulating extravagant racing positions – some were sideways, etc. We used jacks, concealed in the photos, to show a couple of cars hugely off the ground. Apart from breaks for shooting, we were free to do as we liked on the circuit. What a day – we would have paid *them!*

Road tests of course needed to be done. The Ogle Mini was gorgeous, the Mini Marcos (a few years later) less so. In the Radford Mini with carpets to sink into, a gorgeous dash, and basket-weave on the doors we felt like the Royal Family. I remember testing a supercharged Mini which spluttered and exploded for a few miles before it died. There was something called the Mini Minnow but didn't know what it was. I never drove a convertible, but met David McMullan, a founder of Crayford who described taking the 'lid' off a Mini for the very first time. As the last piece connecting the roof was severed he winced to see if the rest would 'boing' apart, windows and all. It didn't, and he knew he was in business.

By 1963 we had established several regional M7C Centres. A sheer fun event was to see how many adult males you could fit into a Mini, and still drive it at least a few yards. There were strict rules, like not removing seats and no one in the boot. We have a photo of a team from the East Midlands Centre who managed to pack in 16, none looking particularly puny. I believe the record was later upped to 19 by a ladies team. Later that year came an invitation for the M7C to see the formal launch of the Cooper S at Beaulieu – dozens of us drove there in convoy.

Late in 1963 I was told that the police had arrived in the office and wanted to interview me. One of



Photos: courtesy G Peters + M7RC Archive

...M7C - in the beginning



our members had been touring the south of France when his Mini had broken down and been abandoned for a while. The gendarmerie had opened it and contacted M15. In the car was a map with many pencilled notations, including quite near Letherslade Farm. Hard to believe but true, the cops had concluded it related to someone's plans for getaway after The Great Train Robbery. The map had in fact been used for the Club's 'Sir Walter Rally' which I had organised a few months earlier, and my name was on it! I was sorry to have to spoil their 'gotcha' moment. By the end of the year M7C membership had reached 1500.

In 1964 I had traded up to a modified Cooper and started serious rallying, and joined by a great navigator, John Coles. The idea of providing total trust in someone was exhilarating; if you couldn't see round the approaching bend but the navigator nevertheless called "flat right", then you took it flat out. On one occasion we really flew, achieving fastest time over the special stages in a championship rally. The following week John made his only ever mistake. He called "slight right" but it wasn't and we hurtled into a ditch. That was

when I learned the expression 'knockout and blowover' - in just one day at the bodyshop the dents were banged out and the car got a cursory respray.

That year the Club achieved its ambition of a Speed Event on a permanent circuit. A Sprint Meeting - the 'President's Trophy' donated by John Cooper - was held at Mallory Park and was a roaring success with a full entry of over 80 cars. FTD was a 998 Riley Elf, followed by Bill McGovern in a 1071.

A year later my wife was about six months pregnant and my motorsport career ended at an auto-cross. We were sorted into groups of four for each race. I had assumed that I would be up against other Coopers; I should have checked because I had been put in against three 1293s. I couldn't understand why the others were drawing away and I was determined to close the gap. Ann nearly delivered on the spot when she heard the sounds of a fire engine and ambulance racing to a cloud of dust in the distance where I had rolled. And that was that!

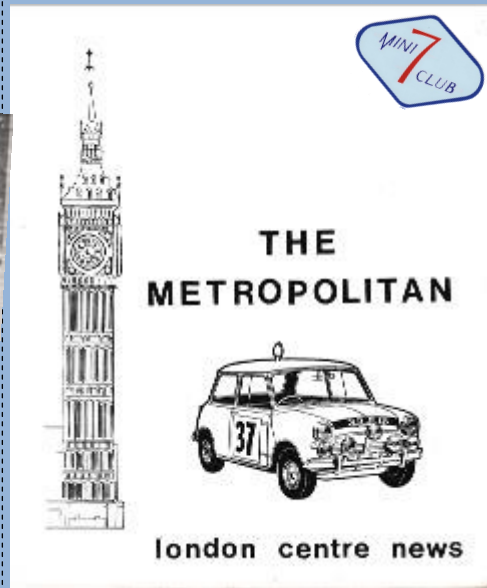
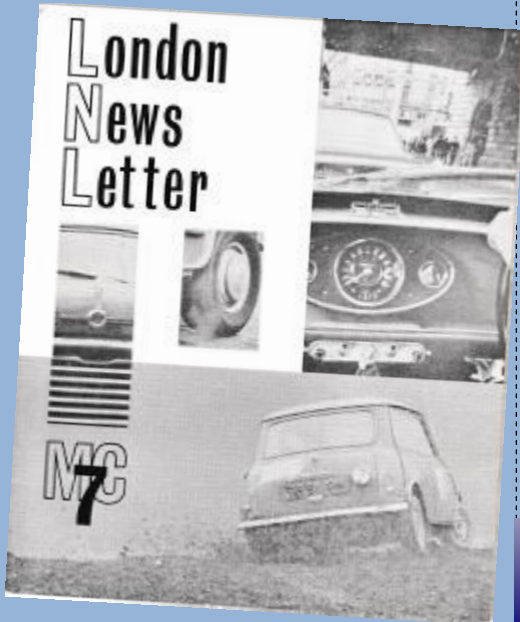
My last big memory was of the first-ever Mini Day at Brands, organised by Maurice Burton, Sheridan Thynne and other M7C notables. We received sponsorship from Radio London with the result that in glorious weather over 10,000 Minis appeared. Among the events was a fancy dress parade and I vividly recall a 'Highland Cow' driving along, with a Mini somewhere underneath!

The family expanded and my Mini days were over as we moved on to other transport. They were wonderful times and I think of them so often. When the 'BMW' Mini appeared I was awe-struck at first sight of it. Now, 59 years after my first 848 we have just bought a Countryman S and all the joy returns but in a different way. No handbrake turns any longer, but what a fun, funky package. I love it!" •

THE LONG AND WINDING ROAD...

Formed in 1961, the original Mini 7 Club catered for Mini and all saloon car owners throughout the UK via its various regional Centres and affiliated Mini 7 Clubs which, by 1971, included Sweden, Belgium, Holland, Australia, New Zealand and Czechoslovakia no less! Whether you owned a standard 850cc or a Group 5 1275 'S', you would have been warmly welcomed, with a programme arranged to suit everybody's taste, including Race meetings, Sprints, Autocross, Rallies and Driving Tests. Similarly there was a wide variety of social functions, including visits to leading tuners, film shows, talks from famous personalities, Scalextric evenings and "noggins & natters". Each member received the Centre newsletter or magazine, depending on the Centre to which he or she belonged, and special insurance and discounts were also available, along with a range of Club insignia, badges and even a Club tie! The Ordinary Membership fee? Just £1.50, or £2.50 for Husband and Wife (*how very proper, none of the politically correct "...and partner" stuff back in those days!*) Oh, and to have joined the newly formed Racing Section of 1971 would have set you back a princely £2.50...

As our Canadian-domiciled correspondent Graham Peters found out right from the off, and countless more who followed in his wheeltracks, it was the ease with which the Mini could be modified for competition that would ultimately make it one of the greatest motoring and sporting icons of all time. However, nothing lasts forever and one by one the UK regional hubs all fell by the wayside (although the M7C Nederland is still very active and have been ardent supporters at the M7RC's recent visits to Zandvoort). Nonetheless, the present Mini Seven Racing Club effectively continues the 'family' bloodline, itself actually having been formed in 1975 of an amalgamation between the old Racing and London Centres of the M7C •



'Baby' logo was early test idea only (above right)
London Centre had regular newsletters (left & above)
M7C Sweden was one of several international affiliates and still hosts Mini races today (right)



Photos: courtesy G Peters + M7RC Archive



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01892 730948

2020 CHALLENGE STANDINGS

NATIONAL CHALLENGE

Provisional standings after 5 rounds



Mini Miglia

Pos	#	Driver	Pts
1	1	Aaron Smith	99
2	48	Lee Deegan	84
3	85	Sam Summerhayes	71
4	23	Rupert Deeth	69
5	4	Jason Porter	61
6	0	Colin Peacock	60
7	77	Andrew Jordan	57
8	56	Nick Padmore	53
9	37	James Cuthbertson	53
10	11	Kane Astin	51
11	32	Endaf Owens	49
12	17	Rick Jessop	44
13	78	Scott Kendall	43
14	69	Tony Le May	40
15	53	Niven Burge	33
16	86	Jason Balding	33
17	29	Dave Drew	25
18	72	Rob Howard	10
19	27	Peter Harries	2
20	26	Peter Arnold	0
nc	20	Mark Sims	-
	43	Dave Edgecombe	-
	62	Chris Lovett	-
	88	Kieren McDonald	-



Mini Libre

Pos	#	Driver	Pts
1	500	Rob Davis	46
2	171	Dan Lewis	34

3	474	Josh Evans	31
4	132	Darren Cox	19
5	113	Phil Harvey	13
6	616	Justin Cooper	6
nc	126	Peter Hills	-
	149	Gary Warburton	-
	283	Harvey Death	-



Mini Se7en

Pos	#	Driver	Pts
1	73	Spencer Wanstall	94
2	77	Andrew Deviny	91
3	1	Jeff Smith	89
4	6	Graeme Davis	73
5	21	Jordan Sims	64
6	5	Lee Roberts	63
7	10	Julian Proctor	54
8	49	Ross Billison	38
9	46	Max Hunter	37
10	76	Jo Polley	33
11	38	Steven Hopper	28
12	57	Philip Gillibrand	20
13	7	Leon Oli Window	19
14	33	Adam Gould	18
15	20	Darren Thomas	16
16	39	Glen Woodbridge	2
nc	37	Gareth Hunt	-



Mini-7 S-Class

Pos	#	Driver	Pts
1	712	Greg Daw	90
2	720	Ben Cutler	72
3	787	Connor O'Brien	60
4	758	Matthew Ayres	55
5	742	Ben Butler	54
6	736	Thorburn Astin	43
7	715	Jonnie Kent	36
8	796	Mark Chappell	32
9	729	Darren Jeremiah	31

10	711	Damien Harrington	18
11	795	Stuart Gilby	16

NOVICE POINTS

Provisional standings after 5 races

Mini Miglia

1	86	Jason Balding	9
---	----	---------------	---

Mini Se7en

1	21	Jordan Sims	10
---	----	-------------	----

Mini-7 S-Class

1	758	Matthew Ayres	8
2	729	Darren Jeremiah	4

Graham Hill Trophy

Under-17 S-Class

nc	-	-	-
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WINTER CHALLENGE

Provisional entries to date

Miglia

Pos	#	Driver	Pts
nc	0	Colin Peacock	-
-	11	Kane Astin	-
-	15	Gordon Pocock	-
-	23	Rupert Deeth	-
-	40	Jonathan Lewis	-
-	78	Scott Kendall	-
-	85	Sam Summerhayes	-

Libre

Pos	#	Driver	Pts
nc	171	Dan Lewis	-
-	277	Andrew Deviny	-

Se7en

Pos	#	Driver	Pts
nc	1	Jeff Smith	-
-	20	Darren Thomas	-
-	21	Jordan Sims	-
-	33	Adam Gould	-
-	39	Glen Woodbridge	-
-	46	Max Hunter	-
-	72	Arnold Duncan	-
-	76	Jo Polley	-

S-Class

Pos	#	Driver	Pts
nc	712	Greg Daw	-
-	715	Jonnie Kent	-
-	758	Matthew Ayres	-
-	787	Connor O'Brien	-
-	795	Stuart Gilby	-
-	796	Mark Chappell	-

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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

- 50 Top 50 years road opening
- Angle: This race wide open
- S-Class: Back to back
- Libre: Incoming challenge

Brands D-Plate Report

- Latest news
- Awards evening
- Technical updates
- Runners & Riders
- From the Archives
- 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: Death with a vengeance
- Miglia: Right at the top
- S-Class: New focus as form
- Libre: More to come

Silverstone Report

- New cars & colours
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Croft revived

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2019

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DUNLOP MINI CHALLENGES supported by MINI SPARES

6 Croft winners!

Mini Se7en: New records

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia: Even quicker

Thruxton Preview

- Libre: Thruxton takes lead
- Miglia: Deegan & Smith top
- S-Class: Kevell's pole
- Libre: Adventure Doris

Croft Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Tales of Thruxton

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DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini Miglia: Top Guns

As seen on ITV Sport!

TV TOCA TRIUMPH

Mini Se7en: Fun on Film

Zandvoort Preview

- Se7en: Thruxton advantage
- Miglia: Series lead for Smith
- S-Class: Kevell's control
- Libre: Double-header threat

Thruxton Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Overseas adventures!

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2019

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M7 S-Class: New stars

Zandvoort British Race Festival

Beach Party

Mini Se7en: Winstall wins well

Mini Libre: Another win!

Mini Miglia: Death's double

Brands Preview

- Se7en: Thruxton as top
- Miglia: Aaron's advantage
- S-Class: Clearly ranked
- Libre: Heavy rain potential

Zandvoort Report

- Full results
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Brands Hatch in summer

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2019

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Mini Miglia: More & four

Feisty Festival

Drama packed Mini Festival at Brands!

Mini Se7en: Single seatman

Mini Se7en: Biggest grid ever!

Mini Libre: Survival of the fittest...

- DTM Brands GP & Cadwell Preview
- Miglia: Incredibly close
- S-Class: Kevell to keep title?
- Libre: Hawley going grand?

Mini Festival Report

- Full results
- Latest news
- Technical updates
- Runners & Riders

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2019

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DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini Se7en: Pick attack

Cadwell Park recap!

Mini Meisters

Mini-7 S-Class: Honours shared

Combe Preview

- Miglia: Back to back for Smith
- S-Class: Kevell's second title
- Libre: Top-heavy duel

DTM Brands GP Report

- Full results & points
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- Cadwell Park

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2019

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DUNLOP MINI CHALLENGES supported by MINI SPARES

Mini-7 S-Class: Kevell keeps crown

4 National titles sealed!

Kings of the Castle

Mini Se7en: Smith steps forward

Mini Libre: Heavy loads on

Mini Miglia: Aaron in advance

Combe reports

- Miglia: Death to the title
- Miglia: Successes ahead
- S-Class: Kevell in the green
- Libre: Inaugural double

Cadwell Park review

- Full results & points
- Latest news
- Technical updates
- Runners & Riders
- From the Archives
- WMC Weekend

Why join the Mini 7 Racing Club?

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ABOUT US



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

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

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The Mini 7 Racing Club

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

www.mini7.co.uk

Mini 7 Racing History

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

Mini Miglia

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

Mini Se7en

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

Mini-7 S-Class

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

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



From the Archives

CHAMPIONS GALLERY

Miglia
50
Years
1970-2020



2004 Peter Baldwin

2003 Peter Baldwin



2012 Peter Baldwin



2005 Peter Baldwin



2013 Peter Baldwin



Photos: M7RC Archive

From the Archives

Miglia
50
Years
1970-2020



Photos: M7RC Archive



2006 Bill Sollis



2008 Andrew Hack



2009 Andrew Hack



2007 Andrew Hack



From the Archives

CHAMPIONS GALLERY

Miglia
50
Years
1970-2020



2010 Paul Thompson



2015 Kane Astin



2016 Shayne Deegan



2011 Endaf Owens

Photos: M7RC Archive

From the Archives

Photos: M7RC Archive

Miglia
50
Years
1970-2020



Look out for more Miglia Champions in the next issue of *Pit & Paddock*...

2014 Rupert Deeth



2017 Rupert Deeth



2019 Aaron Smith



2018 Aaron Smith

From the Archives



SNETTERTON



MINI SE7EN 5 April 1970
Non-championship

Hip' swings it

MIKE HIPPERSON was credited with top spot in the Mini-7 class

This combined saloon event catered for the usual mix of Escorts, Anglias, Imps and bigger-engined Cooper S and 850 Free-Formula Minis across several classes, and which also included a class for Mini-7. However, only Mike Hipperson warranted a Mini-7 mention in either of the weeklies, qualifying on the front row no less and running well up in the top 10 to an eventual sixth overall. Hipperson's Copyrun-backed machine more usually ran in the 850 Free Formula class, so to run as a Mini-7 would have had to de-tune to a singular carburettor choke and fitted spec Mini-7 Dunlop tyres. More regular Mini-7 runners, Graham Boulton and Jim Burrows were listed as second and third in class... •

Romford Enthusiasts CC 5 April 1970

MINI SE7EN Non-Championship

Pos	#	Driver	8 Laps
1	...	Mike Hipperson	16:23.0/ 79.79 mph
2	...	Graham Boulton	
3	...	Jim Burrows	
FL:		M Hipperson	2:01.0 - 80.83 mph

2.71-mile circuit

THREE TRIPS TO NORFOLK INCLUDED A PAIR OF NATIONAL MEETINGS AND A LOW KEY NON-POINTS AFFAIR

MINI MIGLIA 17 May 1970
National Challenge

Osborne's class act

AGAIN SHARING a full grid with special saloons, plus a few reserve Mini-7 entries too, Mick Osborne and Sean Wiles were the leading Mini Miglia lights, while Ray Spring grabbed a M7 class merit

Roy Pierpoint scorched off pole position in the Bill Shaw Racing 4.5 Rover to head a huge field into Riches in the first of the two well-subscribed all-comers' saloon events... Up at the front Bernard Mayes found himself a

surprised victor after Pierpoint had ground to a halt two laps from the end with the Rover's crownwheel stripped. Tony Le May arrived home fifth in his 1.0 Mini, fractionally ahead of the Miglia class-winning car of Mick Osborne, with Sean Wiles in the Newbridge Racing Miglia Mini seventh having given Osborne a close race in the early stages...

report courtesy *Motoring News*

MINI SE7EN 17 May 1970
National Challenge

Wenham walks it

AN OVER-SUBSCRIBED grid for the second round in Norfolk resulted in a flag-to-flag victory for Graham Wenham, although the scrap behind was typical Mini 7 stuff as bunches of cars battled frenziedly all the way round the 2.71-mile track

A full grid appeared for this round of the Mini-7 championship which continually seems to provide a high standard of racing, although around Snetterton they do get somewhat out of breath. Graham Wenham was on pole alongside Len Brammer and the Finktone machine of Mick Bowring: sure enough it was Wenham who just edged ahead of the swarming mass of Minis as the field disappeared through Riches on the first lap. Wenham led past the pits on lap 1 with front-row compatriot Brammer down in fourth behind Roger Colson and Ray Spring, but Brammer pulled up to second next time round and looked the only threat to Wenham's confident domination of the

The Mayfield car of Roger Colson is chased by John Digby's Hillthorne/Ruptured Duck version in the Mini Se7en race on 17 May (top)
Photo: courtesy Autosport

From the Archives

50
years ago

race. Into the hairpin on that second lap and poor Brammer's efforts were dashed as he spun into the barrier and retired on the spot. This enabled Wenham to pull away to a clear victory by 6.4 secs from Ian Briggs' Libspeed 850 which had been involved for much of the race in a side-by-side dispute for second with Colson, John Digby and Chris Tyrrell. Tyrrell and Digby kept at it hard all the way, adding a nice touch by shaking fists out of the window at each other as they passed the pits, Tyrrell finally holding the place by a scant 0.2 sec. Colson had been suffering from overheating since lap 4 and finally dropped from this group to coast home with the car full of smoke after the oil filler cap came off,

Bowring nipping past to take fifth place on the run in from Russell to the flag •

report courtesy Motoring News

MINI MIGLIA 31 May 1970
National Challenge

MINI SE7EN 31 May 1970
National Challenge

Osborne & Brammer impress at TEAC meet

JUST A fortnight after their previous visits, both classes ran together on this occasion. The small Miglia Mini entry was more than made up for by a fabulous three-way fight for the lead, won by Mick Osborne, similarly the packed Mini Se7en field saw Len Brammer in front at the end

The first row of this grid was exclusively Miglia Minis, Mick Osborne's car claiming pole from Sean Wiles' Newbridge Racing machine and Clive Trickey, inject-

ing a welcome ray of variety into the Mini grid, behind the wheel of the Triple-C Mini Clubman. These three made the running and quickly pulled clear of Len Brammer's MRL Mini which was clearly leading the smaller class. Osborne and Wiles took turns at leading with Trickey's Janspeed Clubman sitting in their wake but unable to muster sufficient energy to find a way past. Regularly tramping up the Norwich Straight three abreast it was anyone's race and on lap 6 Osborne slipped through at Riches to hold the lead to the finish by a sparse 0.4s, although Wiles was trying to the end. Trickey was hanging on gamely to the end, being only a further 1.6 secs back in third place while behind the lonely Brammer, Ian Briggs' Libspeed machine had Graham Wenham absolutely alongside as they crossed the line. Their race times were identical but Briggs was just credited with the position •

report courtesy Motoring News

** All 1970 season race articles, full results and tables can be found in: M7RC Archive 1970 issue*

SNETTERTON

*John Holloway's #47 Miglia battles among the Se7ens on 31 May (below)
Photo: courtesy Autosport*



Miglia 50 Years 1970-2020

Romford Enthusiasts CC 17 May 1970

NATIONAL MINI MIGLIA Round 3
(run with Special Saloons + Mini-7)

Pos	#	Driver	8 Laps
1	231	Mick Osborne	16:15.2/ 80.03 mph
2	237	Sean Wiles	
3	232	Syd Ryder*	

FL: M Osborne
1:58.6 - 82.26mph (record)

MINI SE7EN Rd 2 - Consolation
(run with Mini Miglia + Special Saloons)

Pos	#	Driver	8 Laps
1	130	Ray Spring	16:56.6/ 76.77 mph
2	148	Dennis Fernie	
3	124	John Wroe	

FL: R Spring
2:03.8 - 78.81 mph

NATIONAL MINI SE7EN Round 2

Pos	#	Driver	8 Laps
1	122	Graham Wenham	16:27.6/ 79.03 mph
2	139	Ian Briggs	
3	148	Chris Tyrrell	

FL: L Brammer
2:00.8 - 80.76 mph

2.71-mile circuit

Thames Estuary AC 31 May 1970

NATIONAL MINI MIGLIA Round 4
(run with Mini-7)

Pos	#	Driver	8 Laps
1	41	Mick Osborne	15:53.0/ 81.90 mph
2	43	Sean Wiles	
3	41	Clive Trickey	

FL: M Osborne
1:56.4 - 83.81mph (record)

NATIONAL MINI SE7EN Round 3
(run with Mini Miglia)

Pos	#	Driver	8 Laps
1	69	Len Brammer	16:27.0/ 79.08 mph
2	57	Ian Briggs	
3	48	Graham Wenham	

FL: Roger Colson
2:00.0 - 81.30 mph

2.71-mile 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.

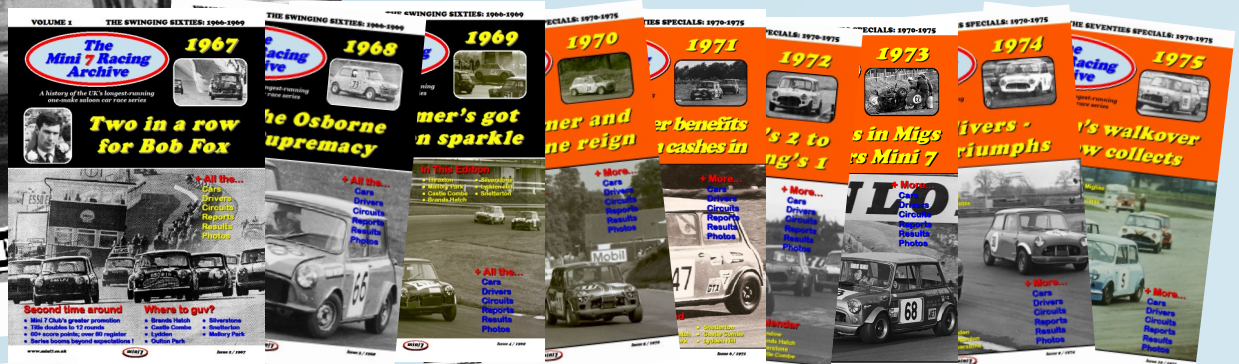


Mini Racing History

at your fingertips!

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

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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...

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 (U-17)
- 2019 Ben Cutler (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES

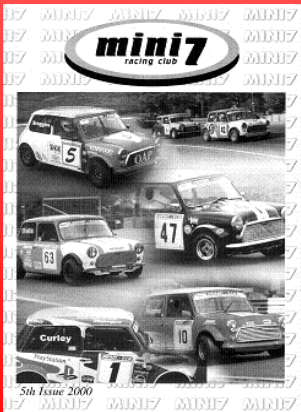
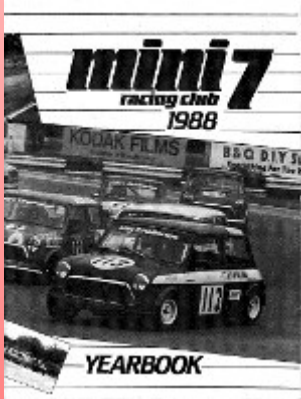
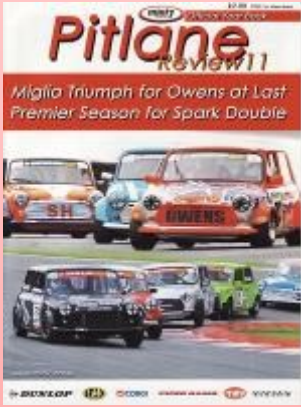
- 1983 Mike Fry (overall)

LYDDEN SERIES - 7 / MIG

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

Miglia
50
Years
1970-2020

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

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 Vynycumb
- 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



LAP RECORDS

CIRCUIT Length (miles)	MINI SE7EN	MINI MIGLIA	MINI-7 S-CLASS	MINI LIBRE
BRANDS HATCH (Indy) 1.2	Jeff Smith 10 November 2019 0:59.185 73.47 mph	Nick Padmore 25 August 2018 0:54.331 80.03 mph	Connor O'Brien 10 November 2019 1:00.287 72.13 mph	David Franks 25 August 2018 0:54.800 79.35 mph
BRANDS HATCH (GP) 2.4332	Jeff SMITH 8 August 2020 1:53.023 77.50 mph new!	Kane Astin 9 August 2020 1:44.086 84.15 mph new!	Connor O'Brien 11 August 2019 1:55.091 76.11 mph	Dan Lewis 9 August 2020 1:44.713 83.65 mph new!
CADWELL PARK 2.1869	Andrew Deviny 15 May 2016 1:49.168 72.12 mph	Bill Sollis 15 May 2016 1:39.628 79.02 mph	Scott Kendall 9 September 2018 1:50.680 71.13 mph	Phil Harvey 31 August 2019 1:45.054 74.94 mph
CASTLE COMBE 1.85	Jeff Smith 14 September 2019 1:23.701 79.56 mph	Aaron Smith 17 April 2017 1:17.094 86.38 mph	Scott Kendall 14 September 2019 1:25.008 78.34 mph	Phil Harvey 14 September 2019 1:18.790 84.52 mph
CROFT 2.125	Leon Wightman 14 April 2019 1:43.056 74.23 mph	Joe Thompson 14 April 2019 1:33.326 81.97 mph	Scott Kendall 14 April 2019 1:44.892 72.93 mph	Josh Evans 14 April 2019 1:35.465 80.13 mph
CROIX-EN-TERNOIS, Fra 1.18	Paul Thompson 2 July 2005 1:07.844 62.61 mph	Peter Baldwin 3 July 2005 1:02.502 67.96 mph		
DONINGTON PARK (National) 1.9791	Jeff Smith 11 July 2020 1:29.141 79.92 mph new!	Rupert Deeth 11 July 2020 1:20.154 88.48 mph new!	Zack Booth 18 June 2016 1:30.174 79.00 mph	Rob Davis 11 July 2020 1:22.041 86.84 mph new!
DONINGTON PARK (GP) 2.5	Ashley Davies 4 June 2017 2:00.643 74.22 mph	Rupert Deeth 4 June 2017 1:49.163 82.02 mph	Shaun Tarlton 4 June 2017 2:02.566 73.05 mph	Peter Crewes 4 June 2017 1:51.094 80.60 mph
KNOCKHILL 1.3	Oli Perrett 12 May 2002 1:05.952 70.89 mph	Endaf Owens 12 May 2002 1:00.598 77.14 mph		
LYDDEN 1.0	Niven Burge 29 September 1991 0:51.6 69.75 mph	Jonathan Lee 5 March 1994 0:46.6 77.25 mph		
MALLORY PARK 1.35	Mark Hunt 25 April 1999 0:57.91 83.92 mph	Jonathan Lloyd 25 June 2000 0:52.64 92.32 mph		
OULTON PARK (Fosters) 1.654	Spencer Wanstall 19 August 2017 1:16.776 77.55 mph	Rupert Deeth 19 August 2017 1:09.042 86.24 mph	Shaun Tarlton 19 August 2017 1:18.791 75.57 mph	Paul Thompson 19 August 2017 1:10.054 84.99 mph
OULTON PARK (Island) 2.26	Paul Thompson 28 May 2007 1:48.280 75.13 mph	Colin Peacock 28 May 2007 1:38.804 82.34 mph	Nathan Burge 28 May 2007 1:51.326 73.08 mph	
OULTON PARK (International) 2.692	Lewis Selby 20 August 2016 2:09.730 74.69 mph	Shayne Deegan 20 August 2016 1:57.609 82.39 mph	Shaun Tarlton 10 July 2014 2:16.196 71.15 mph	
PEMBREY 1.456	Paul Spark 26 June 2010 1:11.716 73.08 mph	Endaf Owens 27 June 2010 1:05.855 79.59 mph	Julian Affleck 27 June 2010 1:15.312 69.60 mph	
PEMBREY (Clubmans) 1.49	Darren Thomas 21 April 2018 1:19.147 67.77 mph	Rupert Deeth 21 April 2018 1:12.209 74.28 mph	Nick Croydon-Fowler 21 April 2018 1:19.531 67.44 mph	Alex Osborne 21 April 2018 1:13.117 73.36 mph
Pestalozzi (hillclimb) 0.514	Paul Frankcom 17 August 1995 0:40.40 45.80 mph	Martin Pester 17 August 1995 0:37.80 48.95 mph		
Rockingham (Super Sports) 1.94	Paul Thompson 27 September 2008 1:42.815 67.92 mph	Rupert Deeth 20 September 2017 1:34.260 74.09 mph	Nick Croydon-Fowler 30 Sept' 2017 1:43.711 67.34 mph	Peter Crewes 30 September 2017 1:37.330 71.75 mph
SILVERSTONE (National) 1.639	Andrew Deviny 22 March 2003 1:14.398 79.30 mph	Tony Le May 7 April 2007 1:08.137 86.60 mph	Connor O'Brien 30 March 2019 1:16.065 77.63 mph	Phil Harvey 30 March 2019 1:09.647 84.79 mph
SILVERSTONE (International) 1.8508	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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Mini Se7en

- | # | Driver |
|-----|-------------------|
| 0/1 | Jeff SMITH |
| 2 | Joe THOMPSON |
| 5 | Lee ROBERTS |
| 6 | Graeme DAVIS |
| 7 | Leon Oli WINDOW |
| 10 | Julian PROCTOR |
| 18 | Tina COOPER |
| 20 | Darren THOMAS |
| 21 | Jordan SIMS |
| 22 | Graeme DAVIS |
| 33 | Adam GOULD |
| 37 | Gareth HUNT |
| 38 | Steven HOPPER |
| 39 | Glen WOODBRIDGE |
| 46 | Max HUNTER |
| 49 | Ross BILLISON |
| 57 | Philip GILLIBRAND |
| 63 | Dave ROBINSON |
| 72 | Arnold DUNCAN |
| 73 | Spencer WANSTALL |
| 76 | Jo POLLEY |
| 77 | Andrew DEVINY |
| 3 | Dom BURGER |
| 4 | Andrew DEVINY |
| 8 | Spencer WANSTALL |
| 9 | Darren THOMAS |
| 11 | Adam GOULD |
| 16 | Andy KING |
| 22 | Graeme DAVIS |
| 26 | Nigel DAVIES |
| 27 | Leon Oli WINDOW |
| 28 | Dom BURGER |
| 35 | Jeff SMITH |
| 45 | Leon WIGHTMAN |
| 55 | Darren EATON |
| 69 | Steve TRENCH |
| 71 | Simon JONES |
| 88 | Kieren MCDONALD |
| 89 | Tom HARTWELL |
| 94 | Lee ROBERTS |
| 95 | Julian PROCTOR |



Mini Miglia

- | # | Driver |
|----|-------------------|
| 0 | Colin PEACOCK |
| 1 | Aaron SMITH |
| 4 | Jason PORTER |
| 11 | Kane ASTIN |
| 15 | Gordon POCOCK |
| 17 | Rick JESSOP |
| 20 | Mark SIMS |
| 21 | Aaron SMITH |
| 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 |
| 48 | Lee DEEGAN |
| 49 | Martin WAGER |
| 53 | Niven BURGE |
| 54 | Tom BELL |
| 56 | Nick PADMORE |
| 62 | Chris LOVETT |
| 69 | Tony LE MAY |
| 72 | Rob HOWARD |
| 77 | Andrew JORDAN |
| 78 | Scott KENDALL |
| 80 | Joe THOMPSON |
| 85 | Sam SUMMERHAYES |
| 86 | Jason BALDING n |
| 88 | Kieren MCDONALD |
| 2 | Rupert DEETH |
| 3 | Kane ASTIN |
| 5 | Colin PEACOCK |
| 6 | James CUTHBERTSON |
| 7 | Paul SIMMONDS |
| 8 | Mark SIMS |
| 9 | Sam SUMMERHAYES |
| 10 | Nick PADMORE |
| 12 | Wayne GRAYER |
| 18 | Elliot STAFFORD |
| 22 | Stuart HORSFALL |
| 44 | Darren MOON |
| 45 | Chris MORGAN |
| 64 | Alex OSBORNE |
| 83 | Colin PEACOCK |
| 92 | Jason PORTER |
| ? | tba |

Mini-7 S-Class

- | # | Driver |
|-----|-------------------|
| 711 | Damien HARRINGTON |
| 712 | Greg DAW |
| 715 | Jonnie KENT |
| 716 | Julian BEAVIS |
| 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 |
| ? | tba |
| ? | tba |

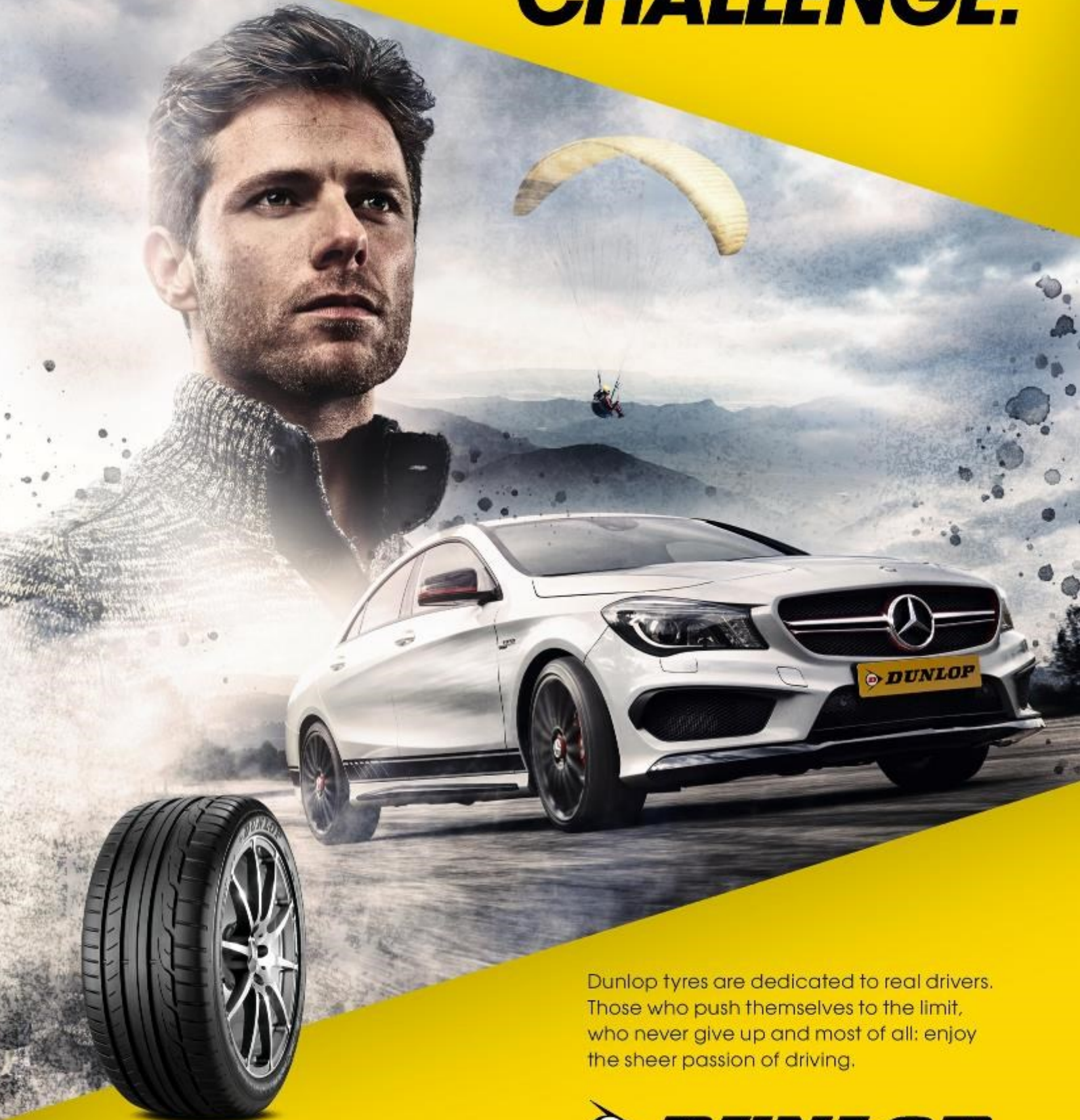


Mini Libre

- | # | Driver |
|-----|--------------------------|
| 113 | Phil HARVEY |
| 115 | Steve BAKER |
| 126 | Peter HILLS |
| 132 | Darren COX |
| 133 | Les STANTON |
| 149 | Gary Warburton |
| 171 | Dan LEWIS |
| 186 | David FRANKS |
| 277 | Andrew DEVINY |
| 283 | Harvey Death *invitation |
| 474 | Josh EVANS |
| 500 | Rob DAVIS |
| 616 | Justin COOPER |
| 123 | Huw TURNER |
| 127 | Ian FRASER |
| 177 | Peter CREWES |
| 232 | Thomas Berg *invitation |
| ? | tba |
| ? | tba |
| ? | tba |
| ? | tba |
| ? | tba |
| ? | tba |



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