



Newsletter



Issue 05 July 2006



HERITAGE



MiniWorld

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racecar

Champions Galore

Twenty five champions past and present gathered on the grid at Brands Hatch to celebrate 40 years of the Mini 7 Racing Club. Thanks go to Mike Jackson and Nick Cooke for organising this on the day and Paul Vickers for doing the photography bit. Motorsport News carried a copy of the image in its July 19th edition.



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Champions Attending 40th Birthday Celebrations

BOB FOX (M7 – '66, '67); LEN BRAMMER (M7 – '70 MM – '71);
PHIL SPURLING (MM – '73, '78, '79); STEVE HALL (M7 – '78);
PATRICK WATTS (M7 – '79); GARY HALL (M7 – '81); GERALD DALE (M7 – '82);
CHRIS GOULD (M7 – '83, '84); MIKE FRY (MM – '84, '85); STEVE COOPER (M7 – '89);
MYK CABLE (MM – '89, '91, '92); RUSSELL GRADY (MM – '86, '87, '88);
OWEN HALL (MM – '90); BILL SOLLIS (M7 – '90, '91, MM – '97);
MIKE JACKSON (M7 – '92, '95); TINA SHARP [nee Cooper] (M7 – '93);
IAN CURLEY (M7 – '94, MM – '98, '99); PHIL MANSER (M7 – '96);
JANE BELL (Steve Bell) (M7 – '97); MATTHEW HAYMAN (M7 – '98)
DAVE BRAGGINS (M7 – '99, '00); PETER BALDWIN (MM – '00, '01, '03, '04, '05);
TIM SIMS (M7 – '01, '02, '03); JAMES HALL (M7 – '04); PAUL THOMPSON (M7 – '05)

40th Anniversary 'O' Plate Winners

Congratulations go to **Bill Sollis** (Mini Miglia's) and **Paul Thompson** (Mini Se7en's) for winning the opening races on Sunday 16th July. They will now be able to display the 'O' Plate on their car for the next 12 months.

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“Bloody Brilliant” - Mickey Bray Remembered

“Bloody brilliant, 185 out of the Vette and got to fly a Yak”. Mickey describing the event at Bruntingthorpe at which he took his beloved Corvette 2 weeks before he passed away epitomised not only his outlook on life but how he had faced the cancer he had been fighting for seven years.

Mickey, the Gerbil (don't ask), first achieved notoriety in the late seventies. His passion was building Hotrods and his 'piece de resistance' was the famous Ford 100 Pop he christened Pinball Wizard which he eventually sold to The Who's Keith Moon. Mickey recalled how he had to drop the car off at Moon's house in Cherstey one morning and rather than being offered bacon, eggs and coffee he was presented with a concoction of pills. He declined!

The circuit was calling and being literally just round the corner from Steve Bell's place in Epsom he started off sharing a car with Steve with engines being built by Chris Tyrrell.

He always rued his qualifying pace, although he made up for it with his starts that he was always rightly proud of and his race pace. He always recalls with fond memories his qualification race at Brands where he started at the back with a 10sec penalty. I told him to go as soon as the lights went out and ignore the 10 seconds, but Mickey explained later it was a bit difficult with the flag marshal standing right in front of him. However off he went and came through to win the race!

The standing joke was always the hate-hate relationship Mickey had with the Goose Neck at Cadwell. He knew every inch of the Armco intimately.

Mickey was just a genuinely nice bloke. What you saw was what you got. Never any hidden agenda, never had a bad word to say about anybody and never heard a bad word said about him. He was generous and warm hearted. Loved his racing and the time he spent with his friends and his wife Jill. It transpired his last race was at Rockingham last year. A month or so ago when he knew his time was finally running out he gave his car to Martin Wager to race or to use to finance his racing in his Miglia. But that was just the type of bloke he was. This sort of thing always seems to happen to the wrong people somehow.

He confronted his cancer head on by just getting on with life whilst accepting the inevitability of the situation. When asked last year what he wanted to do on the car for this year he replied 'don't know really, might be dead next year!' and just carried on with what he was doing.

It was truly a privilege knowing him and an honour being his friend. Whilst we all knew this was coming now he has gone he has left a huge void. Words like courageous, fighter, battler and brave can be used. But the words Mickey Bray seems to sum it up quite nicely.

Richard Wager



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40th Anniversary Bar B Q Rescheduled For Rockingham

As part of the 40th anniversary celebrations it was proposed that the club would hold a Bar B Q with music on Saturday night of the MGCC meeting at Brands Hatch.

However events conspired against this, with the meeting being run as a one day event, access to the paddock could only be gained after 6pm.

Also a lot of club members were not travelling until Sunday, so a decision was taken to postpone the Bar B Q until a later event.

The consensus of members taking part in a discussion on the forum was that the event at Rockingham would provide the best venue for a 40th birthday celebration.

Plans will now be progressed for this to happen on Saturday 7th October, which include the possible inclusion of live music at the event.

Steve Bell Memorial Trophy Awarded

The Steve Bell Memorial Trophy is awarded to the driver from either championship who has the most points after round 6.

The 2006 Steve Bell Memorial Trophy winner is

Andrew Deviny

who had scored 119 points after the first six rounds of the 2006 championship.

Reports from Silverstone & Brands Hatch

I'm sorry to have to report that the newsletter and websites have not been updated with race reports from Silverstone and Brands Hatch due to no reporters being available to cover these events.

If anyone is willing to take notes during the races at Croft (Sept 9th/10th). All I require is someone to jot down the incidents during the race, who overtook whom on what lap and what corner, who span off etc.

If you think you can help please email or call me on 07799 404962, and I will write the race reports up for the club. Hopefully normal service will resume shortly.

Jeff Carter

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Mini Miglia Championship Table After Round 8

1	Bill SOLLIS	144
2	James HALL	137
3	Tim SIMS	130
4	Mark SIMS	115
5	Kelly ROGERS	114
6=	Colin PEACOCK	106
6=	Tony LE MAY	106
8	Ralph SAUNDERS	98
9	Paul WOODBRIDGE	94
10	Philip LEE	67
11	Gordon POCOCK	66
12=	Gerald DALE	56
12=	Phil HARVEY	56
14	Andrew HACK	43
15	Paul SIMMONDS	38
16	Richard WAGER	33

Mini Se7en Championship Table After Round 8

1	Andrew DEVINY	160
2=	Paul THOMPSON	154
2=	Geoff LETTS	154
4	Max HUNTER	135
5	Paul CLARK	131
6	Alan LETTS	88
7	Damon ASTIN	84
8	Paul SPARKS	83
9	Graeme DAVIS	82
10	Paul SPARK	73
11	Kane ASTIN	60
12	Mark SMITH	48
13=	James WINNIFRITH	41
13=	Lee JONES	41
15	Gareth HUNT	40
16	James BOWERS COULSON	39



RESULTS

Dunlop Mini Miglia Challenge Round 6 – Silverstone (Int) – 25th June 2006

1	3	Bill SOLLIS	13m32.178s	8 Laps
2	21	James HALL	+0.108s	
3	8	Tim SIMS	+1.864s	
4	2	Kelly ROGERS	+1.877s	
5	83	Colin PEACOCK	+2.399s	
6	19	Endaf OWENS	+3.275s	
7	39	Paul WOODBRIDGE	+17.102s	
8	69	Tony LE-MAY	+17.165s	
9	6	Mark SIMS	+17.390s	
10	7	Ralph SAUNDERS	+18.252s	
11	42	Paul SIMMONDS	+26.175s	
12	15	Gordon POCOCK	+27.973s	
13	28	Phil LEE	+30.589s	
15	55	Michael GREEN	+45.228s	
16	13	Phil HARVEY (S)	+47.636s	
35	35	Ian FEATHERSTONE	+1m42.336s	
		FASTEST LAP		
	21	James HALL	1m39.342s	– 81.50mph

Dunlop Mini Se7en Challenge Round 6 – Silverstone (Int) – 25th June 2006

1	2	Andrew DEVINY	14m46.537s	8 Laps
2	1	Paul THOMPSON	+0.253s	
3	3	Geoff LETTS	+1.427s	
4	46	Max HUNTER	+1.589s	
5	5	Kane ASTIN	+6.339s	
6	21	Paul CLARK	+8.520s	
7	14	Martin WAGER	+14.374s	
8	7	Alan LETTS	+14.702s	
9	22	Graeme DAVIS	+14.921s	
10	6	Dave BANWELL	+15.462s	
11	71	Dick HUNTER	+15.678s	
12	37	Gareth HUNT	+16.176s	
13	8	Damon ASTIN	+16.299s	
14	82	Andrew RUTHVEN	+17.032s	
15	35	Paul SPARK	+18.298s	
16	77	Tristen KNIGHT (S)	+20.552s	
17	16	James WINNIFRITH	+22.497s	
18	23	Ricky HORNE	+22.572s	
19	34	Anthony TOWEY	+36.411s	
20	15	Steven BAKER	+41.493s	
21	20	Darren THOMAS	+43.748s	
22	60	Malcolm KEAT	+54.143s	
		FASTEST LAP		
	1	Paul THOMPSON	1m48.420s	(74.67mph)
	77	Tristen KNIGHT (S)	1m50.213s	(73.46mph)

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RESULTS

Dunlop Mini Miglia Challenge Round 7 – Brands Hatch (Indy) – 16th July 2006 – 'O' Plate

1	3	Bill SOLLIS	18m47.891s	20 Laps
2	21	James HALL	+0.115s	
3	2	Kelly ROGERS	+0.450s	
4	50	Richard WAGER	+14.709s	
5	6	Mark SIMS	+18.644s	
6	83	Colin PEACOCK	+18.921s	
7	7	Ralph SAUNDERS	+19.629s	
8	69	Tony LE-MAY	+37.150s	
9	17	Steve WHITELEY	+1 Lap	
NC	8	Tim SIMS		
NC	42	Paul SIMMONDS		
NC	25	Stephen KING		
NC	13	Phil HARVEY		
NC	39	Paul WOODBRIDGE		
NC	28	Philip LEE		
NC	29	Gerald DALE		
NC	15	Gordon POCOCK		
	50	FASTEST LAP		
	13	Richard WAGER	55.613s – 79.37mph	
		Phil HARVEY (S)	58.716s – 75.18mph	

Dunlop Mini Se7en Challenge Round 7 – Brands Hatch (Indy) – 16th July 2006 – 'O' Plate

1	1	Paul THOMPSON	20m28.575s	20 Laps
2	2	Andrew DEVINY	+0.438s	
3	3	Geoff LETTS	+0.576s	
4	21	Paul CLARK	+17.916s	
5	37	Gareth HUNT	+21.384s	
6	78	Paul McGARRY	+24.004s	
7	35	Paul SPARK	+25.700s	
8	14	Martin WAGER	+25.780s	
9	5	Kane ASTIN	+36.184s	
10	7	Alan LETTS	+37.213s	
11	26	Lee JONES	+37.601s	
12	38	Steven HOPPER	+44.988s	
13	20	Darren THOMAS	+1m00.328s	
14	30	Alex MYALL	+1m00.735s	
15	27	Andy HILL	+1m01.519s	
NC	46	Max HUNTER		
NC	16	James WINNIFRITH		
NC	22	Graeme DAVIS		
NC	6	Dave BANWELL		
NC	50	Ian DEVINY		
NC	8	Damon ASTIN		
NC	24	James BOWERS-COULSON		
NC	23	Ricky HORNE		
NC	34	Anthony TOWEY		
	6	FASTEST LAP		
		Dave BANWELL	1m00.223s (73.30mph)	

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RESULTS

Dunlop Mini Miglia Challenge Round 8 – Brands Hatch (Indy) – 16th July 2006

1	0	Bill SOLLIS	14m08.191s	15 Laps
2	2	Kelly ROGERS	+0.149s	
3	21	James HALL	+0.269s	
4	8	Tim SIMS	+1.854s	
5	6	Mark SIMS	+11.470s	
6	7	Ralph SAUNDERS	+11.833s	
7	50	Richard WAGER	+16.555s	
8	39	Paul WOODBRIDGE	+16.726s	
9	83	Colin PEACOCK	+23.233s	
10	69	Tony LE MAY	+23.284s	
11	15	Gordon POCOCK	+26.648s	
12	42	Paul SIMMONDS	+33.536s	
13	28	Philip LEE	+36.873s	
NC	29	Gerald DALE		
NC	24	Steve ANSTISS		
NC	17	Steve WHITELEY		
NC	25	Stephen KING		
		FASTEST LAP		
	2	Kelly ROGERS	55.317s	– 79.80mph

Dunlop Mini Se7en Challenge Round 8 – Brands Hatch (Indy) – 16th July 2006

1	2	Andrew DEVINY	15m23.017s	15 Laps
2	46	Max HUNTER	+0.438s	
3	6	Dave BANWELL	+0.576s	
4	3	Geoff LETTS	+17.916s	
5	0	Paul THOMPSON	+21.384s	
6	21	Paul CLARK	+24.004s	
7	78	Paul McGARRY	+25.700s	
8	8	Damon ASTIN	+25.780s	
9	37	Gareth HUNT	+36.184s	
10	14	Martin WAGER	+37.213s	
11	35	Paul SPARK	+37.601s	
12	7	Alan LETTS	+44.988s	
13	34	Anthony TOWEY	+1m00.328s	
14	38	Steven HOPPER	+1m00.735s	
15	24	James BOWERS-COULSTON	+1m01.519s	
16	5	Kane ASTIN		
17	30	Alex MYALL		
18	27	Andy HILL		
19	20	Darren THOMAS		
NC	26	Lee JONES		
NC	22	Graeme DAVIS		
NC	23	Ricky HORNE		
		FASTEST LAP		
		Andrew DEVINY	1m00.374s	(73.11mph)



Chairman's Chat.....

In my last *Chairman's Chat*, there was an element of being sombre when remembering the passing of Steve Bell just over five years ago. I'm sorry to have to continue in this vein, with the sad news that Mickey Bray passed away on 2nd July. I got to know Mickey when he was competing in the Mini 7 Championship at the same time as my daughter. Genny often said that Mickey was a 'perfect gentleman' on the track and obviously enjoyed his racing. Like Steve, Mickey was always smiling and even when races didn't go quite his way, he still seemed to be able to laugh about it. It was fitting to see so many M7RC members at his funeral service. The rest of the Club and I, extend our deepest sympathy to all of his family and friends.

Well Silverstone has passed with an unbelievably high total entry list causing several of the races to combine with other types. The Mini Se7en's escaped this, but the Miglias, had to combine with the Metros. This might not have been ideal, but to some extent was understandable. There is one thing that seemed to be common with the comments of Club Members after the event, which was..... what a great race meeting it was.

Talking of great meetings, is there anything that can beat the quality of the racing that the public were treated to at Brands Hatch? Both the Se7ens and the Miglias were on top form for our 40th anniversary meeting. The duration of the races has caused some discussion on the forum and the Committee has noted this. To say that most people managed to finish and in one case, won both of their races, probably doesn't help those who didn't! The saying "C'est la vie" comes to mind..... I have often wondered if the French say "That's life". It was good to see that both Paul and Bill 'entered in the spirit of things' by running with the 0 plate in the second races. The turn out of Champions was also great to see and certainly the feedback I have received was positive, especially on the Hospitality front. It gave the past Champions a great opportunity to speak to some old friends; most of these had not seen each other for many years. A big thank you to Ken, Kelly, the Jacksons and Sharon for making the day a success. I see that the family shot taken on the grid is already on the Website. Thanks to Paul and Steve for making this happen. Ralph and I decided not to go ahead with the BBQ on the Saturday night, following the comments on the forum and due to the difficulty of paddock access. We intend to have a 'good bash' at Rockingham at our two-day event. Let's just hope that the weather stays fine for us in October. More news on this in a later newsletter. I hope all drivers received their complimentary tumbler at the end of the meeting. If not, please contact Mike Jackson, who will no doubt bring one to the Croft meeting.

As usual there have been a few issues that have caused 'much debate' on the forum. I would be the first to say that open discussion is healthy as long as it is constructive. I have been asked to get my act together on one occasion, which I can only take 'like a man'. Is this politically correct ~ who cares! It must be remembered that the Committee are all volunteers and are trying our best. Some things I agree need to be improved. I and the other Committee Members have made it our task to do exactly this. The points for early entries is just one area that seems to be not working as well as we would have hoped. Is this teething problems? Is it just too difficult to administer? I know Dave Older is looking at this whole subject as I write. The idea behind the point for early entry was good in my opinion BUT it may not be sensible to continue if it causes too much work to administer. More on this subject in the next week or so.

Another topic that has caused concern is the state of the S class. Has this been successful? With only one participating in each class, one might give the answer NO, but it is early days. Some technical points need to be ironed out, so new members {or old} know exactly what is required. We are 90% there but we need to tidy up on the remaining 10%. It was interesting talking to Phil Harvey at the weekend. So far Phil is very enthusiastic on the way things have gone. Hopefully, Phil and Tristen Knight will put their thoughts down on paper for an item in a future Newsletter. Also we will seek input from any potential competitor on any suggested improvements for the Annual Technical Meeting.

Two items of news ~ Dunlop continue to support our Championship. This year they have doubled their investment in the Club, increasing the value of the actual sponsorship fee, discounting tyre purchases by £5,000 and to top this, Dunlop have plans to televise the Croft rounds {free of charge} and producing a promotional video for our Members. On the Corgi front, Corgi Classics are continuing to produce models of our racing cars. They have asked for four models that they intend to announce in October of this year. I have sent some images to Corgi following our Brands event, one of these being the Mini Se7en of Mickey Bray. Corgi will be choosing the cars, which they intend to model, in the next few weeks. On the 'current cars', Paul Thompson's Mini Se7en will be released in August and Colin Peacock's Miglia will be released in November. These six cars alone will raise an income of £7,200! This easily will take the total money raised by the Corgi Classics Sponsorship to well over £20,000. My thanks to Dunlop and Corgi Classics for their continued support, along with support from our other sponsors namely Spax, British Motor Heritage and Piper Cams.

So we have eight weeks to go before Croft. Plenty of time then to sort out those, misfires, over heating problems, broken crank disasters, bodywork repairs {not too many of those after Brands as I could see}. I'm sure things will be left to the first week in September, before the car comes off the trailer for a check over. I know, I have been there!

See you all at Croft; let's hope it is a bit cooler!

Nick Cooke

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Caption Competition

Who can come up with the best caption for this picture from the Brands Hatch meeting? Post your captions on the Mini 7 forum and keep them clean!
(Picture by Paul Vickers / Racing Line Photography)



See more of Paul's images from the Silverstone and Brands Hatch weekends on the Mini 7 website.

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Four More for Corgi

Corgi Classic's have requested four more models which they will announce in October. Of the current cars Paul Thompson's Mini Se7en will be released in August and Colin Peacock's Miglia will be released in November.

With the sale of these new models the Corgi sponsorship will have raised in excess of £20,000 for the club.

2006 Racing Calendar

Round 1	April 1 st & 2 nd	Snetterton
Rounds 2 & 3	April 29 th , 30 th May 1 st	Brands Hatch Castle Combe
Rounds 4 & 5	June 2 nd - 4 th	Spa, Belgium
Round 6	June 23 rd - 25 th	Silverstone International
Round 7 & 8	July 16 th	Brands Hatch
Round 9	Sept 9 th & 10 th	Croft
Rounds 10 & 11	Oct 7 th & 8 th	Rockingham
Round 12	Oct 21 st & 22 nd	Donington Park

JUNE CAPTION COMPETITION



Thanks to all who entered on the forum. I'll let you decide who is the winner from this lot!

Steve Whiteley: Who let the racoon out of the zoo ?

Gareth Hunt: Burnt offerings anyone....? Burgers, sausages, Kebabs, Valves.....

Graeme Davis: The Gerald Dale team try the new Weight Watcher BBQ food.

Graeme Davis: The Gerald Dale Team try out the go Faster Stripes on the team before they try it out on their cars.

Andy Burge: oh well, thats the last of the awful cd's we played,... ALL NIGHT!!!

Ralph Saunders: "So... I scrape this from here... mix it with water in the wok.... rub it through the blond bit.... and you're sure it wont show. Thanks boys."

Andy Ruthven: I wish this thing had three blades and a lubrication strip. Then it would be Gillete the best a man could get for cleaning of these BBQ's.



REGULATION CORNER

One Point for Entering on Time

The whole subject of earning a point for entering on time has caused much discussion within the club over the first half of the season. It also caused a considerable amount of discussion within the committee prior to the start of the season. You would think awarding an extra point for entering on time is an easy thing to do, but the last few months have proven the opposite.

There were concerns at the ATD about people being able to earn points just by entering on time and then not racing and we agreed to consider this when updating the regulations. The question of how to deal with dropped scores was then raised on the forum and all manner of hypothetical scenarios were presented, some unfair and some un-manageable.

Overlay all of the above with the fact we only have certain bits of official information available to us and we must only use officially generated data.

Without going into the extensive discussions I've had with people on the right and wrong way of applying this, it was evident that we only have the organising club's entry list at closing date and the official race results as our source of official information for this purpose.

The outcome was a need to link the extra point with race results to avoid earning points without racing and at the same time this covered the 'drop scores' issue. Therefore we agreed a process that was easy to understand, simple to manage and the fairest way of applying the extra point considering the many concerns raised by the members. The process has been posted on the forum for some time.

The process does rely on the official results being correct and it is the competitor's responsibility to ensure they appear on the results correctly, e.g if you crash on the first lap you should appear as DNF, 0 laps. Therefore everyone appearing on the official results (the only proof we have of you racing) and entered on time, will get an extra point added to their finishing score. The only people who lose out are those who enter on time, make the race meeting and for whatever reason don't manage to start the race. This is an unfortunate situation, but so far this season there have been far less people who fall into this category versus the number of points that would have been earned by people entering on time and not racing. So it still remains the 'most fair' way of applying this.

I have had several discussions with various members concerned about the current process and no-one has yet suggested a better or fairer process, considering everything that has been discussed.

There are 2 things to remember;

- Firstly, you must ensure you are correctly on the official results
- Secondly, you are at liberty to suggest amendments to the regulations at the next ATD

We must also not lose sight of the fact this has actually been a success. The objective was never about guaranteeing 12 championship points to everyone who entered every round on time. The fundamental objective was to increase the number of entries by the closing date – and this has happened, which continues to maintain our standing with the organising clubs.

Dave Older

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