

Pit & Paddock

2019

Official Newsletter of the Mini Seven Racing Club

2019: Issue 5



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

M7 S-Class:
High flyers

Zandvoort
British
Race
Festival



Beach Party

*Mini Se7en:
Wanstall wins well*

Brands Preview

- *Se7en: Thompson on top*
- *Miglia: Aaron's advantage*
- *S-Class: Clearly Kendall*
- *Libre: Harvey makes ground*

Zandvoort Report

Full results
Latest news
Technical updates
Runners & Riders

From the Archives

Brands Hatch in summer

Mini Libre:
Free Formula fun

*Mini Miglia:
Deeth's double*



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engine internals from
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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.

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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.

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www.curleyuk.com

SAY WHAT ?

Such has been the quick turnaround in between Zandvoort and the forthcoming Mini Festival at Brands Hatch that I have been at a loss as to what to write about. I mean, just what is happening right now in the world of motorsport that is really a hot topic?

Has Formula 1 become exciting again because someone other than Lewis Hamilton won a race? On one of the more scenic, traditional looking backdrops, in Austria? Erm, not just yet...

Perhaps we should all be up in arms because one team/manufacturer in Touring Cars is carrying a bit of winning form on an extended run? And the other teams/manufacturers don't seem to like it too much? Erm, no, that form will soon change, one way or another, by the powers-that-be...

Could it be that the biggest sportscar race of them all has lost some of its lustre in the past few years? Because one manufacturer has had no opposition? Yeah, maybe, but the legend of Le Mans will outlast any short-term dip in appeal from predictable results...

For your weekly motorsport updates, are you really interested in reading pages and pages of magazines filled with stuff about advanced racecar engineering beyond the comprehension of your average weekend club mechanic, or driver fitness regimes, NASA levels of telemetry, fuel analysis features, etc, etc? Do you appreciate sections on 2-wheel motorsport in what has always been a 4-wheel motorsport market? However, as any respectable, and independent, broadcast medium will point out, "Other reading matter is available..."

What about the female-only W Series that promises to be a 'gamechanger' for motorsport? Is it a positive move

for women, or will it drive a wedge between progressive, modern views and dyed-in-the-wool male chauvinists who feel 'their' sport is being messed around with? Somewhere in the middle ground there is a reasoned approach for everybody to go forward with, where women are already competing, and winning, on an equal footing with their male counterparts in many race championships, if not F1...

Is there a perception of a massive rise in historic motorsport meetings, restored 'original' racecars, and soaring values in anything older than yourself? And is the historic scene becoming a bit too much like overkill, too much of a good thing, and all that? There is a saying say that "nostalgia ain't what it used to be", but arguably has modern motorsport become so advanced and out of reach of the ordinary fan that many traditionalists simply like to look back on why they fell in love with the sport in the first place...

All of the above subjects could be discussed in much greater detail, and for a lot longer, than the space I have available here in this column, but at least I have offered a few thoughts to go away and mull over. Or, if you think it is all a load of rubbish, and that I have been rambling just to fill the page then you could also be right. In that case, any one of you could offer your thoughts and reflections on this sport of ours, especially Mini racing, and this newsletter is an opportunity for you to air your views. I would be even happier if you wrote some of them too!

RW



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PREVIEW: National Challenge

Brands Hatch... 20-21 July...

Photos: M7RC Archive (P Waller + M Barrington)



**Miglia
Lap Record**
Nick Padmore
Time: 0:54.331
Ave speed: 80.03 mph
Set: 25 August 2018
1.2079-mile circuit

AS EVER, THE MINI FESTIVAL PROMISES TO DELIVER THE FINEST TRACK ACTION, ESPECIALLY FROM THE TOP-TIER MINI MIGLIAS. REIGNING CHAMPION AARON SMITH COMES TO BRANDS ATOP THE POINTS, BUT RUPERT DEETH IS ON FORM AFTER ZANDVOORT

MINI MIGLIA

The M7RC's top-tier performance category, Miglia 'Mille' first graced UK circuits in 1969 and has consistently been providing bang-for-buck, tin-top action for decades, with drivers either stepping up from Mini Se7en or across from other less fulfilling saloon categories, all

aiming to win The Peter Collins Trophy. Widely regarded by racing aficionados as mini Touring Cars, on their grippy racing slicks these originally 1-litre machines nowadays run larger capacity twin-carburettor 1.3-litre engines and pack a mean punch as they accelerate from 0-60mph in just 4.5 secs before reaching speeds of up to 125mph! For the Brands Hatch Mini Festi-

val, reigning champion Aaron Smith travels the few miles from home in Kent looking to retain his points lead, although the man on form is twice former champ' Rupert Deeth from Cambridgeshire, following a brace of wins at Zandvoort in Holland over the 6-7 July weekend. Lap record holder on the Indy circuit is Nick Padmore, a double winner here last season, so expect to see him in the mix too, while others who could nab the spoils are Kane Astin, Colin Peacock, Chris Morgan, Sam Summerhayes and current second in the standings, Jason Porter •

Mini Libre

Previously invitation/S-Class grid-fillers until 2017, then a bona fide 'mini championship' starting behind the Migls. Nodding-a-wink to 60s/70s 'Free Formula' special saloons, Libre serves up an A-Series alternative or stepping stone to Miglias, including 5-ports versus 16-valve heads and 7-or 8-port variations. Scored independently, top prize is the ST Trophy, originally donated to the M7RC by BMC's Special Tuning department back in the day. Rob Davis has made the early running this year but reigning champ' Phil Harvey closed the gap after a double win in Holland •

Libre Lap Record
David Franks
Time: 0:54.800
Ave speed: 79.35 mph
Set: 25 August 2018
1.2079-mile circuit

- PREVIOUS WINNERS:**
- 2018 N Padmore x2
 - 2017 A Smith x2
L Deegan x2 / N Padmore
 - 2016 R Howard / S Deegan
 - 2015 K Astin x2
 - 2014 K Astin / A Smith
 - 2013 A Smith x2
 - 2012 P Thompson / P Baldwin
 - 2011 K Astin / E Owens
 - 2010 D Drew / A Smith
 - 2009 A Hack

- PREVIOUS WINNERS:**
- 2018 D Franks x2
 - 2017 P Crewes x2 / I Fraser x2
J Burrows x2
 - 2016 D Astin x2 / J Burrows
 - 2015 D Astin
 - 2014 J Burgess x2
 - 2013 C Watkinson / S Summerhayes
 - 2012 P Andre / C Watkinson



...PREVIEW: ...National Challenge

Brands Hatch 20-21 July



**Se7en
Lap Record
Darren Thomas**
Time: 0:59.292
Ave speed: 73.34 mph
Set: 21 Sept' 2013
1.2079-mile circuit

BACK AT THE VENUE WHERE MINI SE7EN FIRST BEGAN OVER FIVE DECADES AGO, THE 1-LITRE POCKET-ROCKETS NEVER FAIL TO DELIVER A THRILLING BATTLE, FROM THE INTENSITY AT THE FRONT OF THE GRID RIGHT DOWN TO THE TAIL-END TERRIERS

Mini-7 S-Class

Budget-tuning 1275cc feeder category to Se7ens is now a fully stand-alone campaign. Higher points scoring and a grid start behind the main Se7en pack aim to keep the competition closer together from the off. Teenage hopefuls looking to climb the motor racing ladder can also aspire to the Graham Hill Memorial Trophy, which rewards the leading Under-17-year-old. Scott Kendall is a former 1.3i Mini champion as well as title holder in this category, and looks favourite to make it back-to-back crowns after a clean sweep of victories this season •

**S-Class Lap Record
Thorburn Astin**
Time: 1:00.666
Ave speed: 71.68 mph
Set: 18 November 2018
1.2079-mile circuit

- PREVIOUS WINNERS:**
- 2018 S Kendall / N Croydon-Fowler
 - 2017 S Tarlton x2
 - 2016 S Tarlton / J Collins
 - 2015 J Burrows
 - 2014 S Tarlton
 - 2013 J Proctor x2
 - 2012 J Proctor / J Burrows

MINI SE7EN

For more than half a century, the 'senior' Mini Se7en Challenge for the heralded Bob Fox Trophy (in honour of the formula's first ever champion) has been providing great motor racing at an affordable price. While the sport may have moved on since the first ever 850cc Formula Mini-7 race in April 1966, some things remain as straightforward as ever, and the now 1-litre Se7ens still provide superb entertainment for driver and spectator alike, and can stick to the tarmac like the proverbial

go-kart! Acceleration of 7.5secs from standstill to 60mph isn't shabby on any stopwatch, with a top speed of 110mph to amaze onlookers. With a mature racing head on young shoulders, Joe Thompson heads the points and may well do double duty in an identical livered Miglia too, just like his old man, Paul Thompson (himself a former champion in both classes) attempted a couple of decades ago. Running Thompson junior close in the standings are Dom Burger and former BTCC driver, Jeff Smith, although both have yet to make the top step in the Nationals this season, while recent double wins for Spencer Wanstall and Darren Thomas make them in-form bets, similarly Andrew Deviny and Leon Wightman are sure to be in the mix •

PREVIOUS WINNERS:

- 2018 S Wanstall / D Budd
- L Wightman x3
- 2017 A Davies x2
- 2016 A Davies x2
- 2015 D Thomas x2
- 2014 A Davies / D Thomas
- 2013 A Deviny / M Hunter
- 2012 M Hunter x2
- 2011 M Hunter x2
- 2010 M Hunter x2
- 2009 K Astin



Photos: M7RC Archive (P Waller)

MSV

TIMETABLE: Brands Hatch

National Challenge Rds 10 + 11 20-21 July

Saturday 20 July 2019

START	FINISH	DURATION	SESSION	CLASS
07.00	07.15	15 mins...	Signing-on	Miglia + Libre
07.15	08.00	45 mins...	Scrutineering	Miglia + Libre
08.00	08.15	15 mins	Drivers' Briefing	Miglia + Libre
09.00	09.20	20 mins	Qualifying	Miglia + Libre
09.30	09.45	15 mins...	Signing-on	Se7en + S-Class
09.45	10.30	45 mins...	Scrutineering	Se7en + S-Class
10.30	10.45	15 mins	Drivers' Briefing	Se7en + S-Class
11.20	11.40	20 mins	Qualifying	Se7en + S-Class
14.15	14.35	20 mins	Race 3 (Rd 10)	Miglia + Libre
15.50	16.10	20 mins	Race 6 (Rd 10)	Se7en + S-Class

Sunday 21 July 2019

10.00	10.15	15 mins	Qualifying	Fastest Mini in the World
11.00	11.20	20 mins	Race 12 (Rd 11)	Miglia + Libre
12.20	12.35	15 mins	Race 14	Fastest Mini in the World
15.05	15.25	20 mins	Race 17 (Rd 11)	Se7en + S-Class
17.00	17.15	15 mins	Race 20	Fastest Mini in the World

MINI FESTIVAL - SOUTH
 There will be plenty to see and do at the 2019 Brands Hatch Mini Festival. On the track there will be a packed programme exclusively made up of Mini racing featuring both classic and modern iterations. Off track there will be plenty of entertainment surrounded by every kind of Mini imaginable with club displays, trade stands, a Sunday track parade, live music and much more! All this huge Mini action makes Brands Hatch the only place to be for every Mini enthusiast!

For the 60th anniversary of the Mini, Brands Hatch will see a Mini from every year of production, both on and off the track for a walk through of history, plus Mini Festival 2019 will host a large anniversary display from one of the most iconic and greatest films ever, *The Italian Job*

www.mini-festival.co.uk

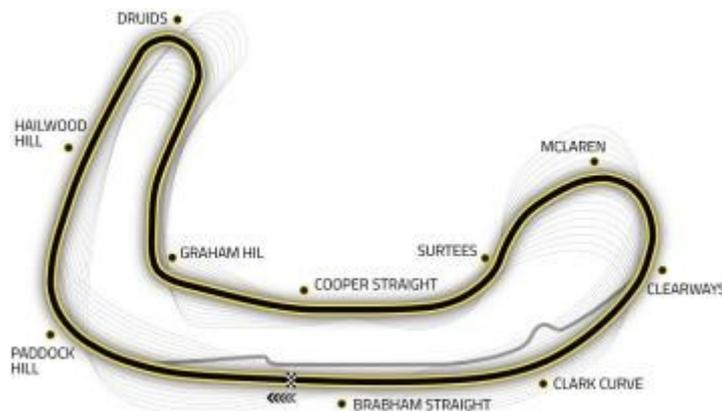


NEWS UPDATE NEWS UPDATE

SEPARATE DRIVER BRIEFINGS!

Please be aware that with very healthy entries across the board there will be two M7RC Driver Briefings at Brands Hatch, both before the respective qualifying sessions. Therefore Mini Miglia + Libre will be at 08.00, the Mini Se7en + S-Class at 10.30. As ever, attendance is **COMPULSORY** so please ensure you are at the M7RC paddock gazebo in plenty of time, as penalty fines **WILL** be incurred, in accordance with strict MsUK guidelines. Brands first-time racers must also attend a circuit Driver Briefing

Chris Gibson
 Clerk of the Course
 www.mini7.co.uk



CIRCUIT LENGTH:

1.2079 miles (Indy)

Brands Hatch Race Circuit, Fawkham, Longfield, Kent, DA3 8NG
 Tel: 01474 872331 Email: brandshatch@msv.com

Driving there:

Brands Hatch is situated on the A20 near West Kingsdown. Just 3 miles from Junction 3 (Swanley) of the M25, it is linked via the A20 to the M20 and M25/26 motorways

www.brandshatch.co.uk



2019 CALENDAR

DUNLOP MINI CHALLENGE SUPPORTED BY MINI SPARES

National 1+2	Croft	13-14 April (BARC)
National 3+4	Thruxton	18-19 May (BARC / TOCA BTCC)
National 5+6	Silverstone (GP Historic)	15-16 June (MGCC / MG Live!) <i>Cancelled!</i>
National 7+8+9	Zandvoort, NL	5-7 July (CZL-CPZ / British Race Festival)
National 10+11	Brands Hatch	20-21 July (MSV / Mini Festival South)
National 5+6	Brands Hatch GP	10-11 August (MSV / DTM support) new!
National 12+13	Cadwell Park	31 August-1 Sept' (BARC)
National 14+15	Castle Combe	14 September (CCRC)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2	Silverstone (National)	30 March (MGCC / Spring Cup)
Winter Series 3+4+5	Brands Hatch	9-10 November (BARC / 0-Plate Trophy)
AGM / ATD	Stratford Manor Hotel (tbc)	November or December
Awards / Dinner Dance	???????????????? (tbc)	?? January 2020



National Challenge Rds 10+11

Brands Hatch

MSV / M7RC

20 - 21 July

Photo: M7RC Archive (P Waller)

NEWS NEWS NEWS NEWS

GOING DUTCH WITH MINI 7 COUSINS



INTERNATIONAL RELATIONS



While the Mini 7 Club Nederland is a closely connected Mini organisation to the M7RC, there are many more who either share the same family DNA or, for many years, have been offering similar opportunities to race Sir Alec Issigonis' creation in various parts of the Globe. Several Dutch members have competition Minis which they have raced in the British Car Trophy alongside other Mini racers from Germany and Belgium. It was from the latter country that several Minis first got together for a race at Spa in 1993, which then led to the M7RC visiting there for many seasons thereafter. In France too, there is a healthy level of Mini racing, especially in Historics, while on the other side of the World in New Zealand they have had 'Mini Se7en' Challenges on both North and South Islands since the 1970s, and nowadays run under the auspices of the Mini Racing Drivers Club of NZ. Over in the USA, the ground-hugging GT5 examples are iconic Mini track machines, while back to Northern Europe and another close cousin is the Mini 7 Club Sweden. They too have been running a successful Mini racing series for a few decades, notably based more on an endurance format in different classes with multi-driver teams sharing in the cost of preparation and extended time behind the wheel. Now that does seem a good idea! •

If ever there was a case for the benefits of the European Union, then the Mini Seven Club Nederland is a shining example. A close cousin of the M7RC, it is one of several international offshoots of the original Mini 7 Club established in the UK in the early 1960s which as history relates, went on to create Formula Mini-7 in 1966 with the assistance of The 750 Motor Club. As with the three previous visits to Zandvoort, members of the M7C Nederland had set-up their own promotional layout in the paddock directly opposite the M7RC area, including an appealing selection of their own roadgoing Minis and variants. Pride of place arguably had to be for the black with silver stripes

Cooper of Bonnie Molenaar, the jolly lass in her distinctive bright orange national colours, once again being offered the opportunity by Mini Spares to lead the race cars around on the pace laps for all three scheduled races, as she did for the Sunday race in 2018. With a qualified circuit official alongside her in the Mini cabin, at times her pace on-track seemed quick enough to be on the race grid itself! The now regular annual trip to Zandvoort in Holland has proved to be a great success for the M7RC, but

not just for the exciting racing on the undulating coastal circuit. The friendly welcome that the M7RC



has received from the organisers has been equally matched by the genuinely appreciative Dutch (plus Belgian and German) Mini racing supporters. Long may the bonds of European, and global, M7C kinship continue, and it is fairly certain that the revived home of the Dutch Grand Prix will once again be part of the National Challenge calendar in 2020 •

Images: M7C Nederland (R Rakers)



NEWS NEWS NEWS NEWS

HIGHLIGHTS FOR MINI FESTIVAL

Naturally the Mini racing will be a major crowd-puller at the Brands Mini Festival, but there is plenty more going on to keep even the most dis-interested paddock guest entertained. Top fundraising-for-children charity, The Italian Job will have a grand parade of cars on both days, while on Saturday night the original 1969 film will be screened to a 'drive-in' audience. For music lovers, there is a live stage on the Sunday, but the M7RC will be one step ahead with its very own gig in the paddock on Saturday night. South Coast-based rock band, The Cellarats will provide the heart-pounding rhythms, but without the nasty beer and sticky carpets! If your ears haven't had enough, there are two F1 demos on Sunday, a nostalgic parade of production Minis through the ages to mark 60 Years of Mini, plus Mini club displays and further family attractions •

CLASSIC GRID FULL

A record-breaking Mini grid is scheduled for the forthcoming Silverstone Classic on 26-28 July. Ensuring the British motoring icon's magical 60th birthday is celebrated in fitting style, special dispensation has come from Motorsport UK for 60 entries. Not only will this be the biggest field of retro racing Minis ever seen but also the largest ever starting grid in the Classic's own history. With all the pre-1966 Minis equipped with similar race-prepared 1275cc engines and built to identical technical regulations, the level of competition is going to be spirited; even more feisty as the record gathering also stars many top guest drivers. Entries have come from throughout Europe and as far afield as the US, and are headed by all the proven Mini top guns; aces such as Jonathan Lewis, Ian Curley, Bill Sollis, Lars Ekorness and Nick Swift. For these eagerly anticipated Diamond Jubilee show-downs, the established regulars are joined by a number of well-known racers from the BTCC ranks including multiple Le Mans class winner Darren Turner, Patrick Watts and 2013 BTCC Champion Andrew Jordan. www.silverstoneclassic.com •

13 - UNLUCKY FOR SOME



At Zandvoort, the Challenge cars were joined in both Friday Open Practice sessions by the Mini of German racer Thomas Berg (see Race reports p12), a friend of Belgian Libre entrant Pieter Van Cleemputte. Thomas was the 2017 BCT (British Car Trophy) champion and, having recently scored a 1st and 2nd at the Most circuit in the Czech Republic, was keen to join the Dunlop Challenge as a guest entry. However, his Mini runs on 13x8 inch rims which are interchangeable for use on his race-prepared Opel too. Ultimately he didn't get to qualify or race with the Dunlop Minis, but has vowed to be back at Zandvoort in 2020 with perhaps a few other BCT Mini runners, and all on 10 inch wheels... •

Photo: Roald Rakers

FASTEST MINI CLASSES REVISITED



With dwindling numbers in recent 'Fastest Mini in the World' races at the Mini Festival, organisers have been assisted in their attempts for a revived entry. Mini 7 Club Nederland's Roald Rakers has spent many weeks enticing a variety of competition Minis and their owners to take part, and at least 15 entries were "definite maybes" a fortnight before the Brands event. Part of the problem was little or no structure to how the Minis should be classified compared to each other, so he has applied simple logic and gone back to the entry criteria for probably the most memorable FMITW race, from Mini 35 at Silverstone in 1994. For those of you with short memories or who weren't even born, former M7RC Chairman and Se7en/Miglia champion, Bill Sollis won overall in a KAD 16V Special/Silhouette, from Peter Baldwin in a similar Jack Knight version, with engines up to 1600cc. Other classes catered for Specials/Silhouettes with A-Series units, Modified Production (steel bodied) up to 1600cc or with A-Series only, the latter including Miglias and Se7ens, plus a class on treaded tyres. With an entry of 30+ it was an epic event. If the latest is half as good, Roald will have done a great service for Mini racing... •

Image: courtesy MiniWorld

IN BRIEF

INTERNATIONAL MINI MEET 2019
IMM only visits the UK every 5 years, so between 8-12 August the gates will be open at Washingpool Farm, Easter Compton, Bristol, including a 60th Mini Party & Show, plus live music. Details at www.imm2019.co.uk •

ARE FRIENDS ELECTRIC?

The new MINI Electric was recently unveiled at the Oxford plant, the original location where the very first Mini rolled off the production line 60 years ago. OTR list price is £24k with government Plug-In grant •



CLASSIC MINIS WIN DRIVING VOTE

According to driving experience specialist www.trackdays.co.uk original Minis are the most popular classic car driving experience, outperforming bookings for much faster models like the Jaguar E-Type •

Image: courtesy Newspress

TAKING PRIDE

With backing from leading charity Stonewall UK, Racing Pride aims to promote LGBTQ+ inclusivity in motorsport, and has been inspired by the football-based Rainbow Laces campaign. For more info: www.racingpride.com •

DINNER DANCE VENUE CHANGE

Final negotiations are in progress for a move to a new Awards Evening / Dinner Dance venue in January next year. The annual end-of-season get-together is eagerly anticipated by the membership, so full details should be released ASAP •

A MIN FOR ALL SEASONS

At the recent Classic Touring Car Racing Club's meeting at Castle Combe on 6-7 July, the leading classic Mini in the Pre-66 class was driven by A-Series engine tuner Paul Inch, while former M7RC racer Jim Burrows was one of four other Mini entrants •

NEWS NEWS NEWS NEWS



UPDATE FROM THE M7RC TECHNICAL ELIGIBILITY TEAM

ZANDVOORT, NL
5-7 JULY 2019

SCRUTINEERING REPORT

Firstly, I would like to thank you all for your cooperation over the weekend, and for the hospitality.

What did I get up to?

Friday morning, before scrutineering, I had a meeting with the Dutch Chief Scrutineer to resolve a few issues that might have caused problems. We also had constructive talks over the weekend about future requirements.

Checks:

All cars were weighed a number of times; valve lift checks across all classes; compression reference checks; rear track and height checks on some classes; carburettor choke sizes on the S-Class; restrictor size checks on some Se7en class cars; I also had a few cars checked to make sure that 3 litres of fuel were still available at the end of a race.

On to things for the next meeting:

A lot of you still do not have fire proof protective foam around your steering columns. Please read **TR.5.12.1.3** of your regulations **'The Steering Column may be fitted with a single, suitable, proprietary universal joint at the lower steering rack joint. A fabricated column support is permitted (no nylon or plastic brackets), however it must be secure and be fully padded with no protruding edges or bolts.'** Full protection is required, not just a token effort. Anyone not having it fitted at the next meeting will get an improvement order, if not done by Cadwell Park then I will issue non-compliance paperwork.

Again on safety grounds I ask you all to make sure that your fuel pumps are mounted as far away from the rear of the car as possible (the accident at Zandvoort highlighted the need for this - see picture below). Speaking with the Dutch scrutineers, they would like to see all fuel tank sight-level gauges removed and blocked (again highlighted by the rear end damage at Zandvoort). I must say that I agree with this as it is a weak point, leading to fuel spillage (checking your tank level by a wooden stick is a good option). The other point talked about with the Dutch scrutineers was the need for some sort of tank guard in the case of a rear-end accident (a discussion topic for the near future).



I have asked for a Technical Group meeting at Brands Hatch, if you wish us to discuss any issues please channel them through your Technical and/or Driver Representative.

Wishing you all well hope to see you soon at Brands.

Steve Wood
Motorsport UK
Technical Eligibility Scrutineer

After being impacted by the Mini Se7en of Darren Thomas, the rear-end damage to Rob Howard's Mini Miglia can be clearly seen. Please take note of recommendations regarding the location of fuel pumps and alternatives to fuel tank sight-level gauges. Photo: Matt Barrington (mbracephotography.co.uk)

The 2019 Dunlop Mini Challenges supported by Mini Spares
MSA Championship Permit No: CH2019/R104 (Grade C)



NEWS NEWS NEWS NEWS

NATIONAL POINTS

after Zandvoort (7 races)

MINI MIGLIA

1	1	Aaron Smith	109
2	92	Jason Porter	92
3	11	Kane Astin	85
4	23	Rupert Deeth	76
5	48	Lee Deegan	69
6	37	James Cuthbertson	61
7	64	Alex Osborne	56
8	83	Colin Peacock	55
9	45	Chris Morgan	54
10	85	Sam Summerhayes	48
11	80	Joe Thompson	46
12	72	Rob Howard	43
13	42	Paul Simmonds	38
14	56	Nick Padmore	37
15	40	Darren Moon	31
16	20	Mark Sims	27
17	12	Wayne Grayer	23
18	49	Martin Wager	17
19	60	Endaf Owens	16
20	53	Niven Burge	13
21	69	Tony Le May	13
22	26	Peter Arnold	11
23	17	Rick Jessop	9
24	27	Peter Harries	0
nc	15	Gordon Pocock	-

MINI LIBRE

1	500	Rob Davis	56
2	113	Phil Harvey	31
3	474	Josh Evans	23
4	616	Justin Cooper	19
5	115	Steve Baker	14
6	126	Peter Hills	10
7	177	Peter Crewes	6
8	171	Dan Lewis	1
nc	232	Thomas Berg	-

MINI SE7EN

1	4	Joe Thompson	111
2	28	Dom Burger	105
3	35	Jeff Smith	85
4	94	Lee Roberts	84
5	77	Andrew Deviny	80
6	2	Spencer Wanstall	72
7	20	Darren Thomas	71
8	0	Leon Wightman	66
9	22	Graeme Davis	65
10	39	Glen Woodbridge	57
11	95	Julian Proctor	50
12	27	Leon Oli Window	45
13	38	Steven Hopper	34
14	88	Kieren McDonald	19
15	55	Darren Eaton	19
16	1	Max Hunter	18
17	57	Philip Gillibrand	16

18	49	Ross Billison	14
19	63	Dave Robinson	13
20	69	Steve Trench	10
21	89	Tom Hartwell	2
22	37	Gareth Hunt	1

MINI-7 S-CLASS

1	708	Scott Kendall	120
2	795	Stuart Gilby	99
3	787	Connor O'Brien	74
4	706	Jo Polley	71
5	720	Ben Cutler	63
6	796	Mark Chappell	60
7	736	Thorburn Astin	56
8	733	James Bryan	55
9	760	Jack Shearing	48
10	711	Damien Harrington	37
12	715	Jonnie Kent	33
12	765	Simon Martin	25
13	742	Ben Butler	23

Mini Se7en Novices

1	39	Glen Woodbridge	15
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Mini-7 S-Class Novices

1	720	Ben Cutler	12
2	760	Jack Shearing	10
3	733	James Bryan	8

Graham Hill Trophy U-17 S-Class

1	736	Thorburn Astin	10
2	720	Ben Cutler	8

PITLANE MAG 2019

The M7RC's annual, full colour, 72-page Pitlane Review 2018 magazine was released for the Awards evening in late January, so if you haven't yet received a copy there will be plenty available at the M7RC stand on race weekends. Or if you can't make it in person, then contact mike.jackson@mini7.co.uk for posting details •



WINTER POINTS

after Rds 1+2 @ Silverstone

MINI MIGLIA

1	80	Joe Thompson	39
2	83	Colin Peacock	39
3	99	Richard Wager	33
4	20	Mark Sims	19
5	11	Kane Astin	18
6	69	Tony Le May	18
7	79	Jon Lee	0
nc	72	Rob Howard	-

MINI LIBRE

1	113	Phil Harvey	11
2	149	Gary Warburton	9

MINI SE7EN

1	35	Jeff Smith	39
2	77	Andrew Deviny	38
3	28	Dom Burger	37
4	0	Leon Wightman	34
5	94	Lee Roberts	30
6	18	Tina Cooper	30
7	39	Glen Woodbridge	27
8	22	Graeme Davis	17
9=	88	Kieren McDonald	0
	55	Darren Eaton	0

MINI-7 S-CLASS

1	787	Connor O'Brien	40
2	706	Jo Polley	38
3	715	Jonnie Kent	36
4	778	Charlie Brisker	0



SHEARED HUB HALTS HOPPER

A rather disconcerting experience befell Mini Se7en racer Steven Hopper during the Sunday morning race at Zandvoort. Battling hard among the midfield pack on lap 5, he was barrelling into Tarzan corner at the end of the main straight when under braking for the hairpin he felt a sudden 'clunk' and the front of the car nosed down on one corner, the result of the wheel hub shearing

below the top joint. With the top of the wheel now leaning inwards and jamming into the inner wheel arch, he was able to hobble around to a gap in the wall at Hugenholzbocht corner. Later inspection could only assume a 'fatigued' part, and although this kind of failure is pretty rare, the advice would be to closely examine all suspension parts as regularly as possible •

Photo: Barry Payne

MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's history 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 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, including 1966 through to 1985, are available from Mike Jackson on the Club stand or via the www.m7rc.co.uk 'shop' section •



RACE REPORT:
National Rd 7

Zandvoort...
6 July 2019...

Halted hopes

No restart on grounds of safety

DROPPED OIL FROM THE PREVIOUS GINETTA RACE PROVED A STUMBLING BLOCK WHEN RAIN BEGAN FALLING BEFORE THE START AND LED TO A RACE-STOPPING ACCIDENT ON THE OPENING LAP

Photos: M Barrington + P Waller



The M7RC's first ever triple-header Challenge was scuppered as the first of the three scheduled races was abandoned soon after the start. Red flags were soon waved for stranded cars, plus a treacherous mixture of oil and rain which precluded any further racing on Saturday afternoon, with the Miglia of Rob Howard and the Se7en of Darren Thomas heavily damaged, the latter needing a hospital visit for

a precautionary check over. Thankfully, he returned later for the Club's evening BBQ 'shindig' held in Bernie's Bar, atop the pitlane building, complete with views out over the circuit and sand dunes!

Open Practice: With some teams already arrived and set-up from early in the week, the chance for drivers to get their 'eye in' was available in a pair

of free 25-minute Open Practice sessions on the Friday (there was also Open Testing on the Wednesday and Thursday, at a price of 250 Euros per session). With the circuit bathed in gorgeous summer weather, the first of these Practice sessions saw Rupert Deeth the only one under 2:01, with Colin Peacock next up just 0.750 over that mark, ahead of... 'Mr Berg'. Who, you may ask? A regular in the British Car Trophy, German Mini racer Thomas Berg had enquired if he could join the M7RC at Zandvoort, but his car came on 13 inch wheels. With a view to see how he might perform if run as a 'guest' entry, his pace in the 2:02s was such that several drivers were uneasy with an unfamiliar car, on 13 inch rims, firstly overshadowing the Libre class, and also becoming involved in the lead Miglia battle too, so unfortunately the idea of racing went no further than after the second Open session. Rob Davis put in the quickest Libre time around the 2:11 mark, with Spencer Wanstall's Se7en in the 2:13s, and Scott Kendall's S-Class in the 2:16s. Alex Osborne had the honour of topping the second session ahead of

Deeth, with Davis' Libre improving by over 7s. Dom Burger couldn't better Wanstall's Se7en benchmark, although Kendall shaved another couple of seconds off in S-Class.

Qualifying: By Saturday mid-morning the skies had become less blue and more

RESULT:

Rd 7	Miglia / Libre	0 Laps*
	<i>(run with Se7en / S-Class)</i>	
P	23 Rupert Deeth	
	1 Aaron Smith	
	64 Alex Osborne	
	83 Colin Peacock	
	85 Sam Summerhayes	
	92 Jason Porter	
	11 Kane Astin	
	72 Rob Howard	
	37 James Cuthbertson	
	12 Wayne Gray	
	42 Paul Simmonds	
P	500 Rob Davis L	
	113 Phil Harvey L	
	126 Peter Hills L	
wd	20 Mark Sims	
wd	616 Justin Cooper L	
wd	232 Thomas Berg L	
FL M	n/a	
FL L	n/a	
Pole M	R Deeth	
Pole L	R Davis	

* race red-flagged - non-result declared
2.676-mile circuit



...RACE REPORT:

...National Rd 7

6 July 2019

Zandvoort



➔ Ready, steady... stop
➔ Oil & rain causes red-flag postponement

greyish. However, that didn't make much difference to lap times from the day before, and Rupert Deeth bagged pole with a 2:00.461 ahead of Aaron Smith, 0.395s in arrears. Row 2 had Alex Osborne and Colin Peacock in the 2:01s, likewise Sam Summerhayes in fifth ahead of Jason Porter the best of the 2:02s including Kane Astin, Rob Howard and James Cuthbertson. Wayne Gray and Paul Simmonds completed the Miglias in 12th and 13th overall as Mark Sims had withdrawn shortly

before the event. In Libres, Rob Davis and Phil Harvey were split by just 0.732s, with Peter Hills a couple of seconds adrift, having finished a fine patch-up job after an off the day before. Sadly, Justin Cooper's weekend was over on the Friday with terminal transmission failure. Heading the 'third' grid was Spencer Wanstall's Se7en, even faster than in practice to be well over a second ahead of Thruxton double-victor Darren Thomas. Joe Thompson, Leon Wightman and Jeff Smith all

made it under 2:14 too, with Dom Burger and Leon Oli Window below 2:15. Julian Proctor lined up ninth in class, then Graeme Davis, Lee Roberts, the D&P pairing of Steven Hopper and Glen Woodbridge, with Dave Robinson in 14th. Kieren McDonald's Thruxton woes continued and he failed to set a time. Of the eight S-Class, Scott Kendall was again the leading light despite going slower than Friday. Connor O'Brien and Thorburn Astin were both within a second and a half, with Jo Polley and Jonnie Kent in the 2.18s, then Stuart Gilby, Ben Cutler and Mark Chappell completing the field.

accident scene well after the tail of the grid had gone through. A re-run for last slot on Sunday was offered but nearly everyone was scheduled to be on their way home by then •



Race: Ominous dark clouds and a chill breeze came in off the North Sea, then came the rain. Beforehand, however, the Ginettas had dumped a load of oil on the tricky right-hand Gerlachbocht, before the dipping left-hand curve out of Hugenholzbocht, so the organisers gave a 2-lap familiarisation, which several drivers missed as they were still stuck in the pit lane having been too late to the collecting area! As it transpired, they were the lucky ones, arriving at the

RESULT:

Rd 7	Se7en / S-Class	0 Laps*
(run with Miglia / Libre)		
P 2	Spencer Wanstall	
20	Darren Thomas	
4	Joe Thompson	
0	Leon Wightman	
35	Jeff Smith	
28	Dom Burger	
27	Leon Oli Window	
77	Andrew Deviny	
95	Julian Proctor	
22	Graeme Davis	
94	Lee Roberts	
38	Steven Hopper	
39	Glen Woodbridge	
63	Dave Robinson	
88	Kieren McDonald	
P 708	Scott Kendall S	
787	Connor O'Brien S	
736	Thorburn Astin S	
706	Jo Polley S	
715	Jonnie Kent S	
795	Stuart Gilby S	
720	Ben Cutler S	
796	Mark Chappell S	
FL 7	n/a	
FL S	n/a	
Pole 7	S Wanstall	
Pole S	S Kendall	

* race red-flagged - non-result declared
2.676-mile circuit

Photos: M Barrington + B Molenaar

RACE REPORT:

National Rd 8

Zandvoort...

7 July 2019...

Rupert bears up

Phil's Motley cruise



RACING PROPER RESUMED ON SUNDAY MORNING, AND ALTHOUGH THE SUNSHINE HAD STILL NOT FULLY BROKEN THROUGH, ONLOOKERS WERE MORE THAN WARMED BY THE BLISTERING ACTION IN FRONT OF THEIR EYES; RUPERT DEETH AND SPENCER WANSTALL TOOK THE MAIN WINS

Photos: T Noble + P Harvey (in-car)

With Round 7 officially halted, and the offer of a re-run politely considered but ultimately declined based on practicality/cost (take your pick), the organisers then re-titled Round 8 as the new 'Race 1' on their schedule, even though the start time of 09.00 remained the same. What they also decided upon was to simply re-use the qualifying grid from the abandoned Round 7, which seemed a reasonable solution. After a gentle reminder, this time everyone was on their toes and in the collecting area in plenty of time, and the second

attempt at a race distance thankfully stayed dry, with the action superb all the way. After a disastrous Thruxton weekend back in May, Deeth's Miglia fortunes immediately improved, and he eventually outpaced the reigning class champ' Aaron Smith for the overall win, although the latter was then relegated to fifth in the results for a jump start. This allowed Peacock up into the runner-up slot (his second Zandvoort trophy promotion in as many seasons), with Porter gaining his first ever Mini podium after many years trying. Summerhayes also rose a place to

fourth, with Kane Astin settling for sixth, just 0.35s shy of Smith's penalty time. Osborne had been right in the mix before dropping back several lengths before the end, with Cuthbertson clinging on to the lead bunch for as long as he could before settling for a solid eighth. Having their own private Anglo-Welsh battle throughout for 11th overall were Simmonds and Grayer, the latter hampered by a duff clutch in his attempts to pass the 'Av It!' bedecked bootlid of the former, but both revelling in the duel. A little further up the road was the equally enthralling dice for Libre honours, Harvey eventually triumphing over Rob Davis after the latter got up on two wheels understeering across the Hans Ernst Bocht chicane kerbing. Unfortunately for Hills, he reckoned that a missed shift at the start of Saturday's aborted race was probably the cause for "horrible noises" within his 16-valver, and joining Howard as a Sunday DNS •

With so much action right around the GP track, keeping up with progress in all four classes was a real head-

turner, from wherever you watched! Commendably the Se7en category remained unslapped down to sixth in class and, like Deeth in Miglias, Wanstall also romped to a first Se7en win of 2019 after early season woes. Just over 2s in arrears, Jeff Smith led home the chasing

RESULT:

Rd 8	Miglia / Libre	10 Laps
<i>(run with Se7en / S-Class)</i>		
1	23 Rupert Deeth	20:16.390
2	83 Colin Peacock	
3	92 Jason Porter	
4	84 Sam Summerhayes	
5	1 Aaron Smith <i>(inc. 10s pen)</i>	
6	11 Kane Astin	
7	64 Alex Osborne	
8	37 James Cuthbertson	
9	113 Phil Harvey L	20:50.359
10	500 Rob Davis L	
11	42 Paul Simmonds	
12	12 Wayne Grayer	

ns	72 Rob Howard	
ns	126 Peter Hills L	
wd	616 Justin Cooper L	
wd	20 Mark Sims	
wd	232 Thomas Berg L	
FL M	R Deeth	2:00.192 - 80.15 mph (record)
FL L	P Harvey	2:02.839 - 78.42 mph (record)
Pole M	R Deeth*	
Pole L	R Davis*	

* based on Rd 7 grid sheet
2.676-mile circuit



...RACE REPORT:
...National Rd 8

Zandvoort
 7 July 2019



Spencer makes his mark
Scott to trot

Photos: M Barrington + P Waller

pack with Thompson just behind. Burger was with this trio until overcooking it at Tarzan hairpin and dropping several places, allowing Wightman into fourth, although he was almost caught on the run to the flag by McDonald after a great charge from the back. Deviny just crossed the line before the lead Migs, leaving Burger as firt lapped Se7en, thereafter the order being Window from Proctor and Roberts, with Graeme Davis back among the

S-Class runners. Hopper had just begun his fifth lap when, braking for Tarzan, the r/f hub sheared below the top ball joint, causing him to pull off behind the wall a few corners later with the wheel leaning at a crazy angle, while opening lap DNFs saw Woodbridge parked with a detached throttle linkage, and Robinson with a loss of coolant after a sideswipe from a Se7en broke pipe unions and even the water pump... Despite being given the 'all clear'

from the medics, Thomas eventually had to concede defeat in his efforts to straighten the front-end of his car, the subframe just not quite lining up, so opting for caution and a proper rebuild in time for Brands a fortnight later. In S-Class, Kendall was again the clear winner, battling among the Se7en midfield and setting a new class lap record into the bargain, some way ahead of teammate O'Brien in second and Kent in third, opening his National account with a great result considering a week previous he had been carted off to a Belgian hospital on a 'body board' after a hefty shunt at Spa's Eau Rouge in his historic-spec Cooper. By dint of two finishes on his debut at Thruxton, and then four more in Welsh Saloon Car events closer to home, Cutler was able to upgrade to a National A licence, and thus travel to Holland to offer a challenge to Thorburn Astin for Under-17 honours. He won on this occasion too as the latter dropped out after 5 laps with overheating, joining Polley who went out after 3 laps, a legacy no doubt of an opening clash with a Se7en. Cutler also took an impressive fourth in class

ahead of Chappell and Gilby, the latter down on power due to a mis-aligned carb' •

RESULT:

Rd 8	Se7en / S-Class	10 Laps
<i>(run with Miglia / Libre)</i>		
1	2 Spencer Wanstall	22:18.474
2	35 Jeff Smith	
3	4 Joe Thompson	
4	0 Leon Wightman	
5	88 Kieren McDonald	
6	77 Andrew Deviny	
7	28 Dom Burger	9 laps
8	27 Leon Oli Window	9
9	708 Scott Kendall S	9 laps @ 20:34.52
10	95 Julian Proctor	9
11	94 Lee Roberts	9
12	787 Connor O'Brien S	9
13	22 Graeme Davis	9 (inc. 10s pen)
14	715 Jonnie Kent S	9
15	720 Ben Cutler S	9
16	796 Mark Chappell S	9
17	795 Stuart Gilby S	9
dnf	736 Thorburn Astin S	5 laps
dnf	38 Steven Hopper	4
dnf	706 Jo Polley S	3
dnf	39 Glen Woodbridge	0
dnf	63 Dave Robinson	0
ns	20 Darren Thomas	
FL 7	S Wanstall	2:11.775 - 73.11 mph
FL S	S Kendall	2:14.187 - 71.79 mph (record)
Pole 7	S Wanstall*	
Pole S	S Kendall*	

* based on Rd 7 grid sheet
 2.676-mile circuit



RACE REPORT: National Rd 9

Zandvoort...
7 July 2019...



Photo: P Waller + M Barrington

➔ Rupert's reign ➔ Harvey post-haste

THE OVERSEAS MINI ADVENTURE CAME TO A FITTING CLIMAX ON SUNDAY AFTERNOON WITH ANOTHER STUPENDOUS DISPLAY IN FRONT OF AN APPRECIATIVE BREXIT-FREE CROWD - 'TOT ZIENS'!

With half an eye on the weather (and on the clock for return ferry bookings to the UK!) the afternoon race was arguably even better than the morning. The Miglias of Deeth and Smith again went toe-to-toe for 10 laps, this time Smith a mere 0.194s adrift, and no penalty this time! Deeth naturally was beaming after a doubly successful weekend that had hopefully got his title aspirations back on track. Osborne com-

pleted a very happy podium, edging out Peacock for third by a couple of lengths. Astin and Porter dropped off the leaders' pace by the end, though there was hardly a fag packet between them across the line, while Cuthbertson again plugged on for another decent helping of points just about within sight of their bootlids. A little further back, Simmonds lost the company of his morning race duelist, Grayer, who pitted for good after a lap, so in-

stead played 'yardstick' to the Libres of Harvey and Davis in an entertaining three-way battle, Harvey again taking maximum Libre points to move closer in the standings to four-time winner thus far this season, Davis. An extremely disappointed Summerhayes was not around at the finish having been well on the pace for the first three laps, even getting his nose in front at one point. However, hammering at full chat down the main straight to start lap 4 he suddenly felt a huge 'bang', and on pulling off found one of his slick tyres on the front had thrown off a huge chunk of tread, fortunately without deflating! Unsurprisingly, a phone call to Dunlop was high on his 'things to do' list... Despite this rare downside, overall the mood was jubilant in the paddock; the morning chill had by now given way to a brighter and much appreciated spell of afternoon sunshine, although the overall pace was marginally slower than the earlier race, so neither fastest lap by Smith's Miglia or Harvey's Libre bettered those from the cooler morning run. However, up on the pitlane podium, the only records anyone cared about

was how quick corks could be released from the bottles of bubbly! •

Keeping up with the Se7ens race was just as enthralling as the larger capacity machines, as Wanstall and Smith traded the lead all the way. The contest was only decided, however, on the last

RESULT:

Rd 9	Miglia / Libre <i>(run with Se7en / S-Class)</i>	10 Laps
1	23 Rupert Deeth	20:18.080
2	1 Aaron Smith	
3	64 Alex Osborne	
4	83 Colin Peacock	
5	11 Kane Astin	
6	92 Jason Porter	
7	37 James Cuthbertson	
8	113 Phil Harvey L	20:56.978
10	500 Rob Davis L	
11	42 Paul Simmonds	
dnf	85 Sam Summerhayes	3 laps
dnf	12 Wayne Grayer	1
ns	72 Rob Howard	
ns	126 Peter Hills L	
wd	616 Justin Cooper L	
wd	20 Mark Sims	
wd	232 Thomas Berg L	
FL M	A Smith	2:00.319 - 80.07 mph
FL L	P Harvey	2:03.028 - 78.30 mph
Pole M	R Deeth	
Pole L	P Harvey	
		2.676-mile circuit



...RACE REPORT:

...National Rd 9

Zandvoort

7 July 2019

Wanstall's worldly

Kendall kicks back

lap when the former BTCC driver's attempt into the chicane didn't quite come off, allowing Wanstall the tiniest of breathing spaces to the flag and a memorable second won of the day. Smith did though have the consolation of lowering the lap record previously held by Thomas from last season's meeting. Just over 3s behind the leading pair came Thompson who took another third to retain his series lead, the

damage from the morning consigned mainly to superficial bodywork scarring. Once more, the battle for fourth was intense and involved Burger, Wightman and McDonald, although sadly the latter's mechanical gremlins returned after 5 laps with a terminal 'bang' from under the bonnet. When your luck's out - but he had been contemplating a consolation beer on the beach watching the sun go down, so life

ain't all bad... As first of the lapped runners, Roberts had a better result in the afternoon and benefitted the most when the busy group he was in was caught by the Miglias, taking sixth in class as Davis, Proctor, Woodbridge, Hopper and the leading S-Class cars all got shuffled around at the end. Window also had a moment off track, coming to rest for several seconds before resuming in 25th overall, while Deviny and Robinson both pulled off after a lap, the former's spare engine 'crying enough', and the latter's steering rack failing, probably an after-effect of the morning incident. There was drama in the 'Scholarship' category too as O'Brien oh-so-nearly grabbed his first class win, but Kendall retook the position near the end, while Thorburn Astin moved up well from a back row start to finish a few seconds shy of them. The remaining runners all ran pretty close with each other, but again the order changed around when being lapped. Gilby's re-aligned carb' clearly helped him run quicker to fourth in class, including a monster leap over the kerbs (see front cover), with Polley and Kent right on his tail,

followed by Chappell who demoted Cutler after the latter also found himself off the grey stuff when surrounded by Migs •

RESULT:

Rd 9	Se7en / S-Class	10 Laps
(run with Miglia / Libre)		
1	2 Spencer Wanstall	22:16.620
2	35 Jeff Smith	
3	4 Joe Thompson	
4	28 Dom Burger	
5	0 Leon Wightman	
6	94 Lee Roberts	9 laps
7	708 Scott Kendall S	9 laps @ 20:39.136
8	787 Connor O'Brien S	9
9	22 Graeme Davis	9
10	39 Glen Woodbridge	9
11	95 Julian Proctor	9
12	736 Thorburn Astin S	9
13	38 Steven Hopper	9
14	795 Stuart Gilby S	9
15	27 Leon Oli Window	9
16	706 Jo Polley S	9
17	715 Jonnie Kent S	9
18	796 Mark Chappell S	9
19	720 Ben Cutler S	9
dnf	88 Kieren McDonald	5 laps
dnf	77 Andrew Deviny	1
dnf	63 Dave Robinson	1
ns	20 Darren Thomas	
FL 7	J Smith	2:11.495 - 73.26 mph (record)
FL S	S Kendall	2:14.584 - 71.58 mph
Pole 7	S Wanstall	
Pole S	S Kendall	
2.676-mile circuit		



Photos: B Molenaar + M Barrington

GALLERY: Zandvoort...

Photos: P. Waller + S. Colbran + B. Molenaar + R. Rakers + M. Barrington + R. Billson



...GALLERY:

Zandvoort



Photos: P. Waller + M. Barrington + R. Rakkers + T. Noble + S. Colbran + B. Molenaar



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TROPHY TALES

The M7RC has established many awards over six decades; we recount the origins of some of them...

THE SEVENOAKS CUP

A traditional silver trophy with a single handle is presented each season to the drivers in both Miglia and Se7en who amass the most points in races run at Brands Hatch. For 2019 that will include both National meets and the Winter O-Plate meeting too, so seven chances to rack up a decent total. These classic imbibing 'tankards' were originally presented to the M7RC by the Sevenoaks & District Motor Club, who themselves used to be a regular organiser of races at the Kent venue, as well as at Lydden Hill near Canterbury... •



THE DUNLOP CUP

If a picture encapsulates what this award is all about, then it is the one below. Notice how both drivers - one from Se7ens, the other from Miglias - have a genuinely happy glint (tear, even?) in their eye at being acknowledged by their peers for showing the greatest improvement in their driving, and thereby results. Or as one or two unkind wags might call it, "their car doesn't break down so much", or "they've stopped crashing!" In between them, an equally contented 'man from Dunlop' is saying to himself, "Who are these jokers, with their grubby hands on my nice clean silverware?!" But seriously, the 'Most Improved Driver' award is actually a double prize for each winning driver, with an elegant silver trophy apiece and commemorative silver plates in eye-catching presentation boxes. A touch of class from the title sponsor •



Look out for more trophy tidbits to come in future issues of..

Pit & Paddock



THE NOVICE TROPHY

There is a pair of these fine silver goblets, one each for those drivers considered as 'complete beginners' in both Miglia and Se7en. To qualify, at the beginning of a race season a driver must not previously have started in four or more M7RC races, and be required to display a Motorsport UK novice cross on the back of their car; you know the one, a square yellow patch with a black 'X' in the middle. This patch can however be removed once a driver has his race licence signed six times, but they remain eligible for the M7RC Novice award until the season's end •

THE NICK COOKE TROPHY

One of the 'newer' awards in the M7RC's history, and donated by one of the 'elders' of the Club; someone who has had his heart in racing, and in particular Mini racing, since he first went to watch the sport as a youngster before then taking the first steps on the racing ladder himself. As with most sports, Mini racing is very much a 'team effort', and so this trophy recognises the crew behind the Highest Points Scoring driver/car in either of the main National Challenges •



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 1

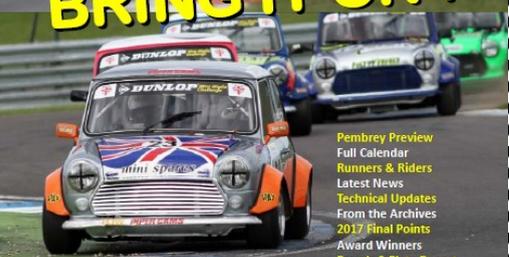


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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



BRING IT ON!



Pembrey Preview
Full Calendar
Runners & Riders
Latest News
Technical Updates
From the Archives
2017 Final Points
Award Winners
Brands 0-Plate Report



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

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Welsh Rare Hit!



Pembrey Reports

- Miglia double for Smith
- Thomas & Hunter win Se7ens
- S-Class to Craydon-Fowler
- Libre ahead in Libres

Snetterton Preview

Latest News

Technical Updates

Full 2018 Calendar

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From the Archives

50 years at Snetterton



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2018: Issue 3



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES

Best from the East



Duplicate Deegan



Deviny's double

Snetterton Reports

- Miglia brace for Deegan
- Deviny takes both Se7ens
- S-Class: Kendall & Bull win
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Thurston Preview

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Full 2018 Calendar

Runners & Riders

From the Archives

5 decades at Thurston



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2018

2018: Issue 4



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Marvellous Miglias

Thrills & Spills



Thurston Reports
• Drew extends Miglia lead
• Crowder's first Se7en win
• S-Class: All to play for
• Libres: Two new winners

Zandvoort Preview

Latest News

Technical Updates

Full 2018 Calendar

Runners & Riders

From the Archives

Different destinations

Superb Se7ens



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

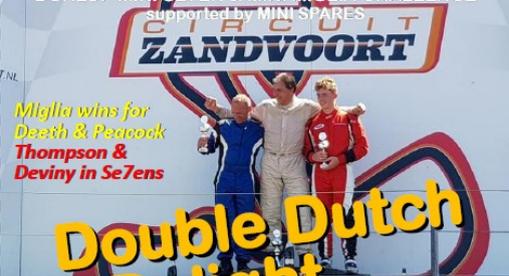
2018

2018: Issue 5



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Miglia wins for Deeth & Peacock Thompson & Deviny in Se7ens

Double Dutch Delight



Memorable British Race Festival in Holland

Zandvoort Reports

- Drew maintains Miglia lead
- Hunter is Se7en benchmark
- S-Class: Astin junior in front
- Libres: Harvey goes clear

Brands Hatch Preview

Latest News

Technical Updates

Full 2018 Calendar

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From the Archives

50 years at Brands Hatch



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 6



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Two new winners in Mini Se7en!

Festival Frolics



Miglia title race wide open

Brands Reports

- Miglia: Padmore's double
- Se7en: Wanstall & Bull leads
- S-Class: Craydon-Fowler leads
- Libres: Franks closes the gap

Cadwell Park Preview

Latest News

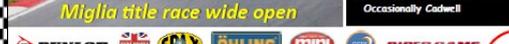
Championship Standings

Full 2018 Calendar

Runners & Riders

From the Archives

Occasionally Cadwell!



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 7



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Astin & Deeth mix up Miglias



Cadwell Capers

Four titles going down to the wire

Cadwell Reports

- Smith top bet for Miglia title
- Wanstall's Se7en advantage
- S-Class: Fine margins
- Libres: Harvey or Fraser?

Silverstone Preview

Points update

Full 2018 Calendar

Runners & Riders

From the Archives

Half a century at Silverstone

Se7en wins for Wanstall & Hunter



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 8



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Aaron takes Miglia crown!



Smoking Silverstone

Drama-filled finale



Sliding Se7ens to the Max!

Silverstone Reports

- Miglia: success for Smith
- Se7en: Hunter's crowned title
- S-Class: Kendall's technical KO
- Libres: happy like Harvey

Brands Winter Preview

Latest news

Final points

Technical updates

Runners & Riders

From the Archives

'Winter Warmer' memories



Why join the Mini 7 Racing Club?

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

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ABOUT US



About...

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.

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 motor-sport). 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 re-named Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 1275GTs; this lasted five seasons before being superseded by Metros but that's another story... The basic Mini Se7en format remained unchanged for nigh on 25 years before an increase in engine size to 1000cc in 1991. What with the 850cc engine ceasing production in the early 1980s, replacement parts became harder to source and the fact that engines were incredibly highly stressed, the adoption of the more durable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50+ years; that averages out to nearly 40 new drivers per season... What other single-make race series can claim this strong support over such a long period?

Mini Miglia

For performance, the Mini Miglia is top of the Mini 7 Racing Club ladder. With a modified 1293cc A-Series engine, the 660kg 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 650kg 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 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 added. The 'Special Tuning' trophy is awarded to the overall winner •



www.mini7.co.uk

From the Archives

Brands Hatch

10 years ago: 2009



A DECADE AGO BRANDS HATCH HOSTED THE 4TH OF 10 NATIONAL ROUNDS ON THE INDY CIRCUIT

National Mini Se7en: 7 June

Kane is able to extend series lead

THREE WINS IN A ROW HAVE ESTABLISHED KANE ASTIN AT THE HEAD OF THE SE7EN CHALLENGE AS HE WITHSTOOD THE BEST EFFORTS OF MAX HUNTER AND NIVEN BURGE TO DISLodge HIM FROM THE LEAD

Qualifying: Astin headed the 22-car entry to set a pole lap of 60.230s, with his nearest championship rival alongside him on the front row. Mike Rayner made his Mini Se7en debut in a car previously raced by his brother. Both Nathan Burge and Andrew Ruthven experienced terminal mechanical problems which prevented them from starting the race.

Race: Niven Burge got the better start to lead the field into the first corner from Astin, Graeme Davis and Max Hunter. However Astin wasted no time moving back into the lead as he passed Burge on the inside line into Druids on the opening lap. Max Hunter was also quick to advance his posi-

tion, passing Davis on the inside line into Paddock Hill Bend on lap 2. Davis remained fourth, heading a six-car battle consisting of Ricky Horne, James Coulson, Paul Spark, Ian Deviny and Graham Edwards. Hunter swept around the outside line into Paddock Hill Bend to move ahead of Burge for second place on lap six. Further back Ian Deviny made progress through the chasing pack to climb to fifth, despite Horne's best efforts to retain the position. Astin saw his lead reduced by Hunter as the laps unfolded, but still held a 2.6s advantage at the chequered flag. Niven Burge was third, with Davis retaining fourth by the slimmest of margins from Ian Deviny and Horne. Julian Affleck was the comfortable winner of the S-Class and Mike Rayner made good progress, knocking over 4s off his qualifying time. Kane Astin and Max Hunter were quick to thank their pit crews for their support, as Niven Burge reflected on his good start and the close dice with Hunter, which leaves him just three points adrift of Kane Astin in the championship at this early stage of the season with all to play for •

report Pitlane Review '09

KANE ASTIN:

"I managed to get pole position, which was very important because it is so difficult to overtake at Brands Hatch. Niven got a cracking start but I wasn't going to lift off into the first corner and we were side-by-side. I then broke away and went onto win by about two and a half seconds."

SE7EN S-CLASS

Julian Affleck continued his winning ways at Brands, adding a second win to the one he took in Round 3 at MINI United. Affleck finished 15th overall, three places ahead of points leader Julian Proctor •

Mini Se7en field streams down Graham Hill, led by Kane Astin (left) Niv' Burge is just in front as the grid races towards Paddock (below) S-Class winner Julian Affleck (bottom)

Photos: M7RC Archive (Pitlane) Article from Pitlane Review '09 issue



RESULT:		6-7 June	
Mini Se7en	Rd 4	15 Laps	
1	3	Kane Astin	15:20.959
2	46	Max Hunter	
3	8	Niven Burge	
4	22	Graeme Davis	
5	11	Ian Deviny	
6	23	Ricky Horne	
7	13	Graham Edwards	
8	77	Tristen Knight	
9	9	James Coulson	
10	36	Damon Astin	
11	35	Paul Spark	
12	20	Darren Thomas	
13	60	Malcolm Keat	
14	38	Steven Hopper	
15	91	Julian Affleck S	16:05.217
16	69	Steve Trench	14 laps
17	48	Terry Barringer	
18	95	Julian Proctor S	
19	25	Mike Rayner	
dnf	92	Kevin O'Shea S	11 laps
dnf	82	Andrew Ruthven	0
ns	52	Nathan Burge	
FL:		M Hunter	
		1:00.538 - 71.49 mph	
		1,986-mile circuit	



From the Archives

Brands Hatch



10 years ago: 2009

National Mini Miglia: 7 June

Dream podium for Drew as Hack wins

DAVID DREW WAS THE MAN OF THE MOMENT AS HE SECURED POLE POSITION AND A PODIUM PLACE IN ONLY HIS FOURTH RACE IN THE CHAMPIONSHIP. THE JD MOTORS TROPHY RACE ON THE SHORT BRANDS HATCH INDY CIRCUIT SAW REIGNING CHAMPION ANDY HACK TAKE HIS FOURTH WIN FROM FOUR STARTS AND CONTINUE HIS RELENTLESS CHARGE TO HIS THIRD SUCCESSIVE MIGLIA TITLE

Qualifying: The qualifying session proved to be quite eventful with Ralph Saunders finding himself in the Paddock Bend gravel trap after Mark Smith, in his eagerness to latch himself on to Andy Hack's tail in the hope of securing a productive tow, omitted to notice that Ralph was occupying the piece of tarmac he was craving. Dave Drew secured pole with a 54.704 lap to head the 19-car entry with Paul Thompson alongside.

Race: Hack managed to find the narrowest gap on the inside of Drew on the run to Paddock to take the lead with Paul Thompson finding a rapid outside route to tuck in behind him. Ralph Saunders was



Miglia race winner Andy Hack takes the inside line from Paul Thompson into Paddock Bend (top)
Podium trio of Thompson, Hack and Drew with their silverware (left)
Phil Harvey and Robert Morris have Sarah Munns in their mirrors (below)
Gravel trip for Ralph Saunders as Mark Smith passes by (bottom)

Photos: M7RC Archive (Pitlane)
Article from Pitlane Review '09 issue

slow off the line after losing first gear but fortunately second gear was ready and willing enabling him to begin his rapid pursuit of the field. Hack and Thompson were soon dicing for the lead with Drew holding a small gap over a four-car dice for fourth involving Mark Smith, Dave Edgecombe, Sarah Munns and Colin Peacock. Saunders was clawing back places and was already up to ninth by lap 5. Thompson's attempts to dislodge the leader were meeting stubborn resistance as Drew and Smith tagged themselves on to the lead battle, which made a thrilling spectacle. Munns was holding fifth, with Peacock and Edgecombe still disputing sixth, with Mark Sims and Ralph Saunders edging ever closer. Smith finally found a way past Drew on the inside on the run down to Graham Hill Bend on lap 11. Saunders continued to improve his position, passing Sims and Edgecombe on successive laps to advance to seventh two laps



RESULT:		6-7 June	
Mini Miglia	Rd 4	15 Laps	
1	1	Andy Hack	14:04.854
2	6	Paul Thompson	
3	29	Dave Drew	
4	10	Sarah Munns	
5	83	Colin Peacock	
6	2	Ralph Saunders	
7	5	Dave Edgecombe	
8	4	Mark Sims	
9	42	Paul Simmonds	
10	21	Aaron Smith	
11	24	Nuno Pimenta	
12	88	Dan Wheeler	
13	28	Bob Humphreys	
14	9	Owen Stinchcombe	
15	14	Robert Morris	
16	13	Phil Harvey	
17	35	Ian Featherstone	
dnf	3	Mark Smith	
dnf	72	Rob Howard	
FL:		M Smith	
		0:55.144 - 78.25 mph	
1.986-mile circuit			



Wizardry on Wheels!

The ultimate one-make classic racing series



2019 CALENDAR

- 18-19 May - Thruxton
- 5-7 July - Zandvoort
- 20-21 July - Brands Hatch
- 10-11 August - Brands GP
- 31 Aug-1 Sept - Cadwell Park
- 13-14 September - Castle Combe
- 9-10 November - Brands Hatch

www.mini7.co.uk



PIPER GAMS



ADVANCED SUSPENSION TECHNOLOGY



Mini Se7en - Highly-tuned 998cc engines, straight-cut dog 'boxes, 10x5" Minilite/GB wheels, Dunlop treaded tyres, modified subframes and uprated suspension, Cooper S disc brakes. The original formula.



Mini Miglia - Highly-tuned 1275cc engines, straight-cut dog 'boxes, 10x7" split-rim wheels, Dunlop slick tyres, Ohlins dampers, regulation Yellow Spot cones, four-pot brakes. The pinnacle of Mini circuit racing.



Mini Se7en S-Class - Lightly-tuned 1275cc engines, steel-body dampers, similar running gear to Mini Se7en, standard pedal boxes. The entry-level championship for DIY Mini enthusiasts.



Mini Libre - Unlimited A-Series engines, 10" wheels and slick tyres, highly-modified suspension and brakes, join the Mini Miglia grid with your existing trackday or competition Mini. The open class.



PIPER GAMS



ADVANCED SUSPENSION TECHNOLOGY

From the Archives



Brands Hatch 20 years ago: 1999

A LATE-SUMMER VISIT TO A REVISED BRANDS TRACK WAS ROUND 12 OF 13 IN THE NATIONAL CALENDAR

National Mini Miglia: 26 Sept'

Curley closes his account

TYRE CHOICE AND SUSPENSION SETTINGS WERE CRUCIAL IN THE MIGLIA RACE, AS IAN CURLEY PROVED WITH ANOTHER VICTORY IN HIS TITLE-WINNING CAMPAIGN

After a heavy shower and with the track quickly drying, the drivers had to make a last-minute decision as to what set-up to run on. With Ian Curley, already crowned Champion for '99, proved that his choice of dry tyres and a stiff set-up was correct as he managed to take his 6th victory of the season by gradually pulling away from Peter Baldwin, who was also on dry tyres but had opted for the softer suspension set-up. Bill Sollis, starting his second race of the season, managed to hold

off a hard charging Ian Gunn to take 3rd. Steve Bell who drove a superb race to finish 5th after a disastrous qualifying session and Phil Manser, who in the early stages of the race was battling for the honours, found that his wet tyres had gone off so badly that he was beaten for 6th place by Dan Eady on the run to the chequered flag. On his way to victory Ian established the lap record with a time of 0.58.27.

National Mini Se7en: 26 Sept'

Hunt's race, Braggins' title

SEEMINGLY DESTINED TO BE THE PERENNIAL MINI

SE7EN 'BRIDESMAID', DAVE BRAGGINS' SECOND PLACE BEHIND MARK HUNT AT BRANDS FINALLY SECURED HIM THE OVERALL CROWN

Although Mark Hunt took his 6th victory of the season, Dave Braggins, by coming home second, managed to secure, after 11 years of trying, the Mini Se7en Challenge. James Hayman, whose luck looks as though it has changed at last, came home 3rd ahead of Paul Thompson in 4th with Niven Burge and Mark Sims taking 5th and 6th. Tom Francis established the new lap record at the revised Brands Hatch circuit with a time of 1.03.32 •

report M7RC magazine issue #5 1999/00



Se7ens of James Hayman and Dave Banwell on the limit (left); Peter Baldwin heads Steve Bell and Ian Curley in the Miglias (bottom)

Photos: M7RC Archive / Ferret Photographics (M Harvey) + M7RC Archive

RESULT: 26 September (BRSCC)

Mini Miglia		Rd 12	12 Laps
1	1	Ian Curley	11:58.88
2	2	Peter Baldwin	
3	80	Bill Sollis	
4	11	Ian Gunn	
5	14	Steve Bell	
6	42	Dan Eady	
7	3	Phil Manser	
8	33	Tony Higgins	
9	29	David Abbott	
10	96	Hugh Ward	
11	98	Mike Edgell	
12	47	Stephen Dalby	
13	70	Paul Baker	11 laps
14	52	Rodney Vaughan	11
dnf	24	Graham Ford	5 laps
dnf	22	Mark Chandler	3
dnf	30	Colin Peacock	3

ns	0	Matt Hayman	
ns	17	Kevin Mason	
ns	56	Colin Ellison	
ns	51	Martin meads	
ns	7	Gordon Pocock	
ns	20	Jonathan Lewis	

FL: I Curley
0:58.27 - 75.75 mph

Mini Se7en		Rd 12	10 Laps
1	97	Mark Hunt	11:11.80
2	5	Dave Braggins	
3	2	James Hayman	
4	12	Paul Thompson	
5	53	Niven Burge	
6	99	Mark Sims	
7	17	Tom Francis	
8	7	Dave Banwell	
9	8	Dick Hunter	
10	9	Simon Adams	
11	91	Neil Johnson	
12	39	Paul Woodbridge	
13	15	Jason Porter	
14	76	James Hall	
15	79	Kelly Rogers	
16	69	Steve Farndom	
17	90	Geoff Letts	
18	35	Darren Coe	
19	32	Jonathan Hudson	
20	59	Graham Edwards	
21	22	Sarah Munns	
22	96	Rob Riding	
23	46	Phil Lee	
24	43	David Hopkins	
25	98	Andrew Pilkington	
26	75	Daniel Johnson	
27	20	Rob Cullum	9 laps
dnf	44	Oli Perrett	8 laps
dnf	63	Pete Weston	4

ns	37	Simon Spearing	
ns	21	Denise Manderscheid	
ns	78	Paul McGarry	
ns	24	Paul Hampton	
ns	93	John Pearson	

FL: T Francis
1:03.32 - 69.71 mph

1.2262-mile circuit

From the Archives



Brands Hatch

30 years ago: 1989

HAVING OPENED THE NATIONALS AT BRANDS IN MARCH, THE SERIES WAS BACK AGAIN IN AUGUST

National Mini Miglia: 6 August

Mellin masters Miglias

AS EVER, A SUMMER RACE AT BRANDS IN FRONT OF A BIG AUDIENCE PRODUCED A FULL MIGLIA GRID WITH RESERVES, AND 10 LAPS OF FULL-ON ACTION RESULTED IN A NARROW WIN FOR GARETH MELLIN

A humdinger National Mini Miglia round followed. Ian Gunn had pole but Gareth Mellin was the man to watch, grabbing second place from the third row and calmly pulling ahead on lap two. Mellin, Gunn and Myk Cable was the order until Richard Wager took third on lap four, this after a practice shunt. He lay second at the end of the lap but slid wide at Clearways a lap later, allowing two cars to pass and letting Mellin make a clear break. Gunn joined Wager in retirement on lap seven, leaving Mellin and Cable well ahead of Peter Allen. The leaders entered the last lap side-by-side and repeated that

formation at the hairpin, but Mellin was not to be denied and he crossed the line a length ahead, Allen was third with Peter Bonas and Bev Comber fourth and fifth •

report courtesy Motoring News

National Mini Se7en: 6 August

Double-barrel Coopers

FAMILY ONE-TWOS ARE RARE, SO FOR STEVE AND TINA COOPER TO LEAD HOME A CAPACITY MINI SE7EN FIELD WAS DOUBLY ENTERTAINING FOR THE EVENING STANDARD FREE RACEDAY CROWDS



Those who left before the final Mini 7s race missed a real cracker. Pole lady Tina Cooper was none too quick into her stride at the start, and it was brother Steve who led from Bill Sollis and Guy Sims with Tina next. The lead changed hands a couple of times on lap 3, Steve C holding the advantage over the line. Tina was determined to aid her brother's championship hopes and she applied pressure to Sollis.

Sollis led from laps 5 to 8, but Steve C retook the lead when his rival ran onto the grass at Surtees on lap 9. Tina C chose the same spot to attack Sollis on the last lap, the Bromley man running wide as they rounded Clearways and allowing Tina C to get inside and sneak past for a Cooper 1-2 •

report courtesy Autosport

Mike Jackson dives into Paddock Bend with Tim Sims Neil Johnson, Graham Penn and Kelly Rogers in pursuit (top)

Production Mini 30-lookalike Miglia of Peter Calver rounds Druids (below) Photos: P Calver Collection + M+A Jackson Collection / Ferret Photographics (S Jones)

Article reproduced from The M7RC Archive 1989 issue

RESULT:		6 August	
Mini Miglia	Rd 10	10 Laps	
1	6	Gareth Mellin	9:37.6
2	3	Myk Cable	
3	89	Peter Allen	
4	23	Peter Bonas	
5	19	Bev Comber	
6	219	Richard Colburn	
7	5	Mark Jones	
8	144	John Percy	
9	10	Steve Holtom	
10	111	Chris Tyrrell	
11	116	Charles Blackmore	
12	30	Peter Calver	
13	99	Mick Best	
14	55	Ken Lyne	
15	181	Chris Harris	
16	108	Mark Stokes	
17	11	Eamonn Moran	
18	28	Derek Wells	
19	73	Richard Pile	
20	135	Tony Smith	9 laps
dnf	122	Alan Shields	7 laps
dnf	4	Ian Gunn	7
dnf	505	Peter Sainsbury	6
dnf	67	Tony Foreman	6
dnf	500	Richard Wager	6
dnf	25	Graham Chivers	3
dnf	506	Brian Kippax	2
dnf	501	Tim Wager	1

ns	277	Gerard D'Amato	
ns	502	Steve 'Rumpy' Smith	
ns	129	Paul Ashby	
ns	107	Paul Jackson	
ns	104	Paul Makepeace	
ns	170	Alan Wilshire	

FL: M Cable
0:55.80 - 77.65 mph

Mini Se7en	Rd 10	10 Laps	
1	3	Steve Cooper	10:10.7
2	5	Tina Cooper	
3	2	Bill Sollis	
4	4	Mike Jackson	
5	6	Neil Johnson	
6	72	Graham Penn	
7	70	Guy Sims	
8	10	Dave Banwell	
9	64	Eian Riddiford	
10	24	Rob Selby	
11	586	Dave Braggins	
12	88	Dan Wheeler	
13	105	Phil Jose	
14	157	Peter Longstaff	
15	38	Nigel Muskett	
16	43	Marcus Wragg	
17	124	Graham Howard	
18	85	Graham Hatfield	
19	98	Julie Armstrong	
20	245	Rich Williamson	9 laps
dnf	81	Raph' Speed	9 laps
dnf	27	Richard De La Roche	8
dnf	127	Steve Martin	7
dnf	20	Dave Goodridge	7
dnf	409	Rick Pavak	5
dnf	48	Kelly Rogers	5
dnf	121	Bill Boyle	4
dnf	151	Andy Finnis	2

ns	93	Ken Hanby	
ns	169	Steve Hart	
ns	92	Richard Venner	

FL: M Wragg
0:59.60 - 72.70 mph

1.2036-mile circuit

From the Archives

Brands Hatch

40 years ago: 1979



BRANDS HOSTED SEVERAL MEETS IN 1979 WITH KEY LEYLAND NATIONAL DATES IN JUNE AND JULY

National Mini 850 - 29 July

Watts' wet and win day

A DECIDEDLY DAMP TRACK MADE FOR SOME HAIRY MOMENTS IN THE MINI 850 RACE, BUT AFTER A GOOD CHASE, PATRICK WATTS MADE HIS WINNING MOVE ON STEPHEN HALL

On the pole for the Dutton Forshaw Austin Morris 850 Challenge was Stephen Hall, who took an immediate lead from fellow

front row men Patrick Watts and Gary Hall. A mix up at slippery Druids split the field somewhat and, as a result, Viv Church's Mini was abandoned at the apex of Graham Hill Bend necessitating some decidedly awkward avoidance tactics. Watts got alongside Hall exiting Clark Curve for the sixth time and the two were side by side along Brabham Straight, Watts finally taking the lead at the bottom of Paddock, and going on to win by 0.3s. Gary Hall dropped back after a moment at Druids and Jim McDougall, who had been well down the grid, took third with Hall working his way back to pip Steve Taylor and Chris Tyrrell •

National Mini 1000 - 29 July

National Mini 1275 GT - 10 June

Soper's high 5

ANOTHER CLEAR WIN FOR STEVE SOPER IN THE 1275 GTS, BUT BEHIND THE BATTLES FOR SECOND AND BEYOND WERE INTENSE



The Mini 1275 GT race was a good deal more tame, series leader Steve Soper scoring yet another clear victory - his fifth in the seven races held so far. Chris Lewis, Robert Lodge, John Hopwood and Graham Wenham fought out an excellent battle for second place, the noticeable straight-line speed advantage of the former's McCain Mini eventually paying dividends. Lodge finished a close third with Hopwood ousting Wenham on the last lap for fourth •

report courtesy Autosport

Nix picks a dry line

DESPITE SEVERAL CLASHES AND DELAYS WITH BACKMARKERS, THE LEAD BATTLE IN THE MINI 1000 CONTEST WAS A FASCINATING AFFAIR, VICTORY EVENTUALLY GOING TO ROLAND NIX

With the track beginning to dry on the racing line, the Dutton Forshaw Mini 1000s assembled, the first two rows covered by less than 1s and poleman Richard Belcher (56.3) only 0.3s off Ian Briggs' three-year-old record. But Belcher went off at Surtees on the opening lap, and several others took avoiding action, Rick Cutting being forced into retirement on the spot. Roland Nix (Ellard Garage Doors) held a slender lead over Terry Attoe for two laps until Attoe retired with a puncture after a startline nudge. With Mike Fry and Paul Rowland both leaving the fray at Cooper Straight on lap 4, Mike Wallaker began to close on Nix. But Nix enjoyed better luck passing backmarkers than Wallaker and held on to win by 0.5s. Derek May ran into third having shaken off Phil Spurling and Bob Addison •

reports courtesy Autosport

In the hectic Mini 850 (née Se7en) race on 29 July, reigning champion Stephen Hall is hounded by Jim McDougall around Druids hairpin (left)

The 1275 GT event in June saw a decent sized grid headed home by champion-elect Steve Soper (bottom)

Photos: S Hall Collection + courtesy Autosport



RESULT: 27 July (BRSCC)

Mini 850	Rd 11	10 Laps
1	5	Patrick Watts 10:51.1
2	1	Stephen Hall
3	9	Jim McDougall
4	22	Gary Hall
5	34	Steve Taylor
6	3	Chris Tyrrell
7	2	Graham Woskett
8	11	Reg Armstrong
9	42	Nigel Gaymer
10	8	Russell Grady
11	10	John Love
12	17	Roy Finlay
13	28	Chris Gould 9 laps
14	39	Graham Rollins 9
15	97	Brian Allan 9
16	30	Terry Hudson 9
dnf	91	Robert Bradley 6 laps
dnf	12	Eric Groves 3
dnf	55	John Williams 2
dnf	16	Viv Church 1
dnf	52	Nick Baily 1
dnf	96	Keith Winchester 1
ns	82	Francis Taylor
FL:	S Hall	1:02.3 - 69.55 mph

Mini 1000 Rd 10 10 Laps

1	2	Roly Nix 10:34.1
2	7	Mike Wallaker
3	5	Derek May
4	1	Phil Spurling
5	18	Robert Addison
6	60	Martin Guidery
7	17	Andy Devine
8	52	Tony Edmonds
9	46	Chris Hampshire
10	28	Peter Calver
11	36	Trevor Jones
12	16	Ken Brown
13	85	David Collins 9 laps
14	68	Tony Wilson 9
dnf	26	Colin Beckwith 5 laps
dnf	4	Mike Fry 3
dnf	41	Paul Rowland 3
dnf	59	Terry Attoe 2
dnf	40	David Titmuss 2
dnf	58	Richard Belcher 1
dnf	14	Rick Cutting 0
dnf	38	Keith Vinycomb 0
dq	6	Chris Dobson 10 laps
ns	23	John Meale
ns	24	Ashley Bell
ns	8	Davis Abbott
ns	30	Graham J White
ns	66	Paul Forster
FL:	M Wallaker	1:00.2 - 71.98 mph
1.2036-mile circuit		

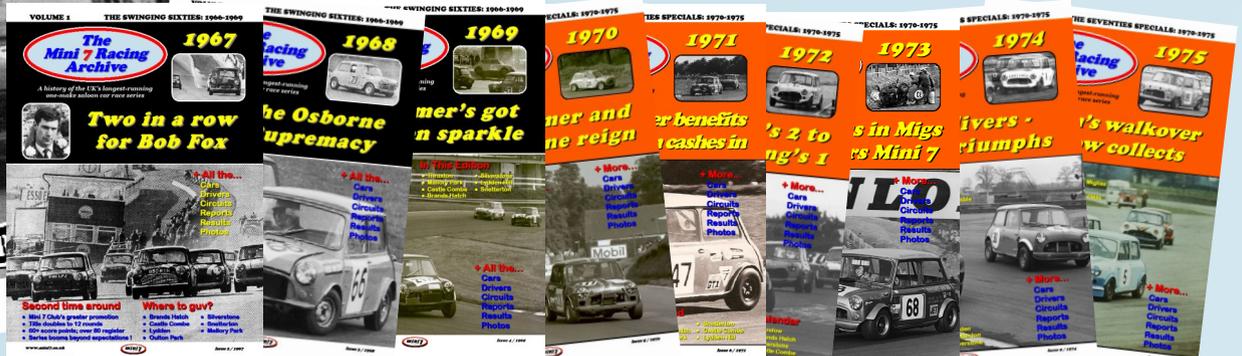


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10 NEW ISSUES

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

From the Archives



Brands Hatch 50 years ago: 1969



THE MINI FESTIVAL AT BRANDS HATCH HAS BEEN ESTABLISHED FOR A LOT LONGER THAN MANY PEOPLE MIGHT THINK



Formula Mini-7: 25 May

Exciting racing at Mini Brands

PUTTING ALL HIS 'LOCAL' TRACK KNOWLEDGE TO GOOD USE, VIV CHURCH WAS ABLE TO HOLD OFF SERIES LEADER PAUL GAYMER IN AN EXCITING 'ISSIGONIS TROPHY' RACE AT THE 3RD MINI FESTIVAL MEETING

A full grid of 20 Mini-Seven Formula saloon cars provided really first-rate entertainment. Although Viv Church in his Trident Mini took the lead on the second lap and stayed there, Paul Gaymer in his George Lawrence-entered car was never very far behind. And behind this pair - well, positions changed constantly throughout the race depending on the acceleration and road-holding of the Minis and the skill and daring of their drivers. Nineteen of the 20 starters survived the race, for the Issigonis Trophy, Gaymer breaking the class lap record by a full 1.4 secs •

Midfield battlers, with Maurice Watts leading the chase (top)

Fatter slick tyres, wider arches and bigger engine capacities of Free Formula, ostensibly the forerunner of today's Mini Libre (left)

Original FM-7 champ' Bob Fox gets some 'lean' in the mixed saloon Free Formula race (below)

Photos: M7RC Archive (M Magee)

Article reproduced from The M7RC Archive 1969 issue



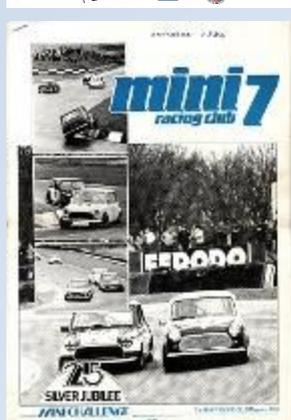
report courtesy Motoring News

RESULT:		25 May (M7C)	
'The Issigonis Trophy' 3rd Mini Festival			
Formula Mini-7	Rd 4	10 Laps	
1	220	Viv Church	10:43.2
2	199	Paul Gaymer	
3	211	Graham Wenham	
4	231	Mike Rope	
5	229	Willie Dick	
6	221	Roger Layzell (D Fernie?)	
7	212	Clive Trickey	
8	232	Bernard Lingard	
9	228	Mick Osborne	
10	217	Geoff Gilkes	
11	226	Graham Hows	
12	216	John Digby	
13	225	Maurice Watts	
14	219	Mick Collard	
15	218	Danny Crosbie	
16	224	Ian Scott #1	
17	227	Rod Brown	
18	222	Trevor Moore	
19	230	Colin Pope	
dnf	214	Mike Smith	
ns	194	Len Brammer	
ns	213	Mark Shaw	
ns	215	Barrie Walters	
ns	223	Alan Reardon	
ns	233	Martin Mounsey	
ns	234	Dennis Fernie...	
FL:	P Gaymer		
			1:02.6 - 71.31 mph (record)
1.24-mile circuit			



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

* Overall Champion Award:
Rover Mini Cooper to the
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

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

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

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
- 2018 Thorburn Astin (U-17)

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

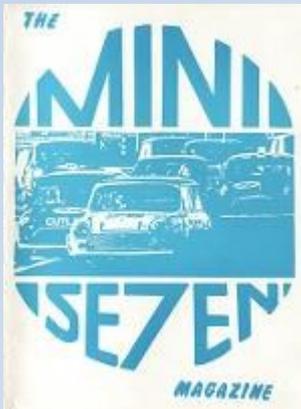
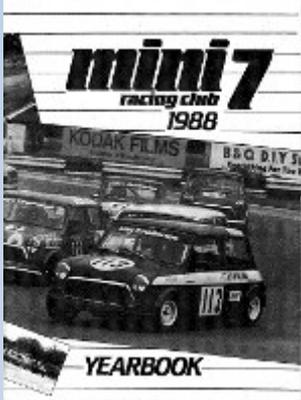
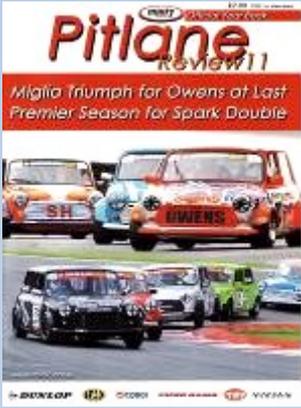
CASTLE COMBE SERIES

- 1983 Mike Fry (overall)

LYDDEN SERIES - 7 / MIG

- 1983 B Cowell / P Moore
- 1984 C Gould / D Titmuss
- 1985 P Kavanagh / G Munday
- 1986 C Tyrrell / B Comber
- 1987 B Sollis / B Comber
- 1988 B Sollis / M Jones

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

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

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 Omerod
- 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

NOVICE AWARD - MIGLIA

- 1973 Kelvin May
- 1974 Gary Cashman
- 1975 Colin Davies
- 1976 Bryan Dugdale
- 1977 Peter Calver
- 1978 Paul Earley
- 1979 Keith Vinycomb
- 1980 Bryan Stark + Marco Del Pizzo
- 1981 Gordon Pocock
- 1982 Miles Johnston
- 1983 Brian Quinn
- 1984 Grant Munday
- 1985 Mark Jones
- 1986 Richard Collins
- 1987 Owen Hall
- 1988 Steve Holtom
- 1989 Eamonn Moran
- 1990 Bob Pearson
- 1991 Jonathan Lee
- 1992 Steve Blunt
- 1993 Jonathan Lloyd
- 1994 Nick Reynolds
- 1995 David Lawrence
- 1996 David McGuinness
- 1997 Tony Higgins
- 1998 Endaf Owens
- 1999 Stephen Dalby
- 2000 Adrian Young
- 2001 Andrew Howard
- 2002 Paul Simmonds
- 2003 -
- 2004 Phil Anning
- 2005 Keith Allington
- 2006 Paul Baird
- 2007 Andrew Worsley
- 2008 Owen Stinchcombe
- 2009 Dave Drew
- 2010 Mark Cowan
- 2011 -
- 2012 Iain Cameron
- 2013 -
- 2014 -
- 2015 Ian Briscall
- 2016 -
- 2017 Alfie Brown
- 2018 Richard Jessop

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Mini Se7en

#	Driver
0	Leon WIGHTMAN
1	Max HUNTER
2	Spencer WANSTALL
4	Joe THOMPSON
18	Tina COOPER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
27	Leon Oli WINDOW
28	Dom BURGER
35	Jeff SMITH
37	Gareth HUNT
38	Steven HOPPER
39	Glen WOODBRIDGE n
49	Ross BILLISON
55	Darren EATON
57	Philip GILLIBRAND
60	Malcolm J KEAT
63	Dave ROBINSON
69	Steve TRENCH
71	Simon JONES
77	Andrew DEVINY
88	Kieren MCDONALD
94	Lee ROBERTS
95	Julian PROCTOR
10	Nigel DAVIES
17	Nick CROYDON-FOWLER
31	Ian BRISCALL
44	Duncan EMMETT
46	Max HUNTER
47	Dan BUDD
84	Rob PEARSON
96	Stuart GILBY

Mini Miglia

#	Driver
1	Aaron SMITH
11	Kane ASTIN
12	Wayne GRAYER
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
22	Stuart HORSFALL n
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
28	Bob HUMPHREYS
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
44	Darren MOON
45	Chris MORGAN
48	Lee DEEGAN
49	Martin WAGER
53	Niven BURGE
56	Nick PADMORE
60	Endaf OWENS
64	Alex OSBORNE
69	Tony LE MAY
72	Rob HOWARD
79	Jon LEE
80	Joe THOMPSON
83	Colin PEACOCK
85	Sam SUMMERHAYES
92	Jason PORTER
99	Richard WAGER
6/81	Alfie BROWN
43	Dave EDGECOMBE
46	Steve MAXTED

Mini-7 S-Class

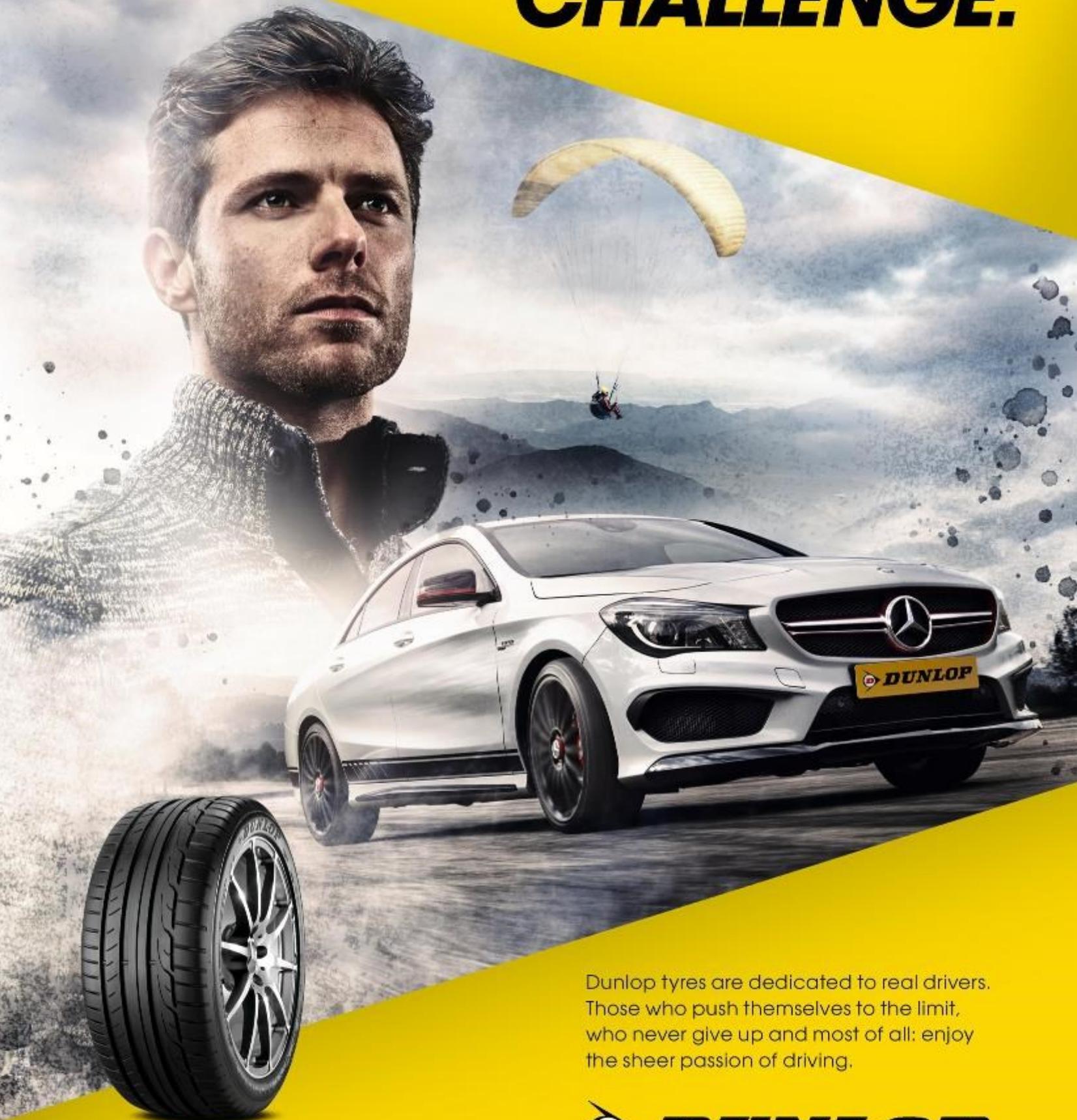
#	Driver
706	Jo POLLEY
708	Scott KENDALL
711	Damien HARRINGTON
715	Jonnie KENT
720	Ben CUTLER
733	James BRYAN n
736	Thorburn ASTIN
742	Ben BUTLER
747	Kelvin EDGAR
760	Jack SHEARING n
765	Simon MARTIN
778	Charlie BRISKER
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
723	James BULL
746	Michael DRYDEN
766	Stephen COLBRAN
779	Andy DICKINSON

Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
123	Huw TURNER
126	Peter HILLS
127	Ian FRASER
133	Les STANTON n
149	Gary WARBURTON
171	Dan LEWIS
177	Peter CREWES
186	David FRANKS
474	Josh EVANS n
500	Rob DAVIS n
616	Justin COOPER
122	Dave USHER
132	Brian DAVAGE
222	Ben BUTLER
241	Damon ASTIN
282	Pieter Van CLEEMPUTTE
666	Jonathan LEWIS



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