

Pit & Paddock

2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 2



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE
supported by MINI SPARES



Welsh
Rare Hit!



Pembrey Reports

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

Snetterton Preview

Latest News

Technical Updates

Full 2018 Calendar

Runners & Riders

From the Archives

50 years at Snetterton



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engine internals from
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Forged Steel
Lightweight Con Rods

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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.

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



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Cranbourne Industrial Estate, Cranbourne Rd.

Potters Bar, Herts. EN6 3JN

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Minispares - MIDLAND

West Midlands

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W. Midlands. B69 4RJ

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Wonderful Wales

What a weekend it turned out to be down in the 'land of the leek'. Gloriously sunny weather for (most of) the race meeting, along with a new-season paddock buzz, friendly circuit hosts and appreciative crowds made it a hugely successful return to Pembrey on the south-west Wales coast for the first time in eight years. Fresh faces joining familiar ones in equally fresh-prepped cars, revised paint schemes and a common goal of wanting to put on a good show only helped to underline that the Mini Seven Racing Club once again came up trumps on raceday, providing the best in track action alongside the thundering (if somewhat destructive and diesel-dropping) headline Trucks. We did have one or two of our own 'bumps-a-daisies', especially on the damp Sunday morning, but overall the feeling was one of "Next time, let's not leave it so long to come back again..."

in Norfolk. The East Anglian venue has been on the calendar pretty much every year since Formula Mini-7 began way back in 1966; that's over half-a-century of tackling the likes of Riches, Sear, Coram and Russell, albeit with several track changes in between. The most recently introduced 300 layout has extended the overall length closer to 3 miles, indeed 2.9689 miles to be precise, which is even longer than the very original 2.71-mile version, which back in 1966 used to head off left just after Sear, almost parallel to the A11 up to an acute r/h turn close to the main entrance, before heading back down what is now the market/access road towards the Esses... Arguably the modern day 300 has greater viewing potential, which, if the weather is half as good as it was at Pembrey, will earn the M7RC yet more race of the day plaudits!

RW



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PREVIEW:
Rounds 3 & 4

Snetterton...
12-13 May...



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

**Libre Lap Record
to be established**
Time: ...
Ave speed: ... mph
Set: ...
2.9689-mile circuit

MINI MIGLIA

Could 2018 finally be Aaron Smith's year? Having come close on several occasions, the Kent-based racer got off to a flyer at Pembrey, not only driving a perfect defensive race in the hot, dry Saturday opener to keep the pack behind him, but then

switching to an early attacking strategy in the wet and cold Sunday morning second race, which saw him clear of all the trouble going on behind and even managing to nurse the car to the finish with a late puncture! Last season's Novice standout Alfie Brown took a great second place in the wet, adding to a solid top-six finish the dry the day before,

while others who are likely to be in the mix include Pembrey podium finishers Colin Peacock and Dave Drew, plus double-4th placer Rob Howard, with former champions Kane Astin and Rupert Deeth hoping for better fortunes this weekend after being caught up in incidents last time out. Look out too for Se7en-to-Miglia converts Charlie Budd, Kieren McDonald and Lewis Selby who may well be knocking on the door of top placings before too long, likewise former F3 racer Steve Maxted who has joined the grid this season •

Mini Libre

It is said that variety is the spice of life, and a huge success story in 2017 was the introduction of the multi-farious Mini Libre on the back of the Miglia grid. Previously an ad-hoc allcomers invitation, a title on offer drew several cars, each with a slightly different A-Series power unit and clothed in Miglia-esque bodywork. Runner-up overall last season, Peter Hills got his 2018 campaign off to a double-winning start at Pembrey, with longtime Miglia and continental racer Phil Harvey following him home in both races. Alex Osborne and Ian Fraser had been leading a race apiece but both unfortunately dropped out, while reigning class champion Peter Crewes took a third. Longtime Mini racer, and locally based, Jonathan Lewis may race, or Justin Cooper will drive the car •

PREVIOUS WINNERS:

- 2017 R Deeth / R Deeth
- 2016 S Deegan / S Deegan
- 2015 R Deeth / M Cowan
- 2013 P Baldwin / P Baldwin
- 2012 P Baldwin / P Baldwin
- 2011 E Owens / E Owens
- 2010 K Astin / K Astin
- 2009 P Thompson / A Hack
- 2008 T Le May
- 2007 K Rogers



Photos: M7RC Archive (M Barrington)

...PREVIEW:
...Rounds 3 & 4

Snetterton
12-13 May



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

Mini-7 S-Class

The 1275cc scholarship class has come on leaps and bounds, thanks in part to an image makeover, but also a steadfast effort from drivers and members alike to retain the M7RC's original ethos of low-cost motorsport. The budget-tuning class not only provides a genuine stepping stone for beginners into Se7ens but now almost a third of the registered entries. Nick Croydon-Fowler took a brace of wins at Pembrey, with the remaining podium places shared between former Mighty Mini champ' Scott Kendall, and teenager Thorburn Astin. The latter is also eligible for the recently relaunched Graham Hill Memorial Trophy for Under-17s, which should also see the addition of female racer Morgan Lewis to this category this weekend •

MINI SE7EN

There's a refreshing mix of new and old faces battling away to be the next recipient of the famous Bob Fox Trophy, although it is seasoned racer Max Hunter who sits atop the points table coming to Snetterton. A win and a second at Pembrey three weeks ago saw the 2007 champion right back on form, and he has won four times here in the last decade, so must start as one of the favourites. Joint second lie a pair of the bright young stars, Joe Thompson who took the Novice title in his debut season last year, plus Spencer Wanstall who is aiming to go one better on his second overall position in 2016, so don't be surprised if either scores their first series win. Another experienced racer, Darren Thomas took the other win at Pembrey, but a DNF in the second race leaves him down the current points tal-

ly, while others to make the podium last time out were Tom Sanderson and Daniel Budd, the latter's gamble on dry tyres in the damp-start second race almost paying off. Others to look out for include Andrew Deviny and Tina Cooper, both previous champions, while topping the entry is enthusiastic series sponsor, Leon Window in the #0 car •

PREVIOUS WINNERS:

- 2017 A Deviny / A Davies
- 2016 A Davies / K McDonald
- 2015 M Hunter / P Spark
- 2013 A Deviny / A Deviny
- 2012 P Spark / D Thomas
- 2011 P Spark / M Hunter
- 2010 M Hunter / A Deviny
- 2009 I Deviny / A Deviny
- 2008 P Thompson
- 2007 M Hunter

S-Class Lap Record
Ian Deviny
Time: 2:30.376
Ave speed: 71.08 mph
Set: 10 May 2015
2.9689-mile circuit



Photos: M7RC Archive (M Barrington)

MSVR

MOTORSPORT VISION RACING

“Snetterton Mini Festival features some of the most exciting and diverse Mini racing in the world, along with a host of other competitive racing series providing fantastic entertainment all weekend... This event will be all about Britain's best-loved compact car, with Mini racing, Mini displays, Mini parades, Mini competitions, and much more - the only thing that won't be mini will be the size of the programme! Racing will be headlined by the MINI Challenge, the UK's biggest and best tin top series outside the British Touring Car Championship. The remainder of the racing line-up will comprise a variety of races for classic Minis based on the original pre-'66 Issigonis design, including the **Mini Se7ens** and **Mini Miglias**. There will be a mixture of other support races too, sprinkling a helping of extra variety into the mix. Away from the racing there will be much to see and do too, including large displays from Mini clubs and individual car owners. Whether you're a Mini nut yourself, or just a casual observer, this will be a great opportunity to chat to members of the famously passionate and knowledgeable Mini community and see some great cars close up. • www.msvracing.com



DRIVERS' BRIEFING

Unlike the rest of the racing series present for the Mini Festival, which will all have to schlep over to the official Snetterton Briefing Room near Race Control, the Mini Seven Racing Club will hold its Drivers' Briefing in the 'Mini Se7en Race Centre', which is simply our own paddock podium. Clerk of the Course, Chris Gibson will be ready to speak at 1pm sharp, so no excuses for failing to attend - drivers will have to sign a sheet of attendance or, under MSA rules, they can expect a reprimand and penalty fine. Similarly, please be ready to attend trophy presentations when requested •

TIMETABLE:

Rounds 3 & 4

Snetterton

12-13 May

Saturday 12 May 2018

START	FINISH	DURATION	SESSION	CLASS
09.00	-	-	Signing-on	All
09.30	-	-	Scrutineering	All
10.45	11.05	20 mins	Qualifying	Miglia / Libre
12.20	12.40	20 mins	Qualifying	Se7en / S-Class
13.00	-	-	Drivers' Briefing	All
14.20	14.40	20 mins	Race 3 (Rd 3)	Miglia / Libre
16.35	16.55	20 mins	Race 7 (Rd 3)	Se7en / S-Class

Sunday 13 May 2018

START	FINISH	DURATION	SESSION	CLASS
10.40	11.00	20 mins	Race 12 (Rd 4)	Miglia / Libre
14.35	14.55	20 mins	Race 16 (Rd 4)	Se7en / S-Class



SOUNDS OF SNETT'
There's music over the weekend too, with DJ Danie on Saturday evening, then Odd Man Out, Robert Payne and The Anyones playing on the Sunday •



300 CIRCUIT LENGTH:

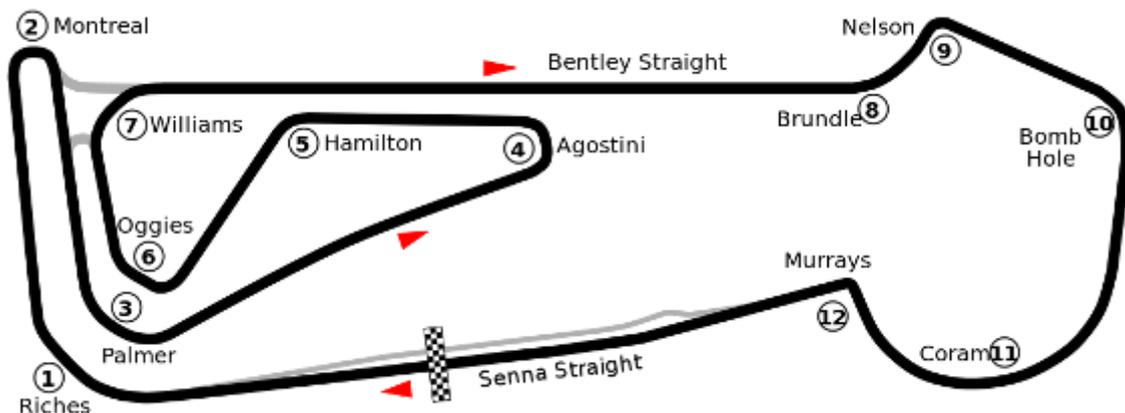
2.9689 miles

200 CIRCUIT LENGTH:
1.984 miles

Snetterton Circuit
Norwich, Norfolk, NR16 2JU
Tel: 01953-887303 Email: minifestival@msv.com

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

www.snetterton.co.uk



2018 CALENDAR

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

Rounds 1 & 2	Pembrey	21-22 April (<i>BARC / Trucks</i>)
Rounds 3 & 4	Snetterton 300	12-13 May (<i>MSV / Mini Festival East</i>)
Rounds 5 & 6	Thruxton	2-3 June (<i>BARC / 50th Anniversary</i>)
Rounds 7 & 8	Zandvoort, NL	7-8 July (<i>CZL-CPZ / British Race Festival</i>)
Rounds 9 & 10	Brands Hatch	25-26 August (<i>MSV / Mini Festival South</i>)
Rounds 11 & 12	Cadwell Park	8-9 September (<i>BARC / Club BBQ</i>)
Rounds 13 & 14	Silverstone Int	6-7 October (<i>BARC / Britcar</i>)

All meetings run as double-headers

ADDITIONAL DATES FOR YOUR DIARY

Birkett 6-Hours	Silverstone	27 October (<i>750 MC / 6-Hour Relay Race</i>)
Winter / 0-Plate Trophy	Brands Hatch	17-18 November (<i>BARC / 0-Plate Races</i>)
AGM / ATD	Venue tba	Nov-Dec

Rounds 3 & 4 Snetterton, Norfolk



12-13 May (MSV / Mini Festival East)

Photo: M7RC Archive (M. Barrington)

NEWS NEWS NEWS NEWS

ADD PADDING TO SAVE YOUR BONCE

Following his massive accident during Pembrey testing, Miglia racer Jason Porter has revealed just how lucky he was to step out of his heavily damaged #92 racer. He received an almighty wallop on his crash helmet as it came into contact with the top section of the main rollcage hoop, a section of which didn't have any rollcage padding on it. The advice therefore is to cover ALL sections of rollcage with padding within the driver's head/shoulder area, as well as within the driver's arms/legs area too. Having been on what he described as "a hot lap", Jason initially thought that he simply misjudged the corner (see Jason's findings below) before running wide onto the grass, physics then taking over and sending him backwards into the tyre barrier. Not for many a year have we seen a buckled rear end like this, and it is testament to the strength of the rollcage, seat and

belt mountings that he didn't move any further back in the shunt. With a raised 'welt' from impacting the unpadded rollcage, Jason's 'lid' was scrap and, having been passed fit to race by the Medical staff, had already ordered himself a new one in case the car could be 'patched up' for qualifying the following day. A

further check around the car however revealed the force of the crash had also sheared engine mountings, so the decision was made to concentrate on rebuilding the car properly, hopefully in time for Snetterton. In the meantime, Jason was contemplating which cold beer to accompany spectating on Saturday! •



CHEAP CAMERAS MAY COST MORE IN LONG RUN

Buying a 'cheapo' in-car camera may cost drivers more in the long run. That is the observation from M7RC Clerk of the Course, Chris Gibson, who has found several drivers unable to provide video evidence after their 'budget buy' in-car camera failed to record properly or, in some cases, not at all. His advice is for drivers/entrants to think seriously about investing in a higher quality unit (and memory cards), such as from GoPro (above) or the Kodak PIXPRO KV360R. Failure to provide in-car footage may result in penalties, disqualification and/or a fine, probably greater than the price of a quality in-car camera! •



ALCOHOL (AND DRUG) TESTING

Competitors are reminded that they are subject to random alcohol and/or drug testing during race meetings. Please make yourself familiar with the following regulations in the current MSA Yearbook: D25.1.14; D35.1; G15.1.4 & H39. As the Championship Organiser, the M7RC can also insist/request that competitors take a random alcohol test, at the expense of the M7RC, and any competitor found to be over the prescribed limit will be reported to the Clerk of the Course for further action in accordance with MSA General Reg D.25.1.14 •

“So, the accident: I was on a good lap during testing, I entered the last corner and the next thing I know I was going backwards towards the tyrewall at speed... On inspection of the car afterwards I found the left front suspension had failed and you can see on my data-logger it happens about a third of the way around the corner, when pulling about 1.6 lateral g, that it suddenly goes to zero. Overlaid with the previous lap, I have identical speed and braking point and the car violently loses sideways g. The car slowed from 90 to about 40 mph when it hit the 'wall backwards. During the crash the logger measured 8g

but this is smoothed so the actual max g is likely to be higher. The car was built last year by Rightline and the 'cage worked perfectly. In fact, when we got it on the jig, nothing had moved! The seat was my only protection as the belts do nothing much backwards! It was a Corbeau Revenge seat, made by Ian Curley, and it looked perfect after the accident but it has been inspected by Corbeau and it is cracked. It would be useless in another accident. Never buy a second-hand seat! The seat mounts deformed a little, as they are designed to do, but everything performed brilliantly. The only problem was that my head was

slightly proud of the seat. I am tall and the seats all have the same body length. The seat flexed about 8 inches backwards and I hit my head on the top rear cross bar of the 'cage. Unfortunately I had not padded this area so my helmet took a whack. With hindsight just removing some padding in the seat base puts me completely inside the seat and having some padding behind the seat would have been a good idea. We all tend to think we will crash forwards! The other stand-out safety feature I have is an ATL fuel cell, made by Max Hunter. A standard alloy tank would have been very badly deformed. The fuel tank in a Mini is in

the boot, which is about the only crumple zone we have! A carbonfibre boot floor definitely helps strengthen the area but after this accident I won't be driving without a proper FIA bag tank. Motor racing is expensive and none of us like the cost of our safety equipment but I tested my seat, 'cage, helmet and fuel tank in this one accident. All of it performed brilliantly. My personal thanks go to Mark Wanstall, Ian Curley and Max Hunter. These guys know their stuff.”

Jason Porter

“p.s. The only pics I've seen are on Facebook and my missus has hidden my damaged helmet as Mark wants it to go drag racing!” •

NEWS NEWS NEWS NEWS

F1 LEGENDS TO UNVEIL NEW THRUXTON UNIT

The 'voice of F1', the inimitable Murray Walker, and 1992 F1 world champion Nigel Mansell will officially open a new state-of-the-art hospitality unit at Thruxton circuit this summer. Both the OBE-titled British motorsport legends (right) are star attractions for the 2-3 June race meeting, which includes demonstration laps of a Williams FW08C and other iconic motor sport machines, not forgetting of course Mini Se7en and Mini Miglia races on both days. The new £2m facility features a res-



taurant, bar, exhibition space, function rooms, hosting suites and an outside viewing terrace, and forms part of a modernisation programme being undertaken as part of the Hampshire circuit's 50th anniversary celebrations • *Photo: courtesy Thruxton Racing*

PINK MINIS PICTURE PLEA

Not sure if you are able to help me with this, but we are trying to track down some old pictures of my father, Chris Inch from the 60s, when both he and John Maxted were competing in pink minis with black stripes across the top (as per the picture below). I am currently competing in the Mighty Mini championship and the pink and black livery has become a real family thing, with my niece, Louise Inch, winning the championship in those colours a few years ago and now my car is following suit. Considering the heritage of the Mini 7 club, I was hoping that you might be able to help or possibly point me in the right direction.

Suzy Inch

Photo: courtesy Mighty Minis



We have had a look through the records, and unfortunately there is no trace of either driver competing in M7C formula events during the 1960s/1970s - perhaps they ran in Free Formula/Special Saloons? However, Chris Inch is better remembered by the M7RC in the form of the Fastest Laps trophy. This was awarded in his memory after his untimely death from a heart attack in 1980 during qualifying at Combe for a Mini 1275 GT Challenge race, in which he had competed from 1978 (see below). If anyone remembers these pink/black Minis, please get in touch and we can forward on any info to Suzy.

Photo: J Parish Collection / Ferret Photographics (J Gaisford)



ZANDVOORT BBQ

The Chairman's better half, Anthea Cooke, has taken on the unenviable task of organising the Club BBQ on the Friday night (6 July). The location for what promises to be a fabulous social gathering preceding the main race weekend is at the 'Strand 21' restaurant, which is right on the beach (how cool is that?) approximately 10 minutes walk from the circuit. To help with negotiations on pricing, the restaurant needs an early indication of numbers attending so they can provide the best deal to the Club. Please indicate to Anthea via email (below) ASAP whether you are interested in going, so get those entries in and help make this an extra special evening for the Club • anthea.cooke@btinternet.com



VOICE OF CASTLE COMBE TO RETIRE

David George, longtime commentator at Castle Combe is hanging up the mic' after a stoic 45-year stint at the Wiltshire circuit. Having originally raced Minis himself in the 1960s, David

would always relish a flat-out Miglia slipstreamer, or a pack of Se7ens swarming into and around Quarry (above) and onto his original viewing position at Old Paddock. We wish him a happy retirement, but somehow Combe commentary will never quite be the same again! • *Photo: M7RC Archive*

PROVISIONAL THRUXTON TIMES

The provisional timetable for our visit to Thruxton on 2-3 June has been on the website for a few weeks now, so if you haven't already checked it out here are more specific details: Signing-on and Scrutineering begins early on Saturday morning, with Mini Se7en/S-Class due from 07.30, then Miglia/Libre following on from 11.20. Qualifying for Se7en/S-Class is scheduled between 09.00

-09.20, then it's the Miglia/Libre session between 12.50-13.10. Mini Se7en/S-Class kick off racing proper after the lunch break/Superbike demonstration, which will be sometime around 13.45-14.00, leaving the three remaining races until Sunday, the first Miglia/Libre race on around 10.30-ish, the second Se7en/S-class race after lunch, and the second Miglia/Libre race to close the meeting late afternoon. The provisional timetable is a PDF download from the M7RC website, but be prepared for any timing changes closer to the date •

RACE REPORT:

Round 1

Pembrey

21 April 2018



Sunshine special!

The long awaited return to Pembrey in South Wales proved a huge hit with the locals and organisers alike as, once again, the Mini Seven Racing Club put on the best races of the weekend on the new Clubmans circuit layout

MINI MIGLIA / LIBRE

An unseasonal heatwave for Friday testing followed into Saturday, producing two fabulously close encounters. The Miglias/Libres went first, and after 17 laps of captivating racing, polesitter Aaron Smith completed a superb display of defensive driving to hold off a rejuvenated Colin Peacock in his fully rebuilt car, and reigning champion Rupert Deeth in third, with Rob Howard, Dave Drew, Dave Edgecombe, returning after a six-year gap, and Alfie Brown scraping over the remaining top six posi-

tions right on the leaders' tails. In Libres, newcomer Alex Osborne looked set for the class win before pulling off with mechanical issues, allowing Peter Hills to come through after a close duel with 2017 overall winner Peter Crewes, who then dropped to third behind Phil Harvey. Of the 26-car entry, Kane Astin, James Cuthbertson, novice newcomer Darren Moon, Ian Fraser (Libre) and Peter Arnold completed the finishers, while another newcomer Steve Maxted (brakes) joined Mark Sims (puncture), Peter Harries (electrical), Kieren McDonald and

Charlie Budd on the DNF list, the latter pair going off avoiding another clash in front of them. Of the non-starters, Martin Wager and novice Richard Smith (in the ex-Dan Wheeler car) had engine problems, while Jason Porter was lucky to walk away from a massive off in Friday testing (see News).

MINI SE7EN / S-CLASS

A ding-dong battle for top spot saw pole man Darren Thomas and Max Hunter swapping places throughout before Thomas secured the win (after a brief safety car period), with a whole train of cars snapping at their heels, led by Tom Sanderson from Spencer Wanstall, leading S-Class runner Nick Croydon-Fowler, and Joe Thompson living up to his 2017 Novice champion status completing the top half dozen. Completing the S-Class podium were Thorburn Astin, son of former Se7en/Invitation racer Damon, and Scott Kendall, a multi-champion in Mighty Minis. The remaining finishers included Graeme Davis, Leon Wightman (smart new black & gold paintjob), Andrew Deviny, Julian Proctor, Lee Roberts, Ross Billison and Tina Cooper, with novice Mark Chappell and not-so-

RESULTS:

Race 1	Miglia/Libre	17 Laps
1	21	Aaron Smith 20:48.945
2	83	Colin Peacock
3	23	Ruper Deeth
4	72	Rob Howard
5	29	Dave Drew
6	43	Dave Edgecombe
11	126	Peter Hills 21:44.857
12	113	Phil Harvey
13	177	Peter Crewes
FL/m	R Deeth	1:12.209 74.28 mph (record)
FL/L	A Osborne	1:13.117 73.36 mph (record)
Pole/m	A Smith	
Pole/L	A Osborne	

Race 1	Se7en/S-Class	14 Laps
1	20	Darren Thomas 20:50.972
2	46	Max Hunter
3	19	Tom Sanderson
4	5	Spencer Wanstall
5	777	N Croydon-Fowler 20:53.496
6	8	Joe Thompson
7	28	Dom Burger
11	736	Thorburn Astin
13	708	Scott Kendall
FL/7	D Thomas	1:19.147 67.77 mph (record)
FL/S	N Croydon-Fowler	1:19.531 67.44 mph (record)
Pole/7	D Thomas	
Pole/S	N Croydon-Fowler	

novice 69-year-old Rick Shortle rounding out the S-Class. Dan Budd (car still being built on the Friday), Leon Window (carrying #0), Darren Eaton, the luckless Stuart Gilby (ht lead) and Kevin O'Shea ("engine noise") all dropped out, Eaton's car requiring the safety car whilst it was moved out of harms way •

RW



Photos: mbracephotography.co.uk

RACE REPORT: Round 2

Pembrey 22 April 2018



Photos: mbracephotography.co.uk

Wet & wild!

MINI MIGLIA / LIBRE

Sunday morning was more like Wales in winter, calling for treaded tyres and headlights in the gloomy, wet conditions. Even two warm-up laps failed to prevent a first-corner pile-up, Deeth the 'pocket ball' in a game of Mini billiards into Hatchets hairpin, which also saw Astin severely delayed and Edgcombe out with the front end hanging off in all directions! From the confusion, Smith sailed off into the distance, with only Brown able to keep within sight. However, the youngster got a jump-start penalty,

a slipping clutch causing his car to creep on the line, initially dropping him back into the pack on handicap. But, mirroring his superb Oulton performance of last season, he gradually clawed back the deficit to pass Smith near the end, albeit helped by a deflating l/f tyre on the leader's car. The winning margin was just 0.574s, however still in Smith's favour, but only just, thanks to Brown's 10s penalty. It was that close! Drew and Howard were left in their spray to fight over third, the latter only just making it to the finish line ahead of Peacock and reign-

ing Se7en champ, Charlie Budd in only his second Miglia start. Once again, Hills took Libre spoils, but was gracious enough to concede that Ian Fraser should have won after a storming opening charge put him clear, only to dislodge his oil cooler after a trip over the kerbs two laps from the flag. Of the rest, Maxted ran well to seventh, ahead of Astin, Sims, Cuthbertson, Wager, Hills, Arnold and Harvey, with DNFs for Moon, Harries, Deeth, Crewes, and McDonald.

MINI SE7EN / S-CLASS

A brightening sky for the Se7ens race after lunch saw a couple of drivers gamble on dries, and this would have been a brilliant option if the race was perhaps one or two laps longer. Despite Wanstall making a lightning start, within a lap Hunter had found a way round both him and Thomas to lead, thereafter finding all the remaining damp patches to nurse his wets as the track dried quicker than expected. Behind, young Thompson again belied his relative inexperience to work his way past the sparing Wanstall and Croydon-Fowler to take second, with Daniel Budd's dry tyres helping him scythe up the

RESULTS:

Race 2	Miglia/Libre	16 Laps
1	21	Aaron Smith 20:36.514
2	81	Alfie Brown
3	29	Dave Drew
4	72	Rob Howard
5	83	Colin Peacock
6	47	Charlie Budd
12	126	Peter Hills 21:44.018
14	113	Phil Harvey
FL/m	R Deeth	1:14.819 71.69 mph
FL/L	P Hills	1:16.982 69.97 mph
Pole/m	R Deeth	
Pole/L	A Osborne	

Race 2	Se7en/S-Class	15 Laps
1	46	Max Hunter 20:32.780
2	8	Joe Thompson
3	47	Daniel Budd
4	5	Spencer Wanstall
5	777	N Croydon-Fowler 20:46.724
6	22	Graeme Davis
7	19	Tom Sanderson
12	708	Scott Kendall
13	736	Thorburn Astin
FL/7	D Budd	1:19.666 67.33 mph
FL/S	S Kendall	1:20.915 67.44 mph
Pole/7	D Thomas	
Pole/S	N Croydon-Fowler	

1.49-miles Clubmans circuit

order into third as others began to struggle on wet rubber. As the previous day, Kendall and Astin junior made the S-Class top three, with Proctor, Billison, Deviny, Roberts, Cooper, Shortle and Chappell the others to finish, whereas Thomas, Window, Gilby (again), Eaton, Burger, Wightman and O'Shea didn't •

RW





PEMBREY GALLERY

Photos: mbracephotography.co.uk



POINTS after Rds 1 & 2

MINI SE7EN

Pos #	Driver	Pts
1	46 Max HUNTER	39
2	8 Joe THOMPSON	34
3	5 Spencer WANSTALL	34
4	19 Tom SANDERSON	32
5	777 Nick CROYDON-FOWLER	32
6	22 Graeme DAVIS	28
7	95 Julian PROCTOR	22
8	77 Andrew DEVINY	22
9	20 Darren THOMAS	21
10	47 Dan BUDD	19
11	49 Ross BILLISON	18
12	736 Thorburn ASTIN	18
13	94 Lee ROBERTS	17
14	708 Scott KENDALL	17
15	28 Dom BURGER	15
16	45 Leon WIGHTMAN	13
17	30 Tina COOPER	11
18	796 Mark CHAPPELL	10
19	711 Rick SHORTLE	9
20	0 Leon Oli WINDOW	2
	55 Darren EATON	2
	96 Stuart GILBY	2
	792 Kevin O'SHEA	2
nc	71 Simon JONES	-

MINI MIGLIA

Pos #	Driver	Pts
1	21 Aaron SMITH	40
2	83 Colin PEACOCK	35
3	29 Dave DREW	34
4	72 Rob HOWARD	34
5	81 Alfie BROWN	33
6	11 Kane ASTIN	26
7	37 James CUTHBERTSON	23
8	23 Rupert DEETH	19
9	26 Peter ARNOLD	19
10	43 Dave EDGECOMBE	16
	47 Charlie BUDD	16
12	69 Steve MAXTED	15
13	20 Mark SIMS	13
14	44 Darren MOON	12
15	49 Martin WAGER	10
16	27 Peter HARRIES	2
	88 Kieren MCDONALD	2
18	12 Richard SMITH	0
nc	92 Jason PORTER	-
	24 Lewis SELBY	-

* 2018 Dunlop National Challenge points based on total of 14 rounds with the best 11 scores to count

** Invitational Mini Libre scored separately to main Challenge



MINI-7 S-CLASS

Pos #	Driver	Pts
1	777 Nick CROYDON-FOWLER	20
2	736 Thorburn ASTIN	14
	708 Scott KENDALL	14
4	796 Mark CHAPPELL	9
5	771 Rick SHORTLE	9
6	792 Kevin O'SHEA	2

MINI LIBRE

Pos #	Driver	Pts **
1	126 Peter HILLS	20
2	113 Phil HARVEY	16
3	177 Peter CREWES	7
4	127 Ian FRASER	6

5	129 Alex OSBORNE	1
nc	222 Ben BUTLER	-

Se7en Novices

Pos #	Driver	Pts
1	796 Mark CHAPPELL	4

Miglia Novices

Pos #	Driver	Pts
1	44 Darren MOON	4
2	12 Richard SMITH	0

S-Class Under-17

Pos #	Driver	Pts
1	736 Thorburn ASTIN	4

From the Archives

10 years ago

Snetterton - 27 April 2008



A decade ago the Dunlop-backed 13-round National Challenge calendar began in late-April at Snetterton in Norfolk...

Dunlop Mini Se7en Challenge: Rd 1

2005 Champion back to the front

Paul Thompson got his season off to a flying start with a dominant win in the opening round to win the Delmonte Garage Trophy in style.

As the lights went out Niven Burge shot off from the outside of the front row to head poleman Thompson, Kane Astin, Ian Deviny, Max Hunter and Jabez Dyer who were dicing side by side into Riches for the first time. It was all change at the front a lap later as Thompson rose to lead at Riches, with Astin climbing to second only for Hunter to quickly demote him back to third along the Revett Straight. Burge certainly wasn't going to roll over and reclaimed third off Kane as the place swapping continued throughout the twenty three car field. Thompson continued to pull clear of the squabbling pack which saw Hunter, Burge, Astin and Dyer

swap places on every lap before Hunter finally made second his own on the lap 9 as Astin and Dyer remained in close pursuit. Dyer's race then came to an abrupt end as his car succumbed to mechanical problems, leaving Deviny, Burge and James Coulson to dice over fourth

place. Making excellent progress up the order on his Se7en debut was Neil Robins in the former James Hall car. The former autograss exponent was putting his wealth of experience to good effect as he climbed to seventh. Paul Thompson took a convincing first win of the year, over 10 seconds ahead of Hunter and Astin, who remained closely matched as they kept their scrap for second going right up to the chequered flag, with the reigning champion securing the position by just three hundredths of a second. James Coulson claimed fourth from Niven Burge, with Ian Deviny holding on to sixth

Tommo takes the flag (left); Kelvin Edgar in ex-Bonas car (above); all smiles on the podium (below middle); grid is led away by Niv Burge (bottom)

despite slowing on the final lap. Behind Neil Robins, Paul Spark and Anthony Towey fought out a close dice for seventh, with Steven Baker putting his local track knowledge to good effect to climb a richly deserved tenth by the finish of another action-packed Se7en race which opened the season in fine style. Nathan Burge got the defence of his S Class title off to a great start, finishing in 12th overall •

* Article reproduced from Pitlane Review '08 edition

Photos: M7RC Archive (Ollie Read)



RESULT:		27 April (BARC)	
Mini Se7en	Rd 1:	13 Laps	
1	2 Paul Thompson	19:59.844	
2	1 Max Hunter		
3	11 Kane Astin		
4	9 James Coulson		
5	5 Niven Burge		
6	4 Ian Deviny		
7	28 Neil Robins		
8	35 Paul Spark		
9	34 Anthony Towey		
10	15 Steven Baker		
11	12 Darren Mullen		
12	52 Nathan Burge (s)		
13	66 Tim Joslyn		
14	6 Gareth Hunt		
15	60 Malcolm J Keat		
16	46 Terry Barringer		
17	33 Geoff Taylor		
dnf	7 Dick Hunter		
dnf	76 Tom Knight		
dnf	29 Jabez Dyer		
dnf	47 Kelvin Edgar		
dnf	20 Darren Thomas		
dnf	82 Andrew Ruthven		
FL	P Thompson	1:30.688 - 77.50mph	
Pole	P Thompson		
1.952-mile circuit			

From the Archives
10 years ago
Snetterton - 27 April 2008



Dunlop Mini Miglia Challenge: Rd 1

Le May victorious on home turf

Tony Le May overcame problems in qualifying which prompted an engine change to record his maiden Dunlop Mini Miglia Challenge victory at his local circuit and receive the Delmonte Garage Trophy in the process.

Paul Thompson flew off the start line in his first Miglia race in the former Kelly Rogers car to lead Colin Peacock and pole man Andrew Hack and the rest of the sixteen car field into Riches. Le May soon advanced up the order demoting Peacock, before slipping inside Hack on the inside line into Riches on the third lap. Peter Baldwin, who suffered a dropped valve in qualifying, was putting Peacock under pressure in his quest to snatch fourth. Le May took over the lead on lap five, leaving Thompson to fend off Hack. Ralph Saunders had a spin at The Esses on the seventh lap, but he kept his hold on sixth ahead of Mark Smith. Thompson dropped back to fifth leaving Peacock, Hack and Baldwin to dice for second. Baldwin rose to third ahead of Hack but couldn't dislodge Peacock from his hard earned second slot. Saunders and Smith advanced their positions following the retirement of Paul Thompson on the twelfth lap. Meanwhile Peacock pressed on and set the



fastest lap of the race on the final lap as he closed to just 0.396 of a second behind Tony Le May at the chequered flag. Andrew Hack slipped inside Peter Baldwin at The Esses on the final lap to secure third while Ralph Saunders survived a heart stopping moment when his brakes failed as he raced into Russell for the final time. Only the generous run-off area allowed him to eventually come to a halt without sustaining damage to himself or the car. Mark Smith can be pleased with his fifth place, with David Edgecombe surviving a couple of sideways moments at The Esses to capture sixth in his first race in the former Endaf Owens car. •

Race winner Tony Le May with the DelMonte lasses (top left); and seen here leading Thompson at the Russell chicane (above); the chasing pack kicks up the spray as it heads off towards the 'scary tree' (top); umbrellas up on the spectator banks (left); gaggle of cars includes Harvey, Shipton, Le May, Peacock and Baldwin (bottom left)

* Article reproduced from Pitlane Review '08 edition
Photos: M7RC Archive (Ollie Read)

RESULT:		27 April
Mini Miglia	Rd 1:	14 Laps
1	69 Tony Le May	21:23.615
2	4 Colin Peacock	
3	1 Andrew Hack	
4	11 Peter Baldwin	
5	98 Mark Smith	
6	21 Dave Edgecombe	
7	5 Sarah Munns	
8	15 Gordon Pocock	
9	16 Andrew Worsley	
10	42 Paul Simmonds	
11	26 Owen Stinchcombe	
12	66 Gary Shipton	
13	13 Phil Harvey	
14	55 Michael Green	
dnf	77 Ralph Saunders	
dnf	12 Paul Thompson	
FL	C Peacock	1:20.514 - 78.50mph
Pole	A Hack	
1.952-mile circuit		



From the Archives

20 years ago

Snetterton - 14 June 1998



RoverSport may have been in the latter stages of its Mini racing patronage, but Unipart was still on board as main sponsor and the entries were as strong as ever

**Unipart-DCM National
Mini Se7en Challenge: Rd 7**

Hunt in front

Snetterton in June fell at the exact mid-point of the 13-round National Challenge, and a full grid of 32 starters (with reserves waiting in the wings) lined up for what would be 12 laps in thundery, damp conditions. Having finally broken clear of a multi-car train for the lead, Matt Hayman looked to have the race sewn up until a mistake in the increasing drizzle allowed Mark Hunt and Dave Percival back onto his tail, Hunt nipping past to take a first victory in his debut season, with Hayman holding on for second, and all three covered by hush 0.783s! Tims Sims led the rest ahead of Dave Braggins and Rob Talbot, while other familiar names in the entry included Jason Porter (12th) and Ian

Deviny (14th), with the likes of Niven Burge, Steve Bell (pole), Paul Thompson and Dick Hunter on the DNF list.

**Unipart-DCM National
Mini Miglia Challenge: Rd 7**



Curley in control

Although we only had 19 cars entered, the action was still intense. Peter Baldwin had set pole time but come the race it was on-form Ian Curley who surged into the lead, soon to be hounded by visiting NZ Mini 7 champion, Angus Fogg, having his second outing in Chris Lewis' car, with Lewis himself borrowing brother Jonathan's mount. Fogg was the first to drop out

with a detached exhaust, probably after a sideways trip over the Russell kerbs, and then on the last lap at the end of the Revett Straight, Curley and Lewis turned in together for the Esses and clashed, both spinning off and causing Baldwin to lock up too. Curley managed to find a gear and hold off Baldwin by a scant 0.095s for his sixth win from seven, with Lewis dropping to 10th. Jonathan Lloyd overcame a close battle with Richard Wager for third, while others in the high quality field included, Mike Jackson, Gordon Pocock, Colin Peacock, Phil Harvey, Endaf Owens, Phil Manser and Gerald Dale •

*Mark Hunt wins the Se7en race from Matt Hayman (top left); Tom Francis bounces over the Russell gravel as Paul Brown looks on (left); in Miglias, Richard Wager passes the grasstracking Mike Jackson (above); Wager spins behind Angus Fogg (below left)
Photos: MTRC Archive (B Ambrase)*

RESULTS:		14 June (BRDC)	
Mini Se7en	Rd 7:	12 Laps	
1	97 Mark Hunt	18:50.125	
2	4 Matt Hayman		
3	8 Dave Percival		
4	7 Tim Sims		
5	3 Dave Braggins		
6	19 Rob Talbot		
FL	D Braggins	1:30.289 - 77.83 mph	
Pole	S Bell		
Mini Miglia	Rd 7:	10 Laps	
1	2 Ian Curley	13:56.024	
2	5 Peter Baldwin		
3	7 Jonathan Lloyd		
4	57 Richard Wager		
5	50 David Gathercole		
6	9 Mike Jackson		
FL	C Lewis	1:21.623 - 86.093 mph (rec)	
Pole	P Baldwin		
1.952-mile circuit			

From the Archives
20 years ago
Snetterton - 1 Nov 2008
Snetterton - 15 Nov 2008

Following two Silverstone races in March, the Winter Series reconvened in November, with Snetterton the venue for two of the remaining four events

Unipart-DCM Winter Mini Challenge: Rd 3

Winter wins for Baldwin & Banwell

A decent 27-car entry graced the first of the Snetterton Winter rounds, Peter Baldwin lining up alongside Jonathan Lewis on the front row, but only eight of the 10 Miglias present making the grid. Dave Banwell was quickest Se7en in 10th overall from Andy Burge. From the off there was incidents aplenty, with several cars out-braking themselves, although up front Lewis (in brother Chris' car) and Baldwin proceeded to swap the lead, the pair of them not quite catching the leading Se7ens after 10 laps and the gap just 0.31s between them in Baldwin's favour. Tony Higgins took third to remain joint-top of the points table with David Abbott. In the Se7ens class,

the lead went right down to the line, with Dave Banwell just holding off Dave Percival and impressive novice Tom Francis, once early challengers Rob Cullum and Andy Burge fell by the wayside. Also racing were Paul Thompson, Andrew Deviny and James Hall, son and nephew respectively of former champions Stephen and Gary Hall •

Unipart-DCM Winter Mini Challenge: Rd 5

Lewis & Burge take victories

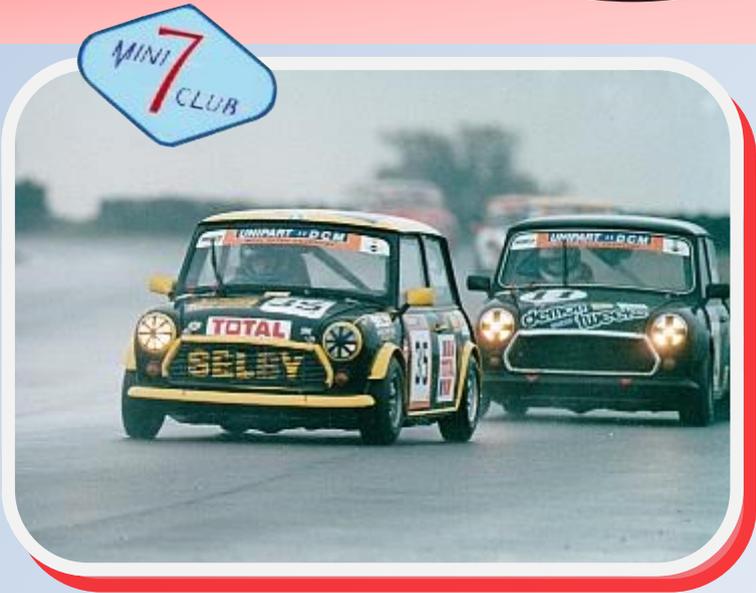
We had 29 cars on hand a fortnight later, with a Silverstone round sandwiched in between. A dreary wet qualifying session saw Jonathan Lewis on pole from Peter Baldwin, with points leader David Abbott in third. Best of the Se7ens was Andy

Burge form Dave Percival in seventh and eighth overall. Lewis made a tardy getaway to only be seventh out of Riches before making a steadfast recovery to retake the lead on lap 7, then pulling out nearly 5s on Baldwin after 10 laps. Abbott's comfortable third place retained his series lead, while Tony Higgins also put in a great recovery drive to sixth after being spun

familiar names, Andrew Deviny took eighth, and the late Graham Edwards was 14th, with the two ladies in the field being Sarah Munns and Denise Manderscheid •

Dave Banwell leads Andy Burge in the damp - both scored a w in apiece at the Snetterton Winter races (top); a spot of Miglia yumping over the Russell chicane for Kevin Mason (below left); Rob Cullum was in contention for Se7en honours in both races, but came away with a best of 11th (bottom left)

Photos: M7RC Archive (B Ambrose)



way down the order early on, and retain a chance of the 1.3-litre title going to the last round. In the Se7ens category, several drivers took turns in the lead, including Tom Francis, then Dave Percival, followed by Dave Banwell and finally Andy Burge who was able to cling on for a second class victory in a row. Banwell held off Percival for the runner-up spot and both would go to the Brands finale level on points in the 1.0-litre class. Paul Thompson came through for fourth ahead of Francis, while of the more fa-

RESULT: 1 November			
Winter Mini	Rd 3:	10 Laps	
1	5	Peter Baldwin	13:53.75
2	20	Jonathan Lewis	
3	33	Tony Higgins	
9	35	Dave Banwell	15:23.13
10	8	Dave Percival	
11	17	Tom Francis	
FL/m		J Lewis	1:21.84 - 86.86 mph
FL/7		T Francis	1:29.50 - 78.51 mph
Pole/m		P Baldwin	
Pole/7		D Banwell	
1.952-mile circuit			
RESULT: 15 November			
Winter Mini	Rd 5:	10 Laps	
1	20	Jonathan Lewis	15:02.566
2	5	Peter Baldwin	
3	29	David Abbott	
8	11	Andy Burge	16:19.935
9	35	Dave Banwell	
10	8	Dave Percival	
FL/m		J Lewis	1:28.083 - 79.779 mph
FL/7		A Burge	1:35.765 - 73.380 mph
Pole/m		J Lewis	
Pole/7		A Burge	
1.952-mile circuit			

From the Archives

30 years ago

Snetterton

21 August / 2 October 1988



Three decades ago there were a brace of visits to Snetterton for the 15-round Austin Rover-backed National Challenges, with the Mini Se7ens still powered by 850cc engines and the Miglias by 998cc units. The then 1.917-mile circuit still had the much faster, pre-chicane, Russell corner which would be considerably tightened within a couple more years

Austin-Rover National Mini Se7en Challenge: Rd 9

Joyce rejoices

For eventual champion Malcolm Joyce, the cards fell right for him on 21 August, even a wayward trip across the Esses kerbs and onto the grass not preventing him from re-passing Bill Sollis to take his second of what would be four victories on the trot. Having been dropped early on, title rival Steve Cooper almost re-caught the lead duo and was comfortably clear of the next pairing of Dave Banwell and, on his local circuit, Terry Palmer, with future Miglia champ Andy Hack heading Rob Selby and Neil Johnson in the battle for sixth. Also in the 22-car field were Mike Jackson and Tina Cooper, the latter making a slow getaway from pole before being knocked off at Riches •

Austin-Rover National Mini Miglia Challenge: Rd 9

Russell's reply

Despite starting from pole and setting the fastest lap of the race, champion elect Russell Grady was certainly made to work hard for his sixth victory of the season. Firstly Richard Wager got

the drag on him to the first corner and then Owen Hall and Gareth Mellin demoted him further. With Chris Tyrrell also joining in the leading bunch the crowd were treated to continual place swapping, and all of it close but clean. With a lap to go we were down to three fighting for the lead and Hall in front after Grady missed a gear at Sear. However, Grady wasn't finished and got back in front at the Esses taking Wager through with him too. Eight of the 13 starters finished •

Austin-Rover National Mini Se7en Challenge: Rd 12

Cooper's clash

All season the title race had been incredibly close, and so it proved again on 2 October for round 12. Bill Sollis was the first to fall by the wayside when his gearstick came off in his hands on the opening lap, one of four DNFs in the 16-car field, including Dan Wheeler. This left Steve Cooper and Malcolm Joyce to duel for the 10 points, with Mike Jackson joining them too up front. It all came down to the drag round from the Esses, through Coram and into the then left

-right flick at Russell. Cooper got to the line first but later was adjudged to have moved over on Joyce and reprimanded. It didn't end there as some time later Cooper was docked the 10 points despite retaining the win, effectively ending his championship hopes. He would gain some recompense by taking the title the following season... •

Austin-Rover National Mini Miglia Challenge: Rd 12

Owing Hall

Up to nine cars from the 21 starters vied for the lead in the Miglia race, with Russell Grady and Richard Wager mostly ahead early on. However, Owen Hall had worked his way ahead of both in the latter half of the race, which proved crucial when the red flags were thrown for Mike Gardiner's spun and temporarily stalled car at the end of lap 8, the result then declared on countback to 7 laps. Also in the entry, Ian Gunn and Mark Jones, both helping run cars today •



Cooper, Joyce and Jackson battling in Se7ens (top); Jackson leading out of the old, much faster, Russell bend (below left) Photos: Autosport + M&A Jackson Collection

* full info in M7RC Archive 1988 issue

RESULTS: 21 August (BARC)

Mini Se7en	Rd 9:	10 Laps
1 5	Malcolm Joyce	15:35.9
2 2	Bill Sollis	
3 10	Steve Cooper	
4 37	Dave Banwell	
5 83	Terry Palmer	
6 54	Andy Hack	
FL	B Sollis	1:29.9 - 76.76 mph
Pole	T Cooper	

Mini Miglia	Rd 9:	10 Laps
1 1	Russell Grady	14:06.9
2 500	Richard Wager	
3 7	Owen Hall	
4 3	Gareth Mellin	
5 305	Michael Waudby	
6 120	Steve Holtom	
FL	R Grady	1:22.6 - 83.54 mph
Pole	R Grady	

1.917-mile circuit

RESULTS: 2 October (SRC)

Mini Se7en	Rd 12:	10 Laps
1 10	Steve Cooper	14:49.2
2 5	Malcolm Joyce	
3 87	Mike Jackson	
4 9	Neil Johnson	
5 54	Andy Hack	
6 4	Tina Cooper	
FL	M Jackson	1:26.9 - 79.42 mph
Pole	M Joyce	

Mini Miglia	Rd 12:	7 Laps*
1 7	Owen Hall	9:47.8
2 1	Russell Grady	
3 500	Richard Wager	
4 3	Gareth Mellin	
5 111	Chris Tyrrell	
6 2	Mark Jones	
FL	R Grady	1:21.5 - 84.67 mph
Pole	R Wager	

* race red-flagged

1.917-mile circuit

From the Archives

40 years ago
Snetterton

18 June / 13 August / 24 Sept / 8 October 1978
7 May / 3 & 17 September / 29 October 1978



The late-1970s brought Leyland sponsorship and a third series for the Clubman-fronted 1275 GT. In all, Snetterton hosted no less than eight meetings for the M7RC!

Leyland National Mini 850 Challenge: Rd 5

Tyrrell is tops

The usual busy chasing pack of Mini 7s had all sorts of fun behind the lead duo. Ten laps of nose-to-tail action came down to a frantic dash to the line in which Chris 'The Leatherhead Loony' Tyrrell won from Graham 'Gramps' Woskett by 0.2s! Of the other 23 starters, future touring car star, Patrick Watts, took third.

Leyland National Mini 1275GT Challenge: Rd 6

Gaymer gets it

On the same 18 June meeting as the 850s, Leyland's top tier Mini championship drew a 21-car entry, with a fierce tussle for top spot between reigning class champion Steve Soper and polesitter Paul Taft. The latter then dropped out with engine trouble, leaving Soper to take the flag. However, he was docked 10s for a jump start, handing the win to Paul Gaymer from Jerry Hampshire.



Leyland National Mini 1000 Challenge: Rd 9

Sterling Spurling

To close the 13 August meeting, a superb four-way tussle for the 'Miglia' lead saw regular place swapping from start to finish, with Phil Spurling getting the nod by 0.5s from Derek May, Paul Gaymer and Mike Fry. The fifth



place battle went to Mike Wallaker after Chris Dobson dropped out.

Leyland National Mini 850 Challenge: Rd 12

Electric Watts

The 'Se7ens' were out again on 24 September, and in another cracking event which commentator Brian Jones described as "more like bike racing", Patrick Watts was able to create himself a small lead to the flag. Behind him however the order was changing each lap, with Chris Tyrrell recovering from several 'offs' to make the podium, just pipped to second by Graham Woskett.

Leyland National Mini 1000 Challenge: Rd 13

Roland revs up

The 'Miglias' had their second National run-out on 8 October. Colin Beckwith had led initially before spinning, which then promoted Roland Nix and Derek May to the lead battle, Nix getting the nod by just 0.2s. Chris Dobson held third until Phil Spurling nipped past on the last lap, while Bob Fox made the top six in a rare M7RC outing.

Graham Hill & TEAC series

Extra dates included races for the southern-based TEAC (Thames Estuary AC) 850 series, and the novice-based Graham Hill Trophy for both classes. Jim McDougall's TEAC title-winning season was aided with wins on 4 May, both the 3 and 17 September races, and again on 29 October. Roy Finlay

took top spot on 13 August, while the sole Graham Hill race on 17 September gave class victories to Terry Mullloy (1000) and Nick Baily (850) respectively.

Chris Tyrrell's Calbrook Mini 850 runs wide into the dirt (left)
Frantic record label backed Eric Groves in Mini 1000/Miglia (below middle)
Boospeed 1275 GT of Paul Gaymer won the 18 June race (bottom)
Photos: Motoring News + E Groves Collection

* full info in M7RC Archive 1978 issue

RESULTS:		18 June (BRSCC-EA)	
MINI 850	Rd 5:	10 Laps	
1	4 Chris Tyrrell	14:57.6	
2	9 Graham Woskett		
3	10 Patrick Watts		
4	11 Graham Wenahm		
5	6 Julian Cutler		
6	59 John Love		
FL	P Watts + S Hall	1:28.2 - 72.24 mph	
Pole	C Tyrrell		
MINI 1275 GT	Rd 6:	10 Laps	
1	15 Paul Gaymer	14:15.4	
2	8 Jerry Hampshire		
3	32 Peter Baldwin		
4	16 John Hopwood		
5	1 Steve Soper		
6	19 Tom Pitcher		
FL	P Taft	1:23.6 - 82.55 mph (rec)	
Pole	P Taft		
RESULT:		13 August (BARC)	
MINI 1000	Rd 9:	10 Laps	
1	2 Phil Spurling	14:10.2	
2	3 Derek May		
3	1 Paul Gaymer		
4	14 Mike Fry		
5	72 Mike Wallaker		
6	6 David Abbott		
FL	P Spurling	1:23.4 - 82.75 mph	
Pole	P Spurling		
RESULT:		24 September (BARC)	
MINI 850	Rd 12:	100 Laps	
1	10 Patrick Watts	15:09.70	
2	9 Graham Woskett		
3	4 Chris Tyrrell		
4	5 Chris Lewis		
5	7 Russell Grady		
6	14 Steve Hall		
FL	C Tyrrell	1:23.83 - 77.69 mph	
Pole	J McDougall		
RESULT:		8 October (BARC)	
MINI 1000	Rd 13:	10 Laps	
1	38 Roly Nix	14:02.0	
2	3 Derek May		
3	2 Phil Spurling		
4	7 Chris Dobson		
5	28 Peter Calver		
6	16 Bob Fox		
FL	D May	1:22.9 - 83.25 mph	
Pole	R Nix		
1.917-mile circuit			



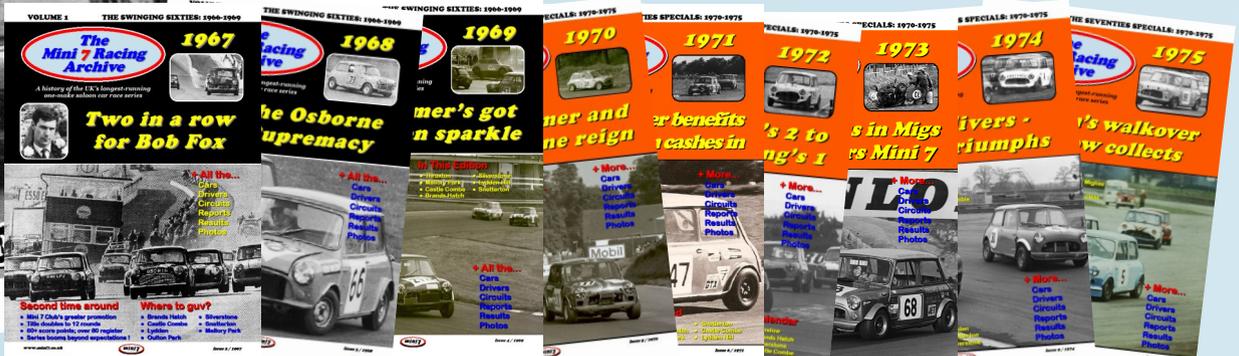
Mini Racing History

at your fingertips!



For over half a century Mini 7 racing has been a bedrock of UK club motorsport, and to celebrate the rich heritage of these on-track Mini marvels, their history is captured in *The Mini 7 Racing Archive* annual reviews, packed with rare photos, race reports, driver features, regulations, race results and full championship standings. No other amateur racing series has been covered in such depth, and the first 20 years are available to order through the M7RC:

Simply logon to: www.mini7.co.uk and click on the **Shop** section for details



Coming Soon!

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

50 years ago
Snetterton
7 April / 14 July / 25 Aug' 1968



In just three short seasons Formula Mini-7 had reached epic proportions on the club racing scene, with almost 100 drivers entering the 14-round National Challenge, by now named in honour of the 1966 and 1967 champion, Bob Fox. Three visits to Snetterton saw full grids on the then 2.71-mile circuit

The Bob Fox Formula Mini-7 Challenge: Rd 2

Hows about that ?

Over 30 drivers were on the entry list for this Romford Enthusiasts' Car Club meeting in April. Graham Hows proved the man to beat, dominating the 8 laps in his distinctive bronze-coloured car

to finish several hundred yards in front. Anthony Halse and Geoff Cooley ran him closest early on before both running short of fuel, leaving Maurice Watts to claim second from Ray Cox. Of the 25 starters, just 11 finished •

The Bob Fox Formula Mini-7 Challenge: Rd 9

Mini Formula-1

Having won three rounds up to this point, Mick Osborne was becoming a clear title challenger, and in this 750 Motor Club-organised meet, a lights-to-flag victory underlined his challenge. His main rivals joined him on the podium, polesitter Graham Hows settling for second ahead of Viv Church, the latter perhaps gaining greater exposure for FM-7 than the actual race action with his Formula 1-inspired

'rear wing •

The Bob Fox Formula Mini-7 Challenge: Rd 10

Osborne again

The second of what would be five victories on the trot for Mick Osborne was only settled when 'guesting' Bob Fox had to pit with brake issues, leaving Osborne's dayglo red car to pull out a safe 9s lead by flagfall over the battling pack behind. Graham Hows kept up his title hopes with a narrow second place from the CCC magazine-backed car of Clive Trickey,

who would become a regular columnist in the monthly motoring journal •

Viv Church finished third on 13 July, helped, or was it hindered, by a F1-inspired roof-mounted spoiler ? (top); typically close Mini action from Snetterton (below)

Photos: Motoring News + M7RC Archive
* full info in M7RC Archive 1968 issue

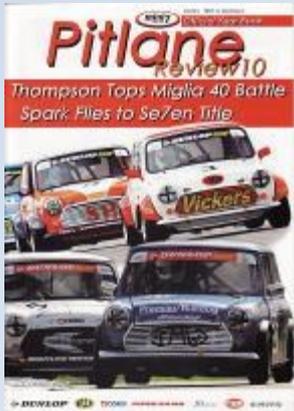
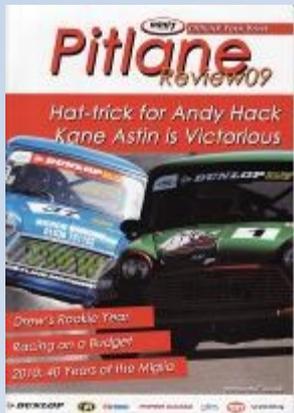
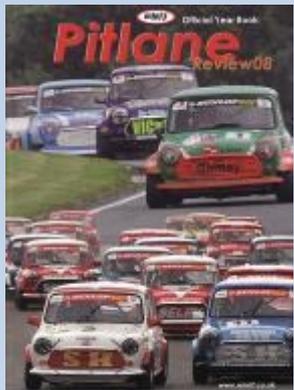


RESULT:	7 April (RECC)
Formula Mini-7 Rd 2:	8 Laps
1 73	Graham Hows 16:50.8
2 74	Maurice Watts
3 71	Ray T Cox
4 81	Stephen Howard
5 63	John Digby
6 83	Mark R Shaw
FL	G Hows 2:04.8 - 78.17 m
Pole	...
2.71-mile circuit	
RESULT:	13 July (750 MC)
Formula Mini-7 Rd 9:	8 Laps
1 80	Mick Osborne ...
2 78	Graham Hows
3 79	Viv Church
4 65	Mike Smith
5 81	Trevor Moore
6 77	Gordon Line
FL	M Osborne 2:02.4 - 79.71 mph
Pole	G Hows
2.71-mile circuit	
RESULT:	25 August (RECC)
Formula Mini-7 Rd 10:	8 Laps
1 138	Mick Osborne 16:44.4
2 129	Graham Hows
3 128	Clive Trickey
4 136	Mike FC Smith
5 122	Willie Dick
6 130	Trevor Moore
FL	M Osborne 2:01.6 - 80.23 mph
Pole	B Fox
2.71-mile circuit	

Archive Library

ROLL OF HONOUR

The Champions



NATIONAL MINI SE7EN

- 1966 Bob Fox
- 1967 Bob Fox
- 1968 Mick Osborne
- 1969 Paul Gaymer
- 1970 Len Brammer
- 1971 Graham Wenham
- 1972 Reg Armstrong
- 1973 Mick Moss
- 1974 Chris Tyrrell
- 1975 Graham Wenham
- 1976 Graham Wenham
- 1977 Martin Goodall
- 1978 Steve Hall
- 1979 Patrick Watts
- 1980 Jonathan Lewis
- 1981 Gary Hall
- 1982 Gerald Dale
- 1983 Chris Gould
- 1984 Chris Gould
- 1985 Russell Grady
- 1986 Chris Tyrrell
- 1987 Chris Tyrrell
- 1988 Malcolm Joyce
- 1989 Steve Cooper*
- 1990 Bill Sollis*
- 1991 Bill Sollis*
- 1992 Mike Jackson*
- 1993 Tina Cooper*
- 1994 Ian Curley
- 1995 Mike Jackson*
- 1996 Phil Manser*
- 1997 Steve Bell
- 1998 Matthew Hayman
- 1999 Dave Braggins
- 2000 Dave Braggins
- 2001 Tim Sims*
- 2002 Tim Sims
- 2003 Tim Sims
- 2004 James Hall
- 2005 Paul Thompson
- 2006 Andrew Deviny
- 2007 Max Hunter
- 2008 Paul Thompson
- 2009 Kane Astin
- 2010 Paul Spark
- 2011 Paul Spark
- 2012 Paul Spark
- 2013 Andrew Deviny
- 2014 Andrew Deviny
- 2015 Paul Spark
- 2016 Ashley Davies
- 2017 Charlie Budd

* 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

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

MIGLIA S-CLASS

- 2006 Phil Harvey
- 2007 Phil Harvey
- 2008 Phil Harvey
- 2016 Jim Burrows
- 2017 Jim Burrows

MINI LIBRE Invitational

- 2017 Peter Crewes

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

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

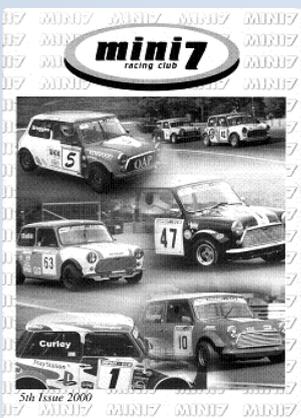
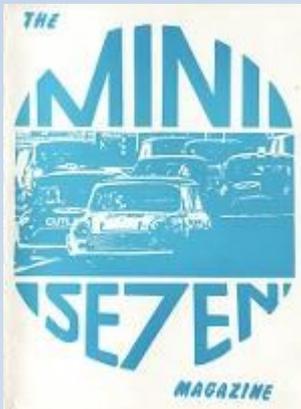
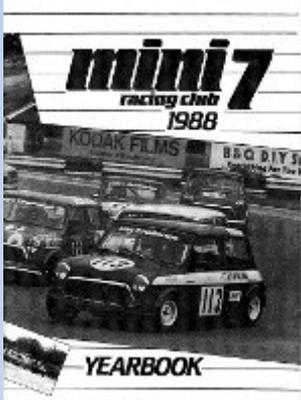
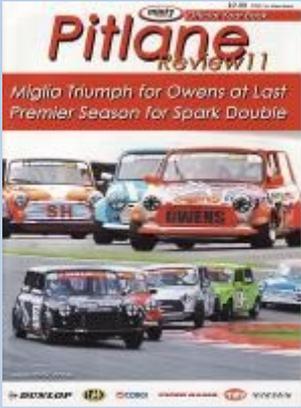
CASTLE COMBE SERIES

- 1983 Mike Fry (overall)

LYDDEN SERIES - SE7EN / MIGLIA

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

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

NOVICE AWARD - MIGLIA

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



The Mini 7 Racing Club is pleased to announce a new licencing arrangement. Joining other famous motor sport brands, Dunlop and Honda, the club has teamed up with Dread to create a new, exciting range of merchandising from baseball caps to waterproof track side suits.



Alongside the items featuring the contemporary club logo, there are also some alternative products celebrating the original club logo. The plan is to keep the range fresh by adding new products and deleting the less popular items as we go forward.



The range is now available to browse and purchase online.

http://www.dread.cc/shop/category/mini_7/

Please take a look in the next few days

In fact, we would encourage you to think about placing all your orders from the website.

Mike and Alan will carry a few of the items at the circuits, but the broadest range and all the sizes will always be available online.



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Mini Se7en Challenge

2

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Mini Miglia Challenge

0

www.minispares.com
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DUNLOP
Mini Se7en S Class

1

www.minispares.com
www.mini7.co.uk

DUNLOP
Mini Libre

8

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www.mini7.co.uk

Mini Se7en

#	Driver
0	Leon Oli WINDOW
5	Spencer WANSTALL
7	Gareth HUNT
8	Joe THOMPSON
15	Steve BAKER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
28	Dom BURGER
30	Tina COOPER
31	Ian BRISCALL
38	Steven HOPPER
45	Leon WIGHTMAN
46	Max HUNTER
47	Daniel BUDD
49	Ross BILLISON
55	Darren EATON
60	Malcolm J KEAT
63	Dave ROBINSON
71	Simon JONES
77	Andrew DEVINY
94	Lee ROBERTS
95	Julian PROCTOR
96	Stuart GILBY
?	Paul SPARK
?	Tim STANBRIDGE
?	Chris BLACKWELL-FROST
?	Rob PEARSON
?	Dick HUNTER
?	Ralph BUDD
?	Duncan EMMETT
?	Eian RIDDIFORD

Mini Miglia

#	Driver
11	Kane ASTIN
12	Richard SMITH n
15	Gordon POCOCK
17	Richard JESSOP
20	Mark SIMS
21	Aaron SMITH
22	Stuart HORSFALL
23	Rupert DEETH
24	Lewis SELBY
26	Peter ARNOLD
27	Peter HARRIES
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
43	Dave EDGECOMBE
44	Darren MOON n
47	Charlie BUDD
49	Martin WAGER
56	Nick PADMORE
69	Steve MAXTED
72	Rob HOWARD
81	Alfie BROWN
83	Colin PEACOCK
85	Sam SUMMERHAYES
88	Kieren MCDONALD
92	Jason PORTER
?	Ashley DAVIES
?	Dan WHEELER
?	Tristen KNIGHT
?	Endaf OWENS
?	Tony LE MAY
?	Lee DEEGAN

Mini-7 S-Class

#	Driver
700	Morgan LEWIS n
708	Scott KENDALL
711	Rick SHORTLE
723	James BULL
736	Thorburn ASTIN
747	Kelvin EDGAR
765	Simon MARTIN
766	Stephen COLBRAN n
771	Julian AFFLECK
777	Nick CROYDON-FOWLER
779	Andy DICKINSON
791	Shaun TARLTON
792	Kevin O'SHEA
795	Stuart GILBY
796	Mark CHAPPELL n
?	Roland PARSLOE
?	Richard BULL

Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
126	Peter HILLS
127	Ian FRASER
129	Alex OSBORNE
133	Les STANTON n
149	Gary WARBURTON
177	Peter CREWES
186	David FRANKS
222	Ben BUTLER
500	Rob DAVIS n
616	Justin COOPER
666	Jonathan LEWIS
?	Paul THOMPSON
?	Joe THOMPSON
?	Damon ASTIN
?	James LINDRIDGE



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The 2017 Le Mans 24 Hours featured open tyre competition in both LMP2 and GTE categories.

Congratulations Jackie Chan DC Racing and Aston Martin Racing, both winners chose Dunlop for grip and enduring performance.

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