

Pit & Paddock

2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 3



www.mini7.co.uk

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
- Libres: to finish first...

Thruxton Preview

Latest News

Technical Updates

Full 2018 Calendar

Runners & Riders

From the Archives

5 decades at Thruxton



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engine internals from
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Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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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.

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Northminster Business Park

York YO26 6QU

Tel: 01423 881800

Minispares - LONDON

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Cranbourne Industrial Estate, Cranbourne Rd.

Potters Bar, Herts. EN6 3JN

Tel: 01707 607700

Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury,
W. Midlands. B69 4RJ

Tel: 0121 544 0011

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

www.dunloptyres.com



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

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Sponsor of the 'Spax Spectacular' Improver Awards - for most places made up by a Mini Se7en driver in the race from their grid position

www.spaxperformance.com



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Print media partner to the Mini Se7en & Mini Miglia Challenge

www.minimag.co.uk



Series partner to Mini Miglia

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CLUB TOGETHER

Membership, that feeling of belonging, of being part of something that aims to pull in the same direction for the greater good of all. Pretty obvious you might think, but every once in a while something occurs which more than highlights why we are all part of this great Club. Take this recent example; there was I in my local newspaper, taking a quick peak in *MotorSport News* to see if anything in F1 might inspire me about the greater good of our sport, when a story on the 'Racing News' pages leapt off the page. "Mini Se7en Racing Club family come together to help Libre driver repair car after heavy Snetterton accident"! A snappy headline it ain't, but it proved once again that there are members within this Club whose hearts and minds are in the right place when it comes to fellow racers. As many of you may already know, Peter Hills' Libre was heavily damaged in a shunt at Snett' a few weeks ago, and the initial prognosis was that Peter - the overall Libre points leader, even after his setback - would be off-track for some time, at least until the 2019 season. However, behind the scenes it appears there was a pooling of minds, resources, call it what you will, but a concerted effort to see a fellow racer back out on-track sooner rather than later. And for a car that isn't even in the main Miglia Challenge, but the semi-invitational category. This last point is possibly the most important of all. You see, without a healthy Libre class on the back of the Miglia grid, then the overall package put in front of spectators is potentially affected. By helping to keep the numbers up, this in turn can help keep the competition closer and ultimately leads to more racers looking to join in, thus becoming a member of a proper club, with proper dyed-in-the-wool racing fans who have an instinct for doing the right thing - indeed, 50+ years of doing it right •

RW



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PREVIEW:
Rounds 5 & 6

Thruxton...
2-3 June...



**Miglia
Lap Record**
Peter Baldwin
Time: 1:29.385
Ave speed: 94.88 mph
Set: 15 Sept' 2002
2.356-mile circuit

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

MINI MIGLIA

The opening two meetings in the National Challenges have seen plenty of action, and the title race absolutely wide open. Aaron Smith went to Snetterton having won both Pembrey races but had a somewhat mixed weekend in Norfolk that

dropped him back to fourth in the standings. Lee Deegan came out for what was scheduled to be one of only two, or perhaps three, events in his 2018 calendar, and promptly totted up two maximum scores to leave him in contention too. It is Dave Drew however who comes to Thruxton with a slender 1-point advantage over last season's standout Nov-

ice, Alfie Brown, both having racked up four high finishes without quite making the top step. Colin Peacock sits third with a best of second out of four finishes, while 2017 Champion Rupert Deeth has eased himself into fifth with a trio of podium visits. Others on the cusp of the trophy positions include Kane Astin, Rob Howard and Charlie Budd, while further down the order, the likes of James Cuthbertson, Kieren McDonald, Jason Porter and Dave Edgcombe are all capable of picking up a good result if the leaders falter •

Mini Libre

Entries so far in the 'semi-invitational' class have proved that creating a mini series on the back of the Miglia grid was a master stroke. With a dozen already registered for 2018, there has been plenty of alternative A-Series tuning to keep abreast of, either from bored-out 1380cc units., 7-porters or monster twin-cam jobbies. Sadly at Snetterton last time out, several dropped by the wayside, either through mechanical issues or from accident damage, and Peter Hills has the bitter-sweet position of leading the class but with his car probably out of action for some time. Phil Harvey is next up on points but he also had a double DNS, and long-time Mini racer Jonathan Lewis comes to Thruxton as a likely favourite in a BMW twin-cam example •

PREVIOUS WINNERS:

- 2014 R Deeth / K Astin
- 2012 P Baldwin / C Peacock
- 2011 E Owens / E Owens
- 2010 P Thompson / D Drew
- 2008 P Baldwin
- 2007 A Hack
- 2005 P Baldwin
- 2003 P Baldwin
- 2002 B Sollis
- 2000 I Curley



Photos: M7RC Archive (M Barrington)

...PREVIEW:
...Rounds 5 & 6

Thruxton
2-3 June



S-Class Lap Record
Julian Affleck
Time: 1:39.587
Ave speed: 85.17 mph
Set: 14 August 2011
2.356-mile circuit

Se7en Lap Record
Paul Thompson
Time: 1:37.933
Ave speed: 86.60 mph
Set: 21 August 2005
2.356-mile circuit

Mini-7 S-Class

The 'scholarship' or budget-tuning, 1275cc class, first introduced in 2006, has seen a rapid growth in numbers in recent seasons, and several more new faces look set to be joining in during 2018. There was a record 11 entries at Snetterton recently, and leading the points table is Nick Croydon-Fowler with a brace of wins at Pembrey in April. Hot on his heels however are Scott Kendall and James Bull who both took a victory apiece at Snetterton. Andy Dickinson made his seasonal debut last time out too and came away with a third place, so could be a dark horse, while Thorburn Astin was joined by Morgan Lewis in the newly introduced Under-17 category, and which has the revived Graham Hill Memorial Trophy as a significant top prize •

MINI SE7EN

Competition among the leading Mini Se7ens is as intense as ever, with more than half-a-dozen drivers in with a shout of victory. Despite an influx of younger challengers, it is the seasoned racers who have scooped the top silverware so far, 2007 Champion Max Hunter atop the points table thanks to a win at Pembrey and two second places, with 2006/13/14 treble champion Andrew Deviny hauling himself up to fourth overall after a brace of wins at Snetterton. Darren Thomas took the other Pembrey winner's garland, and if he can find some finishing consistency will surely be in line for an overdue title having come close in several campaigns. Of the 'youngsters' Spencer Wanstall and Tom Sanderson have been on the podium several times and hold second and third overall respectively in the stand-

ings, with 2017 Novice of the year, Joe Thompson looking to emulate dad Paul's double title success of 2005/08. One to keep an eye on too at Thruxton is Dan Budd who has scored a pair of thirds, tempered with a pair of DNFs, while the likes of Graeme Davis, Gareth Hunt and Dom Burger have all been on the tails of the leaders •

PREVIOUS WINNERS:

- 2014 A Deviny / D Thomas
- 2012 P Spark / P Spark
- 2011 P Spark / P Spark
- 2010 P Spark / P Spark
- 2008 P Thompson
- 2007 M Hunter
- 2005 A Deviny
- 2003 A Deviny
- 2002 T Sims
- 2000 D Braggins



Photos: MTRC Archive (M Barrington)



“Thruxton celebrates a significant milestone in 2018, its 50th anniversary, and to mark the occasion a special two-day race meeting will be run in early June. Set to encompass five decades of the Hampshire circuit, there will be something for everyone over the weekend, both on and off the track. Making up the race programme as it stands is; the Historic Touring Car Challenge/ Tony Dron Trophy, Royal Automobile Club Woodcote Trophy/ Stirling Moss Trophy, HSCC Guards Trophy Sports & GT Cars, HSCC Historic Formula Ford 1600, HSCC Super Touring Cars, HSCC Libre - HF2, CF3, FF2000 etc, **M7RC Mini Se7en and M7RC Mini Miglia**. In addition to the racing, a host of exciting off-track attractions and demonstrations are to be staged... Also, the brand new Thruxton Hospitality Centre, situated on the inside of Allard corner, will be opened” •

www.barc.net



FRIDAY HALF-DAY TESTING

As it is four years since the M7RC competed at Thruxton, for those of you keen to get your eye in, or wanting to bed-in new parts/tyres/etc, there is half-day (PM) general testing on Friday 1st, the day before the weekend meeting. Several closed-wheel sessions are available, and are scheduled as follows:

13.00-13.25; 14.00-14.25;
14.30-14.55; 15.30-15.55;
16.00-16.25.

All prices are VAT-inclusive and will be £70 per car, per 25-minute session. Testing fees will be non-refundable •

E: carolj@thruxtonracing.co.uk
T: 01264 774921

TIMETABLE:

Rounds 5 & 6

Thruxton

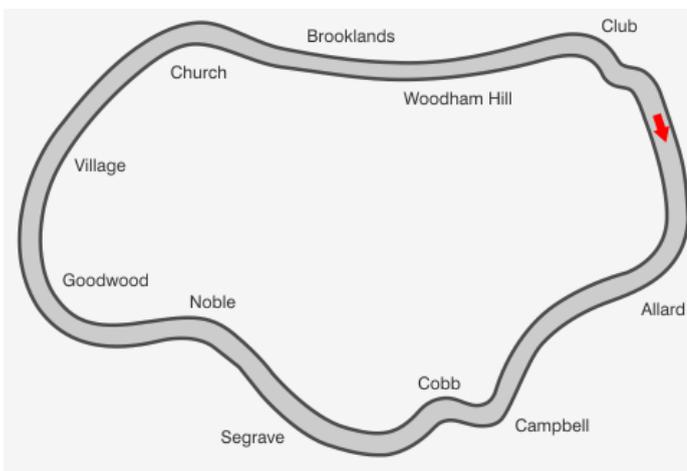
2-3 June

Saturday 2 June 2018

START	FINISH	DURATION	SESSION	CLASS
07.30	07.45	15 mins	Signing-on	Se7en / S-Class
07.45	08.45	1 hour	Scrutineering	Se7en / S-Class
09.00	09.20	20 mins	Qualifying	Se7en / S-Class
11.20	11.35	15 mins	Signing-on	Miglia / Libre
11.35	12.35	1 hour	Scrutineering	Miglia / Libre
12.50	13.10	20 mins	Qualifying	Miglia / Libre
14.00	14.20	20 mins	Race 1 (Rd 5)	Se7en / S-Class

Sunday 3 June 2018

START	FINISH	DURATION	SESSION	CLASS
10.45	11.05	20 mins	Race 7 (Rd 5)	Miglia / Libre
13.45	14.05	20 mins	Race 10 (Rd 6)	Se7en / S-Class
17.45	18.05	20 mins	Race 15 (Rd 6)	Miglia / Libre



On-Track Demonstrations

Williams FW08C, March 701, Lola T70, BTCC BMW 125i M Sport & Alfa Romeo Giulietta, Chevrolet Camaro, BMW M4 GT4, MINI Challenge, Ford GT, Ducati 1199 Panigale R, Ducati V4 Panigale, 1972 John Player Norton

Off-Track Displays

Porsche 919 Hybrid Sports Prototype; Williams FW14B - Nigel Mansell's championship winning F1 car 'Red 5'; Williams FW38 - 2016 F1 car; Lotus 81 - ex Nigel Mansell F1 car; Lotus 87B; Ford GT40; Aston Martin GTE

Event Attractions

Nigel Mansell & Murray Walker open the Thruxton Centre on Sunday; Red Devils parachute display on Sunday; circuit coach rides; car club reunions; funfair; live music on Saturday night from Revit and The Cellarats; firework display on Saturday evening; free overnight camping •

CIRCUIT LENGTH:

2.356 miles

Thruxton Circuit

Andover, Hampshire, SP11 8PW

Tel: 01264 882222

Email: info@thruxtonracing.co.uk

Driving there:

For sat-navs, use postcode SP11 8PN. Thruxton is readily accessible from both the M3 and M4 motorways; 1.5 hours from London; 2.5 hours from Birmingham. Once on the A303 follow the signs for Thruxton Circuit ONLY, ignore signs for Thruxton village. Upon leaving the A303 follow signs for Thruxton Circuit •

www.thruxtonracing.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
Awards / Dinner Dance	Venue tba	January 2019



Photo: M7RC Archive (M. Barrington)

NEWS NEWS NEWS NEWS

NOVICE TEENAGER ON PRIME TIME TV



On the eve of her Mini-7 S-Class circuit racing debut at Snetterton, Morgan Lewis, the teenage daughter of former Mini Se7en champion, Jonathan Lewis, featured on *BBC Look Good*. The TV station sent a film crew along to the circuit during testing before the 12-13 April race meeting, with the three-minute news feature being aired on a prime-time Friday evening slot. The full story however went much deeper than just another racing-driver-hoping-to-make-good. The thing is, Morgan cannot heel-and-toe like most other racing drivers can attempt to do, as she was born with a condition known as 'club foot', or Talipes. Several operations

later but still with little or no flexibility in her ankles, she has had to teach herself a whole different method of operating the pedals, or a "riverdance" as she termed it. The Lewis family moved from Yorkshire to Norfolk when Morgan was a baby, primarily because the UK's top specialist for her condition was based in the region, and having been involved with several motorsport projects during this time, dad Jonathan Lewis has since established Snetterton Speed Shop. Having been in and around the racing scene most of her 16 years, Morgan first became interested in trying out the sport for herself when her sister started go-karting, adding with a cheeky grin that she "went quicker" when she had a go herself! With her dad's historic racing Mini and M7RC connections, the move to Minis seemed an obvious next step. Taking over the car previously raced by Justin Cooper and Zack Booth in S-Class, Morgan was realistic enough to ad-

mit her circuit debut was more about learning the lines, staying out of trouble and trying to make the finish, rather than any race-winning miracles. To qualify less than 4s off her nearest class rivals, on a 3-mile circuit was no mean achievement, and in both races she accomplished the basic rule of racing which is 'to finish first, first you have to finish', indeed in race 1 on the Saturday she managed to score the highest novice points. As the BBC TV presenter remarked, this is one teenager who has had to "overcome big challenges to get behind the wheel" - and she was then sitting her GCSE exams on the Monday after Snetterton! ●

Images: courtesy BBC Look East



YOUNG GUNS AIM FOR GRAHAM HILL TROPHY

Not only did Morgan Lewis (right) register her first two race finishes at Snetterton, along with her first Mini Se7en, S-Class and Novice points, but also she became the prime opposition to Thorburn Astin for the newly rebranded Gra-



ham Hill Memorial Trophy, aimed at attracting under-17-year-old drivers to motorsport, on a realistic budget. Thorburn (right) has already established a small points lead having competed, and finished both races, at Pembrey. Hopefully these two young pioneers will have more following in their wheeltracks soon ●

Photos: S Colbran



SISTERS ARE DOING IT FOR THEMSELVES

Snetterton marked a notable landmark in the history of the M7RC - the first time two female racers had been in the same event for 15 years. When Morgan Lewis joined Tina Cooper in both Mini Se7en races, it set a few minds thinking as to when this last occurred. A delve into the Archives revealed Oulton Park 2003 and the two female drivers as Sarah Munns and Naomi Anstiss in the Mini Miglia event. Of course, women in motorsport should not be seen as a novelty, and the Club has always considered Mini racers competing on equal terms regardless of gender. So, come on ladies, where are the rest of you budding Mini 7 racers?! For the record, Tina Cooper returned to Se7ens in 2015 having previously competed from 1985-1995, claiming the National title in 1993. Now an MSA Steward, Sarah Munns last raced Miglias in 2011 having started out in Se7ens in 1997, while Naomi Anstiss appeared between 2000-03. Notable performers before this time included Genny Cooke (1990-97), daughter of Chairman Nick Cooke and nowadays known as Genny Gunn, wife of 1993 Miglia champion Ian Gunn, and also mum to Aston Martin Le Mans winner, Ross Gunn no less! One time BTCC driver Barbara Babbage was better known by her maiden name of Barbara Cowell, and she was a leading light in Se7ens, coming second overall in 1982 and winning the 1981 Lydden series. In all, around 25 names can be traced, including Denise Manderscheid (1997-04), Kate Featherstone (2004), TV presenter Penny Mallory (1999), Nicola Marsh (1997), Diana Martineau (1995), Paula Cook (1995), Diane Craven (1992-95), Rachel Manser (1991), Julie Armstrong (1987-90), Anne Haisman (1985), Janet McPherson, a race winner (1979-82), Pat Ingold (1979-81), Sue Calver (1981), Wendy Markey/Georgie Shaw/Barbara Turbutt, all in BWRDC team 1275 GTs (1978), Sue Price (1978), Denny Hulford (1976-77), Guenda Eadie (1976), Sue Whiteman (1972-74), and the very first names to appear, Jennifer Shepherd in 1968 and Barbara Pitt in 1967 ●

NEWS NEWS NEWS NEWS



RACING SHELLS OFF-THE-SHELF ?

Dedicated motorsport Mini bodyshells could be on the cards for the future, according to British Motor Heritage. Following unprecedented demand for its replacement Mk1 shells for road-car restorations (right), BMH has taken the next step and for 2018 has added an FIA-spec MK1 Mini-Cooper S to

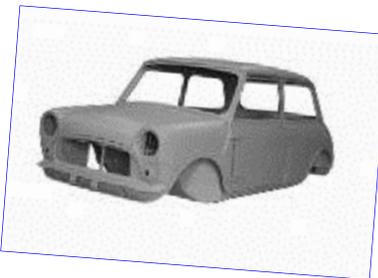
its motorsport team alongside its Heritage-shelled MGB in historic racing, which it has successfully run for over a decade. Like the MGB, the Mini has been constructed around a Heritage replacement shell (above) and a notable feature of this 'pocket rocket' is the roll cage, described as "a superbly crafted item courtesy of Endaf Owens of Owens Developments."

John Yea, MD of BMH added: "We are very much looking forward to

running the Mini in the heat of competition and, depending on the success of the venture, may build a limited number of equivalent competition specification shells for general sale sometime in the future."

It is not clear if just Mk1 replacement shells will be available but, of course, there are several experts within the M7RC who already spec-build shells for racing, with seemingly plenty of donor vehicles. However, thinking further ahead, a potential off-the-shelf BMH motorsport shell would arguably, for some people, be like having an 'official' supply again, such as in the pre-BMW days of Unipart and RoverSport. The small matter of cost is yet to be discussed... ●

Photos: courtesy Newspress



PACE CAR PRIVATES ON PARADE



The Mini Spares-inspired pace car initiative is continuing into the 2018 season, and while there was a no-show at Pembrey, for Snetterton the race Minis were led round on their pace laps by a pair of fine examples. On the Saturday, Geoff Lamb travelled the relatively short distance from Essex across the border into Norfolk, bringing with him his very tidy 998cc Mini 30 (above). Having owned his Dark Cherry coloured Mini for 10 years, it has undergone a restoration at Colchester-based Carisma Garage and The Wheel Specialists. For the Sunday, Franklin Rugg brought along his 1965 Morris Mini, in red with a white roof (below), which holds particular sentimental value as he's owned it for nearly 15 years, since he was 9! A lot of work has been carried out, firstly a total re-shell - the original requiring too much work - and now runs a 1275cc John Cooper Works Si Conversion SPI, polished/ported head, larger inlet valves, high-lift rockers, oil cooler, LCB manifold and also a straight-through DTM exhaust, Pipercross induction kit, a pair of Cobra Monaco Red seats, red carpets, Sparco harnesses, 13" Superlight alloys, SportsPack arches and SportPack side skirts too.



MIGLIA RACER ON MONACO PODIUM



Occasional Mini Miglia racer, Nick Padmore, recently took part in the Monaco Historique meeting, and came away with a pair of excellent second place finishes. Having been involved in historic racing for several years, Nick has driven a mouthwatering selection of cars, and for the trip to the principality was entered in an ex-Tom Pryce/Jean-Pierre Jarier Shadow DN5 Cosworth in the 1973-76 class, as well as an ex-Hans Stuck/Clay Regazzoni Shadow DN9 Cosworth (above) in the 1977-80 category, plus a Lotus Climax Type 16 in the 1946-60 class. He may well be out in the Miglia for Brands Hatch, ably assisted by father Keith, a former Miglia racer himself back in the late-1970s/early-1980s ●

Photo: www.commonswikimedia.org

DECAL DONATIONS

Following the Club's annual Dinner Dance in January, Amanda Proctor was able to hand over a sum of £1220 raised towards the RSD/CRPS charity, and for 2018 the race Minis will be carrying 'CRPS Awareness Racing 4 A Cure' stickers in support of this worthy cause. Complex Regional Pain Syndrome, also known as Reflex Sympathetic Dystrophy, is a chronic, painful, and progressive neurological condition that affects skin, muscles, joints, bones and organs. It affects the sympathetic and autonomic nervous system, immune system and motor system dysfunction, and can cause extreme fatigue, sweating, migraines,



inflammation, cold/heat intolerance, and many other debilitating symptoms. An RSD/CRPS sufferer can be in constant chronic and severe pain, all the time, both awake and asleep. For more details and how you may be able to help further, go to the Facebook page: crps-uk.org

ZANDVOORT BBQ NOW TO SATURDAY

A review of the proposed Zandvoort BBQ has seen a switch to the Saturday evening, 7 July, as opposed to the initial Friday evening, 6 July booking. With many Club members

probably still arriving and setting-up in the paddock on the Friday, it was felt a lot more people would have settled in and be able to attend on the Saturday. Venue, Strand 21 restaurant, is on the seafront about 10 mins walk from the paddock. For full details, contact Anthea Cooke on: anthea.cooke@btinternet.com ●

RACE REPORT:

Round 1

Snetterton

12 May 2018



Dampened spirits

MINI MIGLIA / LIBRE

Following bright and dry morning qualifying on the longer 300 circuit, damp and overcast conditions marred Saturday afternoon's shortened Miglia race, and once ahead of the spray behind, last season's O-Plate winner Lee Deegan (again in the orange Baldwin Motorsport car) was able to dictate the pace out front, leaving Kane Astin and polesitter Rupert Deeth to lead the chase. Points leader coming to Norfolk, Aaron Smith, had a day to forget, failing to set a time in qualifying and then dropping out with a popped driveshaft. Dave Drew took fourth a little way back, leaving Charlie Budd and Alfie

Brown to battle over fifth, with Paul Simmonds making his seasonal debut to an excellent seventh. Of the rest, Colin Peacock and Kieren McDonald were delayed with minor offs, while James Cuthbertson, Jason Porter (in his rebuilt car after the big Pembrey shunt), Peter Harries and Peter Arnold were simply happy to get round in one piece. Of the three Novices, Richard Smith made his first start to win the category ahead of Darren Moon, but Richard Jessop's debut lasted less than a lap before pitting. Also on the DNF list were Dave Edgecombe (rocker shaft), Mark Sims and Rob Howard (both off into the tyres) and late entry Tony Le May (in a new car). Gary

Warburton was the only survivor in the Libre class after the cars of Peter Hills and Peter Crewes were sadly wrecked in a collision at Agostini hairpin. Justin Cooper's car died on the way to the grid (alternator), and both Phil Harvey (cracked gearbox casing) and Ben Butler were packed up after qualifying.

MINI SE7EN / S-CLASS

The Se7ens later race got underway on a drying track but some sections were still visibly low on grip. After poleman Darren Thomas spun out of contention at the first corner, it was three-time champion Andrew Deviny who eventually worked his way to the front ahead of Max Hunter (a great opening stint from row 5) and Joe Thompson, the latter eventually dropping to sixth behind Tom Sanderson and Spencer Wanstall after clipping Dan Budd's out-of-shape car in the battle for the lead. The remaining Se7ens to finish were Graeme Davis and Dom Burger, then Leons Wightman and Window from Darren Eaton in 11th. Gareth Hunt had been on the leaderboard but dropped away to 13th ahead of the recovering Thomas, then Julian Proctor and Lee Roberts, with Tina Cooper further back. Not far behind the main Se7en race, Nick Croydon-Fowler had been leading the S-Class until a lumenition problem sidelined him, allowing Scott Kendall up into top spot (in 12th overall) with next-in-class James Bull and Thorburn

RESULTS:

Race 1	Miglia/Libre	4 Laps
1	0	Lee Deegan 16:24.301
2	11	Kane Astin
3	23	Ruper Deeth
4	29	Dave Drew
5	47	Charlie Budd
6	81	Alfie Brown
8	149	Gary Warburton 17:13.275
FL/m	L Deegan	2:33.369 69.68 mph
FL/L	G Warburton	2:42.881 65.61 mph
Pole/m	R Deeth	
Pole/L	G Warburton	

Race 1	Se7en/S-Class	7 Laps
1	77	Andrew Deviny 18:39.801
2	46	Max Hunter
3	47	Daniel Budd
4	19	Tom Sanderson
5	5	Spencer Wanstall
6	8	Joe Thompson
12	708	Scott Kendall 19:11.740
17	723	James Bull
18	736	Thorburn Astin
FL/7	A Deviny	2:34.589 - 69.13 mph
FL/S	S Kendall	2:37.140 - 68.01 mph
Pole/7	D Thomas	
Pole/S	N Croydon-Fowler	
2.9689-miles 300 circuit		

Astin heading a whole train - in all a record 11 cars for this meeting, including Andy Dickinson, Kelvin Edgar, Kevin O'Shea, Simon Martin, 16-year-old debutante Morgan Lewis (see News) and finally Mark Chappell who, having pitted on the last lap, rejoined but was passed by the leaders and got waved in before reaching the chequered flag. However he was later reinstated as a finisher on the amended result sheet for his efforts •



Photos: mbracephotography.co.uk + S Colbran

RACE REPORT:

Round 2

Snetterton

13 May 2018



Dry run

MINI MIGLIA / LIBRE

Sunday morning brought further spots of drizzle, but in the second Miglia race a cool breeze helped dry the track and allowed for a more entertaining encounter, with Deegan and Deeth hammer and tongs throughout, and Drew joining them out in front until collecting a backmarker, which allowed Brown and Charlie Budd past. Up front, Deeth looked to have secured the win but last lap into the Esses he went off on what seemed to be dropped oil, Deegan then nipping through to take his second win by just 0.430s. From the back of the grid, Aaron Smith had a better day, climbing to a wor-

thy sixth. Peacock led the rest in the order: Edgcombe from Le May (from the Miglia back row), then a close battle between Cuthbertson, McDonald, Porter and Moon the leading Novice. Justin Cooper was the only Libre to get off the grid, holding on manfully to his wildly torque-steering twin-cam in an entertaining duel for 14th with the Miglia of Simmonds, and behind them Jessop, Harries and the lapped Arnold completing the runners. Having spun at Riches on the opening lap (which also delayed Simmonds), Kane Astin pulled in after 6 laps, joining Howard (engine cut out), Sims (handling) and Richard Smith (overheated) on the sidelines.

MINI SE7EN / S-CLASS

The first hint of a blue sky appeared as the second Se7en race came to a close, during which time Deviny had made his second victory of the weekend look a whole lot easier than the day before. The rest were over 10s back down the road after 9 laps, led by Wanstall from Sanderson and Thomas. Thompson again challenged for a podium place but wisely pitted when the brake pedal went to the floor. Behind these, another close battle raged, with Davis taking fifth from Burger, Hunter and Hunt, followed by Wightman, Proctor and Window. Once again, Croydon-Fowler looked on for S-Class honours, but a drop in pace saw Bull reel him in for his second ever class victory and narrowly pipping Eaton's Se7en for 12th overall too, with Dickinson getting the better of Astin for third in class. The latter also scored another maximum Under-17 points towards the relaunched Graham Hill Trophy, joined in the category by Morgan Lewis, daughter of former Se7en champion Jonathan Lewis. Of the rest, Tina Cooper had a good dice for 17th with Roberts and Edgar's S-Class, with the S-Class cars of Martin and O'Shea equally matched for 20th, with Lewis a lap down but gaining confidence all the time and collecting two licence signatures from the weekend. As well as Thompson, out after three laps was Dan Budd who had been running in the leading bunch, while the S-Class cars of Kendall and Chappell

RESULTS:

Race 2	Miglia/Libre	9 Laps
1	0	Lee Deegan 20:19.588
2	23	Rupert Deeth
3	81	Alfie Brown
4	47	Charlie Budd
5	29	Dave Drew
6	21	Aaron Smith
14	616	Justin Cooper 21:24.710
FL/m	L Deegan	2:12.553 - 80.63 mph
FL/L	J Cooper	2:20.784
Pole/m	L Deegan	
Pole/L	G Warburton	

Race 2	Se7en/S-Class	9 Laps
1	77	Andrew Deviny 22:15.679
2	5	Spencer Wanstall
3	19	Tom Sanderson
4	20	Darren Thomas
5	22	Graeme Davis
6	28	Dom Burger
12	723	James Bull 22:49.594
14	777	Nick Croydon-Fowler
15	779	Andy Dickinson
FL/7	A Deviny	2:26.868 - 72.77 mph
FL/S	N Croydon-Fowler	2:28.331 - 72.05 mph
Pole/7	A Deviny	
Pole/S	S Kendall	
2.9689-miles 300 circuit		

both came to a halt on the second lap. Rick Shortle was even more unlucky, having missed the first race when it appears the thrust washer in the clutch assembly kept stalling the engine, and after an overnight 'fix' was again unable to make the start.

In all, a very encouraging 54 cars turned out for Snetterton, which augers well for Thruxton in Hampshire over the 2-3 June weekend •



Photos: mbracephotography.co.uk + S Colbran

SNETTERTON GALLERY

Photos: mbracephotography.co.uk + S Colbran



POINTS after Rds 3 & 4



6	779	Andy DICKINSON	11
7	747	Kelvin EDGAR	10
8	771	Rick SHORTLE	9
9	792	Kevin O'SHEA	7
10	765	Simon MARTIN	5
11	700	Morgan LEWIS	4



MINI SE7EN

Pos #	Driver	Pts
1	46 Max HUNTER	72
2	5 Spencer WANSTALL	69
3	19 Tom SANDERSON	67
4	77 Andrew DEVINY	62
5	22 Graeme DAVIS	58
6	8 Joe THOMPSON	50
7	20 Darren THOMAS	44
8	28 Dom BURGER	43
9	777 Nick CROYDON-FOWLER	40
10	47 Dan BUDD	38
11	95 Julian PROCTOR	38
12	45 Leon WIGHTMAN	37
13	708 Scott KENDALL	27
14	736 Thorburn ASTIN	26
15	94 Lee ROBERTS	24
16	0 Leon Oli WINDOW	23
17	7 Gareth HUNT	21
18	55 Darren EATON	20
19	49 Ross BILLISON	18
20	30 Tina COOPER	17
21	723 James BULL	13
18	796 Mark CHAPPELL	13
22	711 Rick SHORTLE	9
23	779 Andy DICKINSON	8
24	792 Kevin O'SHEA	6
25	747 Kelvin EDGAR	5
26=	765 Simon MARTIN	4
	700 Morgan LEWIS	4
28	96 Stuart GILBY	2
nc	71 Simon JONES	-

MINI MIGLIA

Pos #	Driver	Pts
1	29 Dave DREW	67
2	81 Alfie BROWN	66
3	83 Colin PEACOCK	60
4	21 Aaron SMITH	56
5	23 Rupert DEETH	56
6	47 Charlie BUDD	49
7	37 James CUTHBERTSON	47
8	11 Kane ASTIN	46
9	0 Lee DEEGAN	40
10	72 Rob HOWARD	36
11	43 Dave EDGECOMBE	30
12	26 Peter ARNOLD	30
13	44 Darren MOON	26
14	42 Paul SIMMONDS	21
15	92 Jason PORTER	21
16	88 Kieren MCDONALD	20
17	27 Peter HARRIES	17
18	46 Steve MAXTED	15
19	20 Mark SIMS	15
20	69 Tony LE MAY	13
21	49 Martin WAGER	10
22	12 Richard SMITH	10
23	17 Richard JESSOP	7
nc	24 Lewis SELBY	-

MINI-7 S-CLASS

Pos #	Driver	Pts
1	777 Nick CROYDON-FOWLER	29
2	708 Scott KENDALL	25
3	736 Thorburn ASTIN	25
4	723 James BULL	18
5	796 Mark CHAPPELL	12

MINI LIBRE

Pos #	Driver	Pts **
1	126 Peter HILLS	21
2	113 Phil HARVEY	16
3=	149 Gary WARBURTON	10
	616 Justin COOPER	10
5	177 Peter CREWES	8
6	127 Ian FRASER	6
7	129 Alex OSBORNE	1
8	222 Ben BUTLER	0

** Invitational Mini Libre scored separately to main Challenge

Se7en Novices

Pos #	Driver	Pts
1	796 Mark CHAPPELL	7
2	700 Morgan LEWIS	5

Miglia Novices

Pos #	Driver	Pts
1	44 Darren MOON	8
2	12 Richard SMITH	4
3	17 Richard JESSOP	3

S-Class Under-17

Pos #	Driver	Pts
1	736 Thorburn ASTIN	10
2	700 Morgan LEWIS	4



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

From the Archives

10 years ago

Thruxton - 7 September 2008

The penultimate rounds of the National Challenges drew 16 cars apiece for both classes, and the fastest average speeds around the 2.356-mile Hampshire circuit

Dunlop Mini Se7en Challenge: Rd 9

Thommo claims 2008 title

Paul Thompson clinched his second Dunlop Mini Se7en Challenge title in four years with a lights-to-flag victory to claim his seventh win from nine starts in 2008. Thompson finished well ahead of reigning champion Max Hunter who led a racelong, three-way battle for the final podium positions. A welcome addition to the grid at Thruxton was Julian Proctor who was making his Mini racing debut in a self-built S-Class Se7en.

Thompson made the best start from pole to head Niven Burge and Kane Astin into the first corner at Allard. 2007 Champion Max Hunter made a poor start, drop-

ping to fifth before a quick burst up the order saw him rise to third as the leading pack swarmed into the Chicane for the first time. During the second lap Hunter was able to gain a further place, moving ahead of Gareth Hunt with Astin joining them in a three-way scrap which would last for the whole race.

The fifth-place dice was also a three-way affair with Burge,



Neil Robins and Paul Spark going for it in style. This battle lasted until lap four when Spark pulled into the pits to retire, with Burge lasting one further lap before pulling off the circuit

ered by just 0.641s as they crossed the line •

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



Podium trio of Thompson, Hunter and Hunt (top); Se7en pack heads to ward The Complex (above); the car of Niv Burge exits the scrutineering bay (below left)

at Woodham Hill. At the front Thompson held a healthy gap in front of the battling trio behind him, with Hunter fending off the strong efforts of Astin and Hunt to dislodge him. Further down the order both Nathan Burge and Malcolm Keat were making progress up the order to record their best ever results. Hunt finally found a way past Astin on lap eight, giving himself two laps to try and find a way around Hunter for second place but Max held on to the flag. Thompson took the chequered flag ahead of Hunter, who had kept Hunt and Astin at bay for the entire race and were cov-



RESULT:		7 September	
Mini Se7en	Rd 9:	10 Laps	
1	2 Paul Thompson	16:34.770	
2	1 Max Hunter		
3	6 Gareth Hunt		
4	11 Kane Astin		
5	28 Neil Robins		
6	29 Jabez Dyer		
7	52 Nathan Burge		
8	60 Malcolm Keat		
9	34 Anthony Towey		
10	38 Steven Hopper		
11	20 Darren Thomas		
12	33 Geoff Taylor		
13	95 Julian Proctor	S	
dnf	9 James Coulson		
dnf	5 Niven Burge		
dnf	35 Paul Spark		
FL	M Hunter	1:38.217 - 86.35 mph	
Pole	P Thompson		

2.356-mile circuit

From the Archives
10 years ago
Thruxton - 7 September 2008

Dunlop Mini Miglia Challenge: Rd 9

Baldwin's Miglia master class

Peter Baldwin produced a vintage performance to win the penultimate round, as Andrew Hack edged closer to retaining his title. The five-times Miglia champion was making his third appearance of the year and was joined by fellow Mini veteran Richard Wager, who was venturing out for the first time in 2008. Colin Peacock was also making a welcome re-



turn for his first race since his heavy impact in testing at Croft in June.

Pole man Hack led away into Allard from Paul Thompson, Baldwin and Mark Smith. Baldwin and Smith demoted Thompson at the Complex, before Baldwin slipped up the inside of Hack to snatch the lead at the Chicane. Dave Edgecombe and Thompson completed a leading quintet dicing for the lead at the end of the opening lap. Smith rose to second after passing Hack on the inside run into the Chicane on lap three. Ralph Saunders and Peacock touched at the entry to the Chicane as they dived over

sixth, sending Peacock's car spinning backwards before re-suming in 13th. Smith's bold outside line into the Chicane on



lap four briefly gained him the lead, only for Baldwin to fight back and return to the head of the field a lap later. As the race continued Baldwin opened a small gap over the chasing pack, which was now led by Edgecombe after his inside line manoeuvre into the Chicane. However he undid all his hard work with a big slide at Complex, dropping him back to fifth. Hack rose to second at the Chicane on lap seven, moving ahead of Thompson, with Smith, Edgecombe and Mark Sims making up the top six, while Saunders was fending off the close attentions of Paul Simmonds and Owen Stinchcombe for seventh. Up front Baldwin and Hack re-

mained in control as Thompson passed Smith on the final lap to secure the last podium place •

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

Andy Hack leads eventual race winner Peter Baldwin and the rest in the Miglia race (top); Colin Peacock gets broadside in the chicane (left); 'yumping' those high Thruxton kerbs didn't delay Ralph Saunders too much, he finished seventh (below)

RESULT:		7 September	
Mini Miglia	Rd 9:	10 Laps	
1	11	Peter Baldwin	15:16.041
2	1	Andy Hack	
3	12	Paul Thompson	
4	98	Mark Smith	
5	21	Dave Edgecombe	
6	9	Mark Sims	
7	77	Ralph Saunders	
8	42	Paul Simmonds	
9	26	Owen Stinchcombe	
10	4	Colin Peacock	
11	50	Richard Wager	
12	24	Nuno Pimenta	
13	5	Sarah Munns	
14	28	Bob Humphreys	
15	13	Phil Harvey	
16	16	Andrew Worsley	
FL		A Hack	1:30.143 - 94.09 mph
Pole		A Hack	
2.356-mile circuit			

From the Archives

20 years ago

Thruxton - 5 July 1998

This BARC-run meeting marked roughly the two-thirds point into the 13-round National Challenges, with a race apiece for both classes

ping out at just over half distance after contact. Eventually it all came down to a last lap, last corner free-for-all as eight cars all tried to



Unipart-DCM National Mini Se7en Challenge: Rd 8

Worth the wait for Hayman

A massive 40-car entry turned up for 32 grid spots, but unfortunately there would be no consolation race for the non-qualifiers. Tim Sims set pole position time, just 2/100ths ahead of the Hayman brothers, James and Matt, then a trio of Daves - Banwell, Percival and Braggins - for the first three rows. Familiar names also on the grid included Steve Bell, Dick Hunter, Mark Sims, Jason Porter, Paul Thompson, Ian Deviny, Steven Hopper and Ian Fraser in 33rd, the latter getting in when motorsport journalist, Mark Cole elected not to start as he 'only' qualified 21st...

From the word go it was all action, firstly a huge sort-out at The Complex eliminating several cars, and then the lead changed hands on every lap, with only Mark Hunt drop

be first out of the Chicane, if not the first into it! Somehow they all survived after differing lines through, around and over the kerbs, with Matt Hayman just nicking it on the dash to the line from Percival and his younger brother James, then Bell, Braggins, Tim Sims, Banwell and Hunter, indeed just 1.02s covering all eight, in what was considered to be one of the closest Mini Se7en races seen in a long while. The winner was elated afterwards and commented that the whole race had been "a waiting game".



Unipart-DCM National Mini Miglia Challenge: Rd 8

Baldwin's bang for the buck

A smaller but no less competitive Mini Miglia grid saw Peter Baldwin line up on pole alongside Ian Curley, with the likes of Endaf Owens, Jonathan Lewis, Mike Jackson, Ian Gunn and Phil Harvey among the 22 qualifiers.

After a delay while a crashed F1 demo car was cleared away, the race got going just after 6pm. Within a couple of laps it was Baldwin and Richard Wager battling for the lead, with Jonathan Lloyd and Curley heading the chasers. At just over half-way it became a three-way contest, Baldwin, Curley and Wager each taking turns in front before the final lap manoeuvring towards the Chicane for the last time. Baldwin had the lead up Woodham Hill but as all

three fanned out across the track, Baldwin and Wager touched, sending the latter spinning and Curley through to lead. However, he then bounced up on two wheels over the kerbs, allowing Baldwin to sneak back past to the flag with Wager salvaging third •

Matt Hayman won in M7 (above left); Baldwin, Wager, Curley and Lloyd lead the Miglias (above); Mike Jackson heads Endaf Owens (below); busy Se7ens (bottom) Photos: M7RC Archive



RESULTS: 5 July (BARC)

Mini Se7en	Rd 8:	10 Laps
1	4 Matt Hayman	17:01.11
2	8 Dave Percival	
3	9 James Hayman	
4	1 Steve Bell	
5	3 Dave Braggins	
6	7 Tim Sims	

FL S Bell
1:39.62 - 85.13 mph
Pole T Sims

Mini Miglia	Rd 8:	10 Laps
1	5 Peter Baldwin	15:28.65
2	2 Ian Curley	
3	57 Richard Wager	
4	7 Jonathan Lloyd	
5	3 Julian Sole	
6	21 Endaf Owens	

FL I Curley
1:31.09 - 93.11 mph
Pole P Baldwin

2.356-mile circuit

From the Archives

30 years ago

Thruxton - 2 May 1988

Three decades ago there was a single visit to Thruxton for the 15-round Austin Rover-backed National Challenges, with the Mini Se7ens still powered by 850cc engines and the Mini Miglias by 998cc units

Austin-Rover National Mini Se7en Challenge: Rd 3

Coopers take centre stage in Mini Se7ens

There was trouble in scrutineering prior to the Mini Se7en practice, many cars failing the noise level test and having to practice out of session with the Mini Miglias, with a consequent 10-second penalty. Tin cans were tied to the exhausts of some of the cars which had failed, in order to keep the noise down. Tina and Steve Cooper made it a family monopoly of the front row, championship leader Bill Sollis not taking up his third grid position for the race. Tina led Steve and a fast-starting Tim Sims into

the Complex on the first lap. Sims was soon demoted by Dick Grimwood, who was then joined by Rob Selby. Steve Cooper took his sister into the chicane on the third lap, the duo leading Selby, Grimwood and Malcolm Joyce, who had scythed his way through the pack from the 10-second penalty group. The fifth lap saw Selby and Tina Cooper side-by-side through the chicane, Selby taking second as Tina dropped to fourth behind Grimwood. The next lap saw Joyce take all three up Woodham Hill to move into second behind Steve Cooper, Selby's two-wheeled chicane antics dropping him down to fifth. One lap later Joyce picked off Steve Cooper to lead, but surprisingly Cooper fought back and, on the last lap, Joyce slowed noticeably leaving Cooper to win. It was Grimwood who emerged from the bunch to take second ahead of Joyce, with Selby and Tina Cooper both spinning at the chicane on the final lap. Selby recovered to clinch fourth from Tim Sims, Neil Johnson and Steven Young, Tina a disappointed tenth •

report courtesy Motoring News



Austin-Rover National Mini Miglia Challenge: Rd 3

Grady gains in marvellous Mini Miglias

Poor Jeremy Wheatley was pushed off the Mini Miglia grid from pole position, so Myk Cable led into the Complex from Richard Wager and Russell Grady. Potential front runners Ian Gunn and Gerald Dale clashed, sending Gunn out of the race. Some marvellous racing between Cable, Grady and Wager provided a superb spectacle, Cable seeming to lose out on top-end speed round the flat-out sweeps. On the seventh lap Cable found himself up on two wheels at the chicane and lost ground on the leading pair. Then, on the penultimate lap, Wager suddenly slowed, and his smoky Mini joined brother Tim's long since retired version in the pit lane, leaving Grady to coast home from Cable. Some fantastic dicing behind saw Peter Allen claim third from Peter Tisdale, David Brookes, Peter Calver and the slowing Mark Jones, while Gerard Dale came from stone last to work his way through another massive scrap for eighth •

report courtesy Motoring News

Mike Jackson leads Neil Johnson earlier in the season at Combe (above) The 'NoseMin Racing' Miglia of Tony Foreman finds the tyres (bottom); Club magazine from 40 years ago Photos: M+A Jackson Collection / Ferret Photographics (5 Jones) + T Foreman Collection

* full info in M7RC Archive 1988 issue



RESULTS:		2 May (BARC)	
Mini Se7en	Rd 3:	10 Laps	
1 10	Steve Cooper	17:52.10	
2 6	Dick Grimwood		
3 5	Malcolm Joyce		
4 24	Rob Selby		
5 161	Tim Sims		
6 9	Neil Johnson		
FL	M Joyce 1:43.21 - 82.17 mph		
Pole	T Cooper		
Mini Miglia	Rd 3:	10 Laps	
1 1	Russell Grady	16:37.40	
2 11	Myk Cable		
3 89	Peter Allen		
4 12	Peter Tisdale		
5 18	Dave Brookes		
6 28	Peter Calver		
FL	R Grady 1:36.92 - 87.51 mph		
Pole	J Wheatley		

2.356-mile circuit



From the Archives

40 years ago

Thruxton - 9 April 1978



This second meeting in the 14-round National Challenges produced two cracking races, the Se7ens now re-branded Mini 850 and the Miglias likewise as Mini 1000

Leyland National Mini 850 Challenge: Rd 2

It's Tyrrell time

Things were looking good for the 850 boys after practice in which Chris Tyrrell's rapid Calbrook Mini was 1.6 sec under Ron Cuthbert's record. Graham Wenham's TW Racing example was next up from Stephen Hall's ex-special saloon shelled car. From the start it was Tyrrell who assumed command from Hall and Wenham, these three pulling immediately clear of Martin Goodall's Tiger Mini 'George', John Love and David Mabbutt. Lap after lap the three leaders would slipstream up Woodham Hill, changing formation to line abreast for Club chicane (this was better than the Red Arrows!), being followed at a respectful distance by two more threesomes all imitating them. A move by Wenham on the outside of Club on lap 3 failed. On lap 5 Tyrrell chose the inside up the hill with

Wenham mere inches to his left and Hall alongside him too. A brief nudge catapulted Tyrrell's one-piece bonnet high into the air to land in the path of the chasing bunch. With this weight removed, Chris seemed a fraction faster as he continued, undeterred, to extend a small cushion. Try as they might, Wenham and Hall had to settle for gallant runner-up positions while Goodall was pipped by Love for fourth. Chris Lewis fell to eighth behind Tony Styles and Reg Armstrong following a half-spin at the chicane while Patrick Watts gradually destroyed most of his bonnet on his way to tenth in the once smart 'Cyclops' Mini •

report courtesy Autosport

Leyland National Mini 1000 Challenge: Rd 2

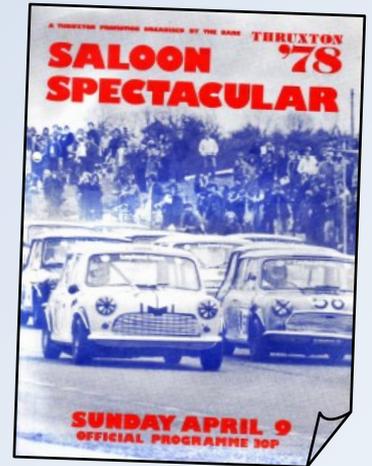
Hazell's amazing eight-lapper

The final race of the day saw the Mini 1000s out for an eight-lapper and it was local man Paul Gaymer, championship leader prior to Thruxton, who annexed pole in the splendid Boopspeed car. John Hazell was next up while the

experienced Phil Spurling completed the top three. On the first lap, Gaymer was forced into a spin, being hit by Spurling, although little damage was done to either car. This left Hazell in the lead which he disputed with Mike Wallaker in the Winter Racing car and the Deaspeed Mini of David Abbott. After a short delay, Spurling rushed back up to fourth which he held for most of the race although all eyes were on Gaymer's meteoric progress. From last position out of the complex he climbed into the top ten by lap 3, and then, incredibly, carved past a bunch of cars to come to terms with Bob Taylor and Colin Beckwith, both of whom he beat to the flag in brilliant style to finish sixth. This should not detract from Hazell's winning drive, though, for he held off a determined challenge from the very quick Wallaker and from Abbott too. Mike Fry trailed Spurling home in fifth spot after a good dice in the latter stages. Surprisingly, it was left to Abbott to record the fastest lap in

another terrific Leyland Mini Challenge event - if they are all as good as both Thruxton's events then no keen fan should miss a round!

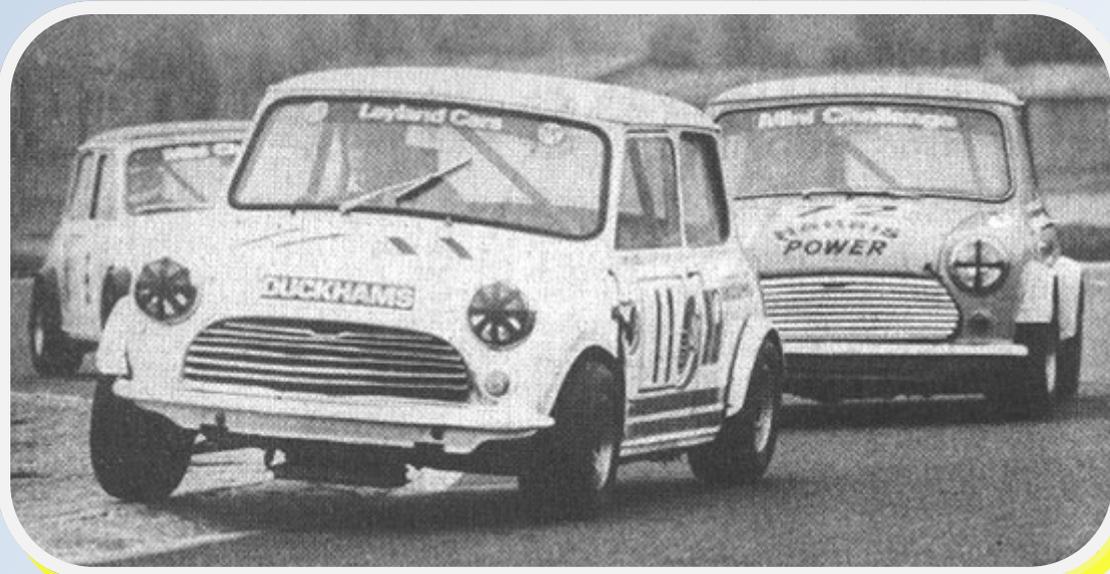
report courtesy Autosport



Dave Wale heads for the Armco in the 850/Se7en race (top); Miglia/1000 winner John Hazell leads Mike Wallaker and David Abbott (below)

Photos: J Parish Collection / Ferret Photographics (J Gaisford) + Autosport

* full info in MTRC Archive 1978 issue



RESULTS:		9 April (BARC)	
MINI 850		Rd 2:	8 Laps
1	4 Chris Tyrrell	13:58.2	
2	11 Graham Wenham		
3	14 Steve Hall		
4	59 John Love		
5	1 Martin Goodall		
6	8 Tony Styles		
FL	C Tyrrell + G Wenham		
		1:43.2 - 82.19 mph (rec)	
Pole	C Tyrrell		
MINI 1000		Rd 2:	8 Laps
1	11 John Hazell	13:20.4	
2	72 Mike Wallaker		
3	6 David Abbott		
4	2 Phil Spurling		
5	14 Mike Fry		
6	1 Paul Gaymer		
FL	D Abbott		
		1:37.3 - 87.17 mph	
Pole	P Gaymer		
2,356-mile circuit			

From the Archives

40 years ago

Thruxton - 28 August / 11 November 1978

The top-tier Mini series was into its third year, with some big names in the world of saloon car racing taking part

Leyland National Mini 1275GT Challenge: Rd11

Hampshire top in Hampshire

Leyland 1275 GT Challenge points leader Jerry Hampshire found himself on 'pole' for the Mini Challenge race which opened the Britax Raceday, as a result of quickest qualifier Steve Soper having lost a wheel in practice. Never-

theless, it was Paul Taft who held the upper hand during the first five of eight laps, before his Motospeed Mini went onto three cylinders, Taft relinquishing the lead to Hampshire's closely pursuing Harris Mini. Hampshire finished comfortably ahead of his two rivals who, with Taft's demise, were led by the duelling duo of John Hopwood and Paul Gaymer. Hopwood's Howley Mini and Gaymer's Boopspeed Mini were the only survivors of a five-car pile-up at the chicane on the third lap. An untimely spin by Steve Harris caused the carnage that claimed Chris Inch's and Peter Baldwin's cars as well as his own.

report courtesy Autosport



The 14-round Challenge closed for the 'Se7ens' at the Hampshire venue, with another big entry for the Plastic Padding-backed meeting

Leyland National Mini 850 Challenge: Rd 14

Hall's final flourish

Then followed a typically exciting, though rather scrappy, Mini race, the final round of the Leyland 850 Challenge. There was drama once again at the complex on the first lap as poleman Chris Lewis led the full grid away only to touch championship leader Stephen Hall, the two spinning but carrying on having left Chris Tyrrell with a slight lead. Tyrrell was pursued by Graham Woskett, after a fine start from the fourth row of the grid, and then recovered Hall and these three drew clear, swapping the lead continuously until the fifth lap as they entered the chicane. Woskett tried driving around the outside of Tyrrell but then swerved back across the track in front of Chris, both cars sliding off the track then immediately rejoining though Tyrrell pulled off for good soon afterwards. This let Hall back into a lead he was not to relinquish, also confirming his victory in the Leyland 850 Challenge. Woskett meanwhile had slipped back into the clutches of Gary Hall and Lewis. •

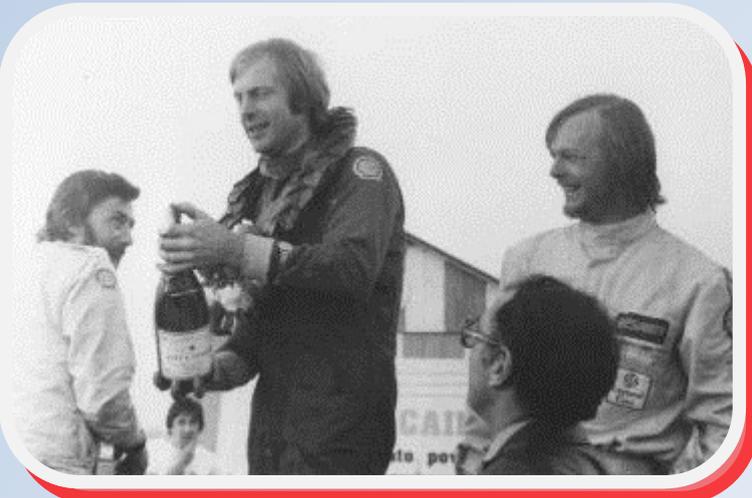


Jerry Hampshire took 1275 GT honours (top); bashed car of Alan Lear was a DNS for both 850 events (above); Mini 850 champion Stephen Hall sprays the champagne (middle left); chicane action in 1275 GTs, with BWRDC team car of Wendy Markey ahead of Jim Wheels (bottom)

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

* full info in M7RC Archive 1978 issue

RESULT:	28 August (BARC)
MINI 1275 GT Rd 11:	8 Laps
1	8 Jerry Hampshire 13:29.0
2	16 John Hopwood
3	15 Paul Gaymer
4	9 Rob Lodge
5	23 Mick Osborne
6	30 Wendy Markey
FL	J Hampshire 1:39.5 - 85.24 mph
Pole	S Soper
RESULT:	11 November (BARC)
MINI 850 Rd 14:	8 Laps
1	14 Steve Hall 14:13.0
2	9 Graham Woskett
3	22 Gary Hall
4	5 Chris Lewis
5	69 Jim McDougall
6	7 Russell Grady
FL	G Woskett 1:42.8 - 82.51 mph
Pole	C Lewis
2,356-mile circuit	





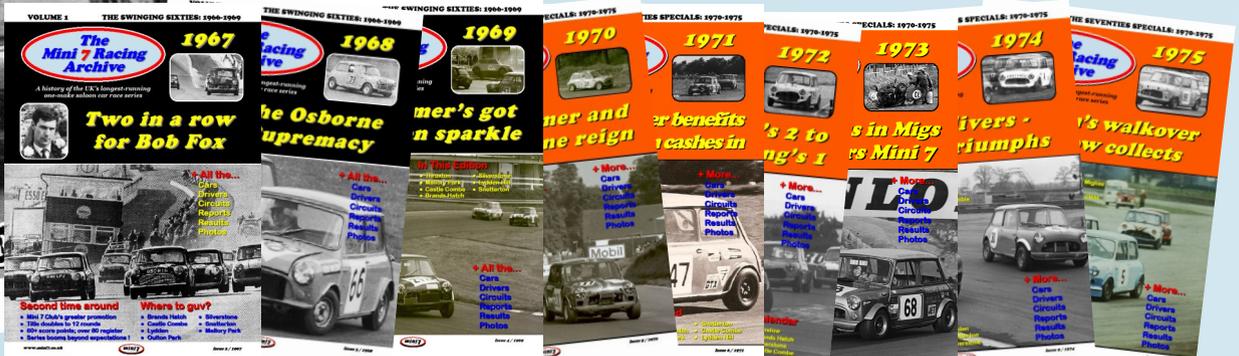
Mini Racing History

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

Technical Topics - 1968

Although Thruxton circuit opened for racing in 1968, Formula Mini-7 didn't appear there until the following year. In the meantime, the then Mini 7 Club was busy tweaking the regulations to keep the racing close as originally intended, and compare the 1-2 pages of then with today's expanded edition

The Bob Fox Trophy Formula Mini-7 Challenge

Regulations

This formula has been evolved to provide a basis for inexpensive saloon car racing, using slightly modified 850cc BMC Mini Saloons.

Events for this class will be promoted at the leading club circuits by the Seven-Fifty Motor Club Ltd, and the Mini-Seven Club.

An annual championship for a special trophy will be run, based on the results of a series of 15 nominated races. Points will be allocated on the basis of 10 for a win, 9 for a second, 8 for a third, and so on down to eighth; 2 points to all finishers, and 1 to all starters who do not finish.

The requirements of Formula Mini-7 are subject to review annually. Cars must comply with the following requirements:-

ENGINE. Basically standard 850cc Mini having a standard stroke and bore, plus 0.040". factory rebore allowance. Standard 850 cylinder block casting; head to be any standard BMC A series, 5 port casting, but may be modified in respect of valve and port sizes, and combustion space. Free choice of inlet and exhaust manifold, but one single choke carburettor must be used, 1 1/2" S.U., or other type not larger than body size. Free choice of camshaft and valve gear, but overhead camshafts are excluded.

TRANSMISSION. 4-speeds only, but a choice of ratios. Self-locking differentials are not permitted.

BRAKES. No restrictions.

BODY. Standard saloon body unaltered in major dimensions or in material. Choice of drivers seat. Passengers seats and trim may be removed. Side and rear windows may be replaced by Perspex, but windscreen must be of laminated glass or Perspex. Bonnet and boot lid may be replaced by aluminium or fibreglass to pattern, but steel doors must be retained complete with pockets. Bumpers may be removed but the exposed projecting edge must be protected adequately or removed. Wind edges must be protected by plastic trim or similar material. Minimum thickness of Perspex for windscreen and windows 4mm (3/16").

WHEELS. Any standard BMC pressed steel wheels may be used (except of course the early thin gauge variety). Magnesium and other proprietary wheels are not allowed. No restriction on type of tyres. Note that over-tightening of wheel nuts can lead to damage - correct torque is 38-43 lbs. feet.

SUSPENSION. This may be modified only by lowering and/or providing negative camber, and the use of alternative dampers and/or anti-roll bar. Standard wheel track, front and rear, must not be exceeded by more than 2 1/2", having regard to RAC Vehicles Regulations.

ELECTRICAL. Cars must be fitted with headlamps, standard dynamo in working order, starter (which will normally be used for starting the engine while on the circuit), an adequate battery and a windscreen wiper in working condition.

SAFETY. A B.S. approved safety belts of at least lap and diagonal type must be securely fixed and

used at all times while on the circuit. The steering wheel rim must incorporate a continuous metal ring fixed to the spokes. It is strongly recommended that a crash bar (anti-roll bar) 2" in diameter and of 20 gauge steel be fitted immediately behind the driver's seat. While not obligatory, it is strongly recommended that an efficient fire extinguisher be carried in a readily accessible position. Particular attention is drawn to sections in the Blue Book dealing with safety.

GENERAL. Cars must comply with RAC Regulations for Cars taking part in Competition (published in the RAC Motor Sport Year Book) and with current Construction and Use Regulations, but current Road Fund Licence is not obligatory.

All entries shall be from individuals and not trading establishments or equips bearing the name of a trading concern.

Place winning cars may be impounded from time to time for a check on these rules, particularly of engine capacity, at the competitors' expense.

This formula is devised for the benefit of the amateur driver with limited resources. The 750 MC Board, and the Mini-Seven Club General Council, reserve the right at all times to reject any car which it is considered represents an attempt to defeat the spirit of these regulations, even though it complies with the letter of them. Intending competitors are strongly recommended to submit details of any extensive modifications proposed, when advice will be given as to their acceptability.

The Bob Fox Challenge Trophy will be awarded to the winner and prizes to the top ten.

Finally a reminder to Formula Mini-7 competitors: The regs. do not allow advertising to be displayed on your car for obvious reasons. A little 'Bull-tuned' badge on the back will probably be overlooked, but nothing more than this. There is no objection to the driver's name appearing on the side of the car, as is becoming current practice in some circles, but nothing that suggests commercial exploitation will be tolerated.



Cover of Mini-Mag, the Club magazine from June 1968 (above)

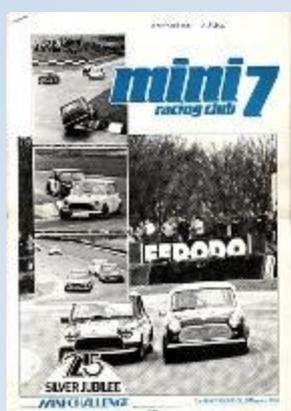
Club regalia was also available back then, and it seems it was mainly aimed at the well-dressed car club gentleman... (below)

- Club tie in silk (19/6) & terylene (14/-)
- Cuff links (15/-)
- Tie clip, real enamel (11/6)
- Lapel badge, real enamel (6/6)
- Metallic badge (1/-)
- Plastic badge (1/6 or 2/6 for two)
- Enamelled grille badge (27/6)

* full info in M7RC Archive 1968 issue



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

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

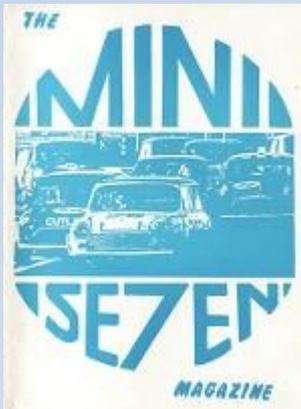
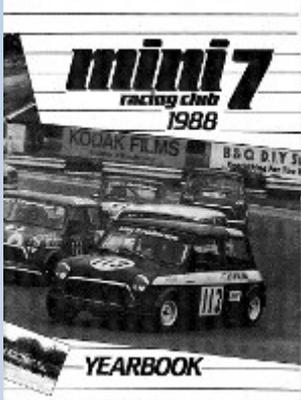
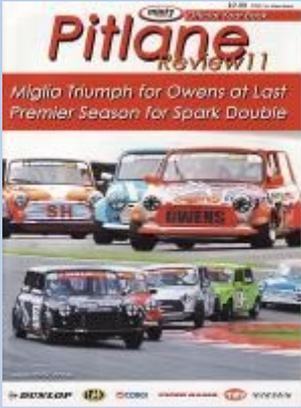
- 1983 Mike Fry (overall)

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

* Overall Champion Award:

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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2

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0

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1

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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
0	Lee DEEGAN
11	Kane ASTIN
12	Richard SMITH n
15	Gordon POCOCK
17	Richard JESSOP n
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
46	Steve MAXTED
47	Charlie BUDD
49	Martin WAGER
56	Nick PADMORE
69	Tony LE MAY
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

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 TARTLTON
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



LE MANS 24 HOURS WINNERS CHOOSE DUNLOP.



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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