

Pit & Paddock

2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 4



www.mini7.co.uk



*Marvellous
Miglias*

Thrills & Spills



*Superb
Se7ens*

Thruxton Reports

- *Drew extends Miglia lead*
- *Sanderson's first Se7en win*
- *S-Class: All to play for*
- *Libres: Two new winners*

Zandvoort Preview

Latest News

Technical Updates

Full 2018 Calendar

Runners & Riders

From the Archives

Different destinations



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engine internals from
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Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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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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Northminster Business Park
York YO26 6QU
Tel: 01423 881800

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN
Tel: 01707 607700

Minispares - MIDLAND

West Midlands
991 Wolverhampton Rd. Oldbury,
W. Midlands. B69 4RJ
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FANS WITH FLAGS

Some of you will soon be going abroad to Holland, but if you've ever been lucky enough to visit the Le Mans 24 Hours then you'll appreciate the charm that the unique French endurance event conveys. It is however still fraught with danger, with cars occasionally vaulting barriers. Nobody knows that more than the marshals of ACO (the Automobile Club de l'Ouest) who, at times, have made the greatest sacrifice in the name of the sport. When Daniel Budd's Mini Se7en vaulted the Armco at Thruxton recently, it was the marshals who faced the (thankfully) rare danger of a tumbling race machine heading towards them. Somehow, the orange-clad volunteers all dodged out of harm's way before the Mini came to rest, it's driver dazed but also unharmed. Lest we forget, these chaps and chapettes regularly put themselves in the firing line by not only waving flags to help improve a driver's race awareness, but rushing out from behind protective fencing and 'tyrewalls' to

push dud or bashed machines out of the way, and sweep up the mess (bumpers, lights, wheel-spats) too, as well as aiding medical staff with emergencies. Ok, so there may be a dodgy flag or two waved or a slow reaction to a stranded car from time to time, but on the whole without these guys the Club racing scene would quickly go down the pan. What keeps them volunteering for this sometimes thankless task? Well, they do get to see the action close up, although you might think that they're gluttons for punishment with some of the tedious dross droning round on the UK scene. Thankfully, the M7RC serves up a regular feast of entertainment to liven up their weekends, although they won't welcome any more 'aerial' attacks! So, let's put on the charm and be sure to give marshals the thumbs up - after all, they're always applauding you guys •

RW



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PREVIEW: Rounds 7 & 8

Zandvoort, NL... 6-7-8 July...

Photos: M7RC Archive (M Barrington + S Colbran)

**Miglia
Lap Record
Shayne Deegan**

Time: 2:00.722
Ave speed: 79.80 mph
Set: 1 October 2016
2.676-mile circuit

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

MINI MIGLIA

For the Mini Seven Racing Club, this is the third visit in four years to the former home of the Dutch Grand Prix. Nowadays the circuit is a much transformed version of the old layout, with arguably a more challenging middle section that

twists and turns between the sand dunes while still retaining the infamous Tarzan hairpin at the end of the now shorter main straight. Either way, the Challenge drivers have been chomping at the bit to return after a hiatus in 2017. A hugely competitive Mini Miglia series sees Dave Drew top of the points table after 6 rounds, highlighted by a victory

and second place at Thruxton last time out. Aaron Smith also got his title hopes back on track with a third season victory to add to the pair from Pembrey in April, while May's Snetterton double winner Lee Deegan may appear if budget permits. Current champion Rupert Deeth will be hoping to avoid the scenery after a couple of off so far, while Kane Astin and Colin Peacock are also on podium form. Novice standout last year, Alfie Brown is a dark horse too, and hopefully his car will be repaired in time after a damaging shunt at Thruxton. Of the rest, Charlie Budd, Rob Howard and Jason Porter have all edged closer to the top spots, while several more will be hoping to pick up decent points if the leaders slip up at any stage •

PREVIOUS WINNERS:

2016 S Deegan / S Deegan
2015 A Smith / A Smith
2015 (D Astin/D Astin)*

*overall winner - Invitation class

Mini Libre

To look at the results so far in the invitational Libre category you might think that the motto is 'win or bust'. No driver has yet established a firm grip on the overall lead, and although Club stalwart Phil Harvey is 2 points clear he has yet to win, but he is a regular racer on the continent. Peter Hills took the opening two rounds at Pembrey but a huge smash at Snetterton put his campaign on hold, and which also put reigning class champ' Peter Crewes on the sidelines. Hills hopes to return for Zandvoort in a 'new' car, but David Franks, Gary Warburton, Justin Cooper and Jonathan Lewis have all scored maximums since to open up the title race, although it is Ian Fraser who's edged up to third overall. Look out too for Belgian entrant Pieter Van Cleemputte •



...PREVIEW: ...Rounds 7 & 8

Zandvoort, NL
6-7-8 July

Gear



S-Class Lap Record
Shaun Tarlton
Time: 2:16.151
Ave speed: 70.76 mph
Set: 4 October 2015
2.676-mile circuit

**Se7en
Lap Record**
Andrew Deviny
Time: 2:12.621
Ave speed: 71.33 mph
Set: 4 October 2015
2.676-mile circuit

Photos: M7RC Archive (R Rakers + M Barrington)

Mini-7 S-Class

Numbers in the budget tuning 1275cc class continue to grow, with a dozen drivers having appeared so far this season. Top of the tree is Scott Kendall, the former 1.3i Mini series champion picking up two class wins (Snetterton and Thruxton) and three other podiums to sit 3 points clear of Nick Croydon-Fowler. The latter has generally been the one to catch in qualifying, but a couple of DNFs have lessened the effect of his three wins (both Pembrey races and the last round at Thruxton). James Bull took the other victory at Snetterton but is playing catch up after missing the opening weekend in Wales, while 16-year-old Thorburn Astin will be hoping to match dad Damon's record of two Zandvoort 'winners' trophies (Invitation class) from 2015 •

MINI SE7EN

The title fight is no less intense at the head of the 1000cc category, with former champion Max Hunter having picked up big scores in nearly all the races so far, including one win (Pembrey) and a pair of seconds. Just 2 points adrift lies Tom Sandersom the former Metro champ' scoring his maiden Se7en win at Thruxton to back up a trio of thirds. Another 3 points adrift is Spencer Wanstall who continues to edge close to that elusive first win with another runner-up spot last time out. Lurking in fourth overall is Darren Thomas, his two wins to date (Pembrey and Thruxton) diluted by a couple of bad results, likewise former triple champion Andrew Deviny whose pair of maximum scores (from Snetterton) have also been tempered by reliability issues. Dom Burger, Graeme Davis, reigning Novice champ' Joe

Thompson and Dan Budd have all challenged for top spots, the latter looking to bounce back from a horrific-looking accident at Thruxton in which his pristine car was totalled, and is aiming to compete in Holland in brother Charlie's spare 2017 car. others to look out for include Leon Wightman in his JPS-coloured machine and Leon Oli Window

who carries the distinctive #0. Plenty of action is guaranteed, don't miss it! •

PREVIOUS WINNERS:

2016 A Deviny / A Davies
2016 (D Hunter/D Hunter)*
*Invitation class
2015 A Deviny / P Spark
2015 (S Tarlton/S Tarlton)**
**S-Class





IN A GREAT BRITISH TRADITION

KEEP CALM AND GET BRITISH !

“The British Race Festival at Circuit Zandvoort is a weekend with great atmosphere. But there is more! Not only the circuit goes British, the Zandvoort town centre and beach will also be covered in British atmosphere. Throughout the *British Festival: in a great British tradition* from the 6th to the 8th of July, you're up to British sports demonstrations, the best of British music, the most interesting parts of British culture and the best of British kitchen” •

www.british-festival.nl



NEWS UPDATE NEWS UPDATE

The grid starts at Zandvoort are provisionally scheduled for all classes to go together on the same lights, with Mini Miglia lined up in front, then Mini Libre lined up behind them, followed by the Mini Se7ens/S-Class next up. Although the organisers are expecting the majority of the drivers/teams to be on site for Friday morning, for those who are not arriving until later on the Friday, there is time officially allocated on Saturday morning to sort out documentation in the Paddock Office in Parking C, which is at the main entrance to the circuit. Likewise, if you miss the official scrutineering early on Friday, you must ensure that you arrange directly with the organisers, or via M7RC officials, to have your car scrutineered before you attempt to go out onto the circuit, including for free practice •

TIMETABLE: Zandvoort, NL

Rounds 7 & 8

6-7-8 July

Friday 6 July 2018

| START | FINISH | DURATION | SESSION | CLASS |
|-------|--------|-------------|-------------------|-------|
| 09.30 | 16.00 | 6 1/2 hours | Signing-on | All |
| 09.30 | 11.30 | 2 hours | Scrutineering | All |
| 11.20 | 11.35 | 15 mins | Drivers' Briefing | All |
| 12.00 | 12.30 | 30 mins | Free Practice 1 | All |
| 14.40 | 15.10 | 30 mins | Free Practice 2 | All |
| 17.10 | 17.40 | 30 mins | Free Practice 3 | All |

Saturday 7 July 2018

| START | FINISH | DURATION | SESSION | CLASS |
|-------|--------|-------------|----------------------------|-------|
| 07.30 | 11.00 | 3 1/2 hours | Signing-on (late arrivals) | All |
| 09.40 | 10.10 | 30 mins | Qualifying | All |
| 14.35 | 15.00 | 25 mins | Race 1 (Rd 7) | All |

Sunday 8 July 2018

| START | FINISH | DURATION | SESSION | CLASS |
|-------|--------|----------|---------------|-------|
| 12.25 | 12.50 | 25 mins | Race 2 (Rd 8) | All |



A VERY BRITISH AFFAIR

Joining the M7RC over on the continent for the British Race Festival will be a healthy representation from the TR (Triumph) Register and the Monoposto Racing Club UK, in addition to various other British Historic Touring GT cars and British marque clubs based in Holland and the Benelux regions, including MG, Aston Martin and Lotus. Add in historic Porsches (not quite British) and several other track demonstrations and paddock displays then the Dutch seaside town is set fair for a busy weekend in early July - just hope they don't get the traditional British weather! •

CIRCUIT LENGTH:

2.676 miles

Zandvoort Circuit
Burgemeester van Alphenstraat 108,
2041 KP Zandvoort, The Netherlands
Tel: +31 23 5 740 740
Email: info@circuitzandvoort.nl

Getting there:

For sat-navs, follow address of Circuit Zandvoort: Burgemeester van Alphenstraat 108, 2041 KP. Or, by old fashioned maps/road signs, take highway A9, follow the signs for Zandvoort (via exit Haarlem-Zuid - N205) and proceed to the N201 in the direction of Zandvoort. An alternative is take the exit for Haarlem on the A9 (via the A200) to then drive via the N200 •

www.circuitzandvoort.nl

IMPORTANT SAFETY INFO

The Dutch organisers are following MSA guidelines for scrutineering, but: Helmets should conform to FIA 8858, FIA 8860 and FIA 8859; FHR (HANS) systems must comply with FIA 8858; Overalls, Balaclava, Underwear, Socks, Boots and Gloves must comply and be marked with FIA 8856-2000, ISO 6940 is **NO LONGER** allowed in Europe. Short-sleeved undershirts are **NOT** allowed in Hol-

land. Check www.fia.com Appendix L where appropriate Technical Lists outline what is allowed: #12 Seats; #24 Safety belts; #25 Helmets; #27 Clothing; #29 FHR systems. All Harnesses have to be homologated and in date, the same as UK. Fire Extinguishers must be held in place with a metal strap and screws; in the UK servicing every 2 years has been recommended, in Holland it's compulsory, so check yours before you travel! •



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 | 6-7-8 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 | Stratford Manor Hotel | 24-25 November (tbc) |
| Awards / Dinner Dance | Stratford Manor Hotel | 26 January 2019 |

Rounds 7 & 8

Zandvoort, Holland

6-7-8 July

(British Race Festival)



PIPER CAMS

NEWS NEWS NEWS NEWS

BUDD SAVED BY ROLLAGE STRENGTH



Many of you will have seen the unbelievable images in the motoring press and online of Daniel Budd's huge accident at Thruxton, but these pictures here show just fortunate he was to escape unharmed from the remains of his once pristine racer. Having gone off at high speed along Woodham Hill, in sight of the chicane grandstand - and visible from the other side of the circuit! - Dan's car vaulted the Armco barrier and somersaulted violently several times before colliding with a marshals'

post. This inflicted heavy damage to the shell, in particular the rear end, roof and passenger side. However, such was the strength and build integrity of the rollage, plus the seat and belt mountings, that the driver 'survival cell' stood up magnificently, which in turn offered Dan the protection he needed to allow him to clamber out virtually unscathed. Both he and a marshal were taken to the medical centre but released soon after. Surveying the wreck later in the paddock, many onlookers were amazed at the level

of damage inflicted, including a couple of holes in the roof, and sections of the rollage that had split and bent. However, as Dan later commented, "The car was very well built and it did what it needed to do." This is the third major shunt of the season, including those of Jason Porter (Miglia) at Pembrey and Peter Hills/Peter Crewes (Libre) at Snetterton, and in all cases the strength of the rollage and installation integrity has been crucial in protecting the drivers from serious injury •

Images: S Beko + S Colbran

VIDEO NATION

The Club's recent acquisition of a ??? has further enhanced the quality of the live video feeds on race weekends. Thanks to the combined efforts of roving 'cameraman' (well, an iPhone mounted on the incredibly stable ??? gadget) Stephen Colbran, along with the enthusiastic interviewing of Leon Oli 'the mic' Window, the M7RC has already seen three new drivers sign up for 2019 after watching the videos and seeing for themselves just how friendly the Club is. According to Oli, they have

received up to 4000 views per video, and "many comments from abroad, from fans of the Club, families of drivers and past members who love

the live feeds." One of his favourite interviews recently was with Historic F1 champ, and Mini Miglia racer, Nick Padmore (below) who said: "It's

one of the best clubs in the world..." This is a great PR effort that is helping to build a really positive future for the Club •

Photo: courtesy L Window



ENTER EARLY FOR BRANDS HATCH

With the number of cars entered in the series and the popularity of the Brands Hatch Mini Festival meeting, we would remind you of the new Club rules for entering a race, voted in at the last AGM. The rules allow for the first 75% of the grid, in this case 26 cars, to be allocated to the highest placed championship cars based on the number of cars registered in the championship. In the case of the Se7ens, at the time of writing there are 24 full Se7ens and 15 S-Class cars registered. This means the top 16 cars in the main Se7en championship and the top 10 in the S-Class will all be guaranteed an entry, provided they have entered by the closing date (nominally Friday 10 August) and paid their entry, and Club race registration, fees. If you fail to enter on time then you will join all the others wishing to enter. The remaining 18 entries allowed to practice and attempt to qualify for the 34 grid spaces will be allocated in order of receipt and payment (in total, no more than 40 cars are allowed to practice in the same session on the Indy circuit). Any further/late entries will go on a reserve list, again in order of entry/payment received. The same formula applies to Miglia/Libre. The key, if you want to race, is to get your entry in early to the Membership Secretaries, Baz and Sharon, including your payment! Grid qualification for the first race will be based on the fastest times set in qualifying, and for the second race grid, based on the fastest lap times from the first race. Last year, the Se7en/S-Class entry was over-subscribed, leaving cars as non-qualifiers. However, the organisers offered a consolation run-out in the under-subscribed 'Fastest Mini in the World' race, for which the M7RC was able to award nominal championship points, enabling Darren Eaton at least to gain himself 2 pts towards the overall National Challenge and also 2 pts towards the Novice award. Having not set a time in the original qualifying session, this 'consolation' run-out then qualified him for a reserve start for the second Challenge race on the Sunday! •

NEWS NEWS NEWS NEWS

BLACK & GOLD IS TO BEHOLD



As part of the Thruxton 50th Anniversary celebrations, several F1 cars were brought along for display. One of these caught the eye more than most, an ex-Nigel Mansell/Elio De Angelis Lotus Type 87 Cosworth, raced during the 1981/82 Formula 1 seasons,

in full black and gold JPS livery and which made a very good excuse for the black and gold 'JPS' Mini Se7en of Leon Wightman to be wheeled alongside for a 'twin' photoshoot. Along with legendary F1 commentator Murray Walker, Nigel Mansell was at Thruxton to officially open the circuit's new hospitality suite, and was able to see his former car close up. Wonder if he fancied a run out in the Se7en though?! While many will be aware that JPS was the shortened brand name for John Player Special cigarettes - now barred from advertising in current day motorsport - not many may have clocked the full 'JPS' signage on Leon's less powerful but no less attractive Mini racer; 'Just Playing Se7ens' across the boot. We're sure 'Our Nige' would have approved! •

Photo: S Colbran

FIRST IMPRESSIONS

The Club had overwhelmingly positive feedback in the New Racer survey, such as "a warm welcome and plenty of advice; excellent friendly club; everyone was very welcoming; very good, all friendly, until the red lights go out!" As to why they joined, some had friends already racing, others came via Facebook/website, while further suggestions included "ask lots of questions, even if you think they're daft ones, there's always someone to help; arrange a mentor-type person to show novices the ropes" •

MARRIED IN A MINI

Congratulations are due to Mini Se7en racer and Club sponsor, Leon Oli Window and his bride Ruth, who recently tied the knot in Monmouthshire, Wales. The happy couple made a small footnote in history too, having chosen the same day, and same time, as Harry and Meghan's royal shindig further up the M4 in Windsor! Arguably, the M7RC's very own 'prince of Wales' had the cooler selection of cars on hand, including a Mercedes 280SL, E-Type and Mk2 Jags, with the undoubted star



choice, a 1962 Mini Cooper. "We all had an amazing day and got very lucky with the weather" added the gallant groom. *lechyd da!* •

Photo: courtesy L Window



mation laps. But why is Paul lucky you may ask? Well, consider this - he visited a motor museum a while ago and whilst there bought a raffle ticket (well, a fiver's worth) to win a restored car. Thinking no more of it, he received a phone call some months later saying "Come and pick up your prize..." Luckier still that he then decided to contact Mini Spares for a replacement part for the Elf and then was 'picked out of the hat' as the pace car raffle winner for Thruxton. Paul's Mini variant, a 1967 Mk3 Riley Elf looks fabulous in what he believes is Conifer Green paint with Old English White roof, and immaculate interior upholstery finished in a hue described as 'Cactus'... The boggo-standard 998cc A-Series engine may not have a lot of poke compared to the Mini racers it was parading in front of, but lucky for him he only lives the relatively short distance back along the A303/M3 to Fleet in Hampshire, so that journey didn't bother him at all. "The wife says this car is jinxed..." says Paul, "...but in a good way." Shake the guy's hand for good luck then! •

Photo: mbracephotography.co.uk

LUCK & LIFE OF RILEY

By his own admission, Paul Bodiam is a lucky man. The Mini pace car driver at Thruxton brought along his superb Riley Elf for the weekend, and it proved a hit with the 50th Anniversary crowd as it led round all four Mini grids on their for-

SNAPPY SNIPPETS

DINNER DANCE

The Stratford Manor Hotel has again been booked for the end of season dinner dance/awards evening. The date is Saturday 26 January 2019 and tickets are £48 available from Mark Sims on 07785 114238 or on mss@clearsons.co.uk The full venue address is: Stratford Manor Hotel, Warwick Road, Stratford Upon Avon, CV36 0PY. Double occupancy rooms will be set aside at a special rate of £85 to Club members/guests by calling 0845 074 0060, quoting the 'date' above and 'Mini 7 Racing Club' •

AGM/ATD

As there is no real desire to return to the traditional Luton-based hotel for the annual meet, the above Stratford Manor would seem a more than suitable replacement, as it was for the re-scheduled EGM/ATD in January 2018. The weekend of 24/25 November 2018 has been provisionally suggested •

BREATHE EASY

Random breathalyser testing by the M7RC (separate to any MSA-instigated tests that may be requested) has proved a positive move, or rather it hasn't, as all drivers tested so far this season have returned negative results on the 'alcometer' thingy, including two of the under-18-year-olds who were accompanied by the Club's new Safeguarding Officer, Amanda Proctor. Drink-drive laws, and penalties, are much stricter than in days gone by, so thank you to everyone for the respect of this issue and for helping to protect the Club's image •

MINI 60 BIRTHDAY BRAINSTORM

The venerable Mini celebrates 60 years in 2019, so we would ask you all to start thinking of ideas for the Club to help mark this motoring landmark next season. Anything from merchandise through to special events in the paddock, or perhaps some form of one-off trophy? So get those grey cells up to speed and let the Committee know your thoughts, plus it's not too early to start planning for the Mini 'Mille' Miglia's 50th Birthday in 2020! •

NEWS NEWS NEWS NEWS



MINI SEVEN RACING CLUB

BULLETIN #4_2018

RE: ENGINE SEALING UPDATE

To all Club Members and Associates,

From the beginning of 2014 season the following M7RC Sporting Regulation, current SR.3.2.1 has been mandatory, specifically the wording highlighted:

- 3.2.1 The Organisers / Promoters and the Challenge MSA Technical Commissioner and Eligibility Scrutineer reserve the right to check any suspect part directly with a standard original part as previously supplied by Competition Parts or Rover Cars, or any of its nominated dealers or suppliers. The Organisers / Promoters and the Challenge Technical Commissioner and Eligibility Scrutineer also reserve the right to impound individual parts or the whole race car without prior notification. Parts or cars removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his/her agent. The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, or any other technical regulation is found to have been contravened, all costs associated with the necessary checking and testing will be borne by the Competitor. The competitor's membership will be suspended until all costs have been fully recovered by the club. Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the fixing of MSA approved seals at any time during the season, and competitors will be required to keep the Eligibility Scrutineer informed of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with MSA General Regulation J.3.1.6. See also TR5.1 and TR.5.4.2.

As a reminder, all Challenge-eligible cars will be required to have adopted the above ready for the first Challenge event it competes at during 2018. MSA approved seals may then be applied to one or more cars, on a random basis, at the discretion of the M7RC's appointed MSA Eligibility Scrutineer, and once they have been applied, the seals must remain in place until after the end of the Challenge season, and may then only be removed with the permission of the Eligibility Scrutineer, in accordance with MSA General Regulation J.3.1.5. When at the circuit during a Challenge meeting, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, and obtain proof of permission to do so (in writing), before undertaking any maintenance/preparation work on the engine. Similarly, when away from the circuit, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, obtaining proof of permission to do so (in writing via Email or by letter) before undertaking any maintenance/preparation work on the engine. Also, any post-event inspection not carried out while still at the circuit will need to be arranged between the competitor and Scrutineer, and no seal/seals may be broken until the Eligibility Scrutineer (or his/her nominated representative) is present. Failure to comply with part or all of the above SR.3.2.1 will render the competitor liable to SR.4 'Penalties', under SR.4.1 'Infringements', specifically any one or a combination of SR.4.1.1, SR.4.1.2, SR.4.1.3. To clarify the above, please find below the required bolts or studs to be pre-drilled for the provision of affixing MSA approved seals:

The 2018 Dunlop Mini Se7en and Mini Miglia Challenge supported by Mini Spares
MSA Championship Permit No: CH2018/R111 (Grade C)

NEWS NEWS NEWS NEWS

- Three (x3) adjacent cylinder head studs (see image 'Sealing 1').
- Two (x2) rocker cover fixings (image 'Sealing 2').
- Two (x2) adjacent flywheel bellhousing/cover bolts (image 'Sealing 3')... OR, note white line across bellhousing/cover (image 'Sealing 4'); this may be drilled straight through both sections as an alternative.
- Two (x2) adjacent timing cover bolts for chain drive, or equivalent gear drive (image 'Sealing 5'), or a pair of two (x2) drilled holes (x4 in total), to allow for sealing wire on opposing edges of equivalent belt drive cover (image 'Sealing 10')... OR, if belt drive without timing cover is fitted, provision must be made for the large camshaft end nut to be marked with scrutineering sealing paint (image 'Sealing 6').
- One (x1) manifold/carburettor stud, drilled at both ends to allow sealing wire to pass through both holes (image 'Sealing 7').
- Two (x2) adjacent diff housing bolts (image 'Sealing 8').
- Two (x2) adjacent speedo drive housing/gearbox end casing bolts (image 'Sealing 9').

For contact reference: MSA Eligibility Scrutineer

Steve Prior M: 07763 824161 Email: priorsteve@hotmail.com



'Sealing 1'



'Sealing 2'



'Sealing 3'



'Sealing 4'



'Sealing 5'



'Sealing 6'



'Sealing 7'



'Sealing 8'



'Sealing 9'



'Sealing 10'

Issued by: Richard Williamson
Championship Coordinator M7RC

Dated: 31 May 2018

The 2018 Dunlop Mini Se7en and Mini Miglia Challenge supported by Mini Spares
MSA Championship Permit No: CH2018/R111 (Grade C)

RACE REPORT:

Round 5

Thruxton

2-3 June 2018



Hot to trot action

MINI SE7EN / S-CLASS

As might have been predicted, the Mini Se7en and Miglia Challenges were the crowd pleasers at the Hampshire circuit's half-century meeting, with four drama-filled races over two days.

Kicking off the race action on Saturday afternoon, former Metro champion Tom Sanderson eventually converting pole position into a first Se7en victory in only his second season in the category. Having blown an engine in qualifying, Darren Thomas' untried replacement was a flyer to give him second ahead of points leader Max Hunter and quickest-over-a-lap, Daniel Budd in fourth. Dom Burger

took fifth ahead of S-Class winner Scott Kendall, once initial leader Nick Croydon-Fowler had dropped out. Behind the top half-dozen, Spencer Wanstall just held off the flying S-Class of James Bull which had spun early on then stormed back up the order, setting a new class lap record on the way. Similarly Julian Proctor stormed from the back of the grid into the top 10 having suffered gearbox failure in qualifying, with Leon Wightman just ahead in ninth. Thorburn Astin took third in S-Class, sandwiched between Darren Eaton and Leon Window, with Tina Cooper next, ahead of the remaining S-Class finishers, Simon Martin, Morgan Lewis and Mark Chappell. Hot, humid condi-

tions caused several overheating issues, and Andrew Deviny (crank), Graeme Davis (rad'), Joe Thompson (brakes), Ross Billison (no revs), Gareth Hunt (head gasket) and Lee Roberts (driveshaft) were all DNFs, along with the S-Class cars of Stuart Gilby (converted from Se7en), Kevin O'Shea (clutch/car for sale), Nick Croydon-Fowler (melted plug) and Rick Shortle (engine got hot).

MINI MIGLIA / LIBRE

A mid-morning Sunday start was shaping up to be a belter when yellow flags at the chicane initiated the first of two heavy Mini accidents. Having perhaps expected the stranded Libre of Gary Warburton (broken crank) to have been removed out of harm's way, the leaders arrived next time round to still be greeted with yellows, and in trying to avoid overtaking, the cars of Rupert Deeth and Alfie Brown were suddenly spearing off left into the barriers after contact, thankfully both emerging ok. As soon as the safety car had returned to the pits, the frantic pace picked up again and, timing his run to perfection, Dave Drew came through to take a popular victory ahead of Nick Padmore, Aaron Smith and Kane Astin, the latter setting a new lap record from the sixth row. Colin Peacock and Rob Howard completed the top six, with Jason Porter, Steve Maxted, Mark Sims, Paul Simmonds and Kieren

RESULTS:

| Race 1 | Se7en/S-Class | 13 Laps |
|--------|--------------------|--------------------|
| 1 | 19 Tom Sanderson | 21:36.157 |
| 2 | 20 Darren Thomas | |
| 3 | 46 Max Hunter | |
| 4 | 47 Dan Budd | |
| 5 | 28 Dom Burger | |
| 6 | 708 Scott Kendall | 21:53.225 |
| 7 | 5 Spencer Wanstall | |
| 8 | 723 James Bull | |
| 12 | 736 Thorburn Astin | |
| FL/7 | D Budd | |
| | 1:38.165 | 86.40 mph |
| FL/S | J Bull | |
| | 1:38.447 | 86.15 mph (record) |
| Pole/m | T Sanderson | |
| Pole/S | N Croydon-Fowler | |

| Race 1 | Miglia/Libre | 13 Laps |
|--------------------|--------------------|--------------------|
| 1 | 29 Dave Drew | 20:39.379 |
| 2 | 56 Nick Padmore | |
| 3 | 21 Aaron Smith | |
| 4 | 11 Kane Astin | |
| 5 | 83 Colin Peacock | |
| 6 | 72 Rob Howard | |
| 7 | 666 Jonathan Lewis | 21:03.225 |
| FL/m | K Astin | |
| | 1:29.270 | 95.01 mph (record) |
| FL/L | J Lewis | |
| | 1:30.104 | 94.13 mph (record) |
| Pole/m | D Drew | |
| Pole/L | J Lewis | |
| 2.356-mile circuit | | |

McDonald completing a strong line-up. Among the six Libres to start, Jonathan Lewis in seventh overall took a class debut win ahead of David Franks (ninth), with Phil Harvey next in 14th overall ahead of and Ian Fraser. A lap down were Ben Butler (Libre) and Peter Arnold, with Charlie Budd (dropped valve) pulling off just after the lap 4 accident •

RW



Photos: mbracephotography.co.uk

RACE REPORT:

Round 6

Thruxton

3 June 2018



High rollin' drama

MINI SE7EN / S-CLASS

In the second Se7en encounter, Thomas had established a narrow lead over the jostling pack when on lap 4 there was an almighty commotion over the far side of the circuit and a car could be seen tumbling over the barriers into a marshals' post. After a short safety car period, red flags halted proceedings as rescue vehicles and ambulances were despatched, followed by an unnerving silence with an incident this serious, but gradually the news filtered through that the two people taken to the medical centre were up and walking, a marshal with bruising and cuts but otherwise ok, and Daniel Budd whose

#47 it was that had gone off. Surveying the remains of the 'shell later it is testament to current build integrity that Dan was unharmed, if perhaps still in shock. The result was taken on countback to 4 laps, giving Thomas the win ahead of Wanstall, Sanderson and Hunter, with Croydon-Fowler leading the S-Class at the time. Burger, Thompson, Kendall, Bull and Davis completed the top 10, with Deviny, Wightman and Proctor the next group along. Astin was fourth S-Class tucked in between Window, Eaton and Billsion, then Roberts and Cooper. Martin went well to fifth in S-Class ahead of Shortle, Lewis and Chappell, as Gilby's luck only marginally improved

to a finish but a lap down after a clash with O'Shea. The latter pulled off with a puncture, while Hunt again had overheating issues to be the third DNF before the reds flew.

MINI MIGLIA / LIBRE

After that sobering reminder of the sport's inherent danger, the day's events were brought to an uplifting conclusion with an absolute belter of a Miglia race. Lap after lap the lead would change hands, with Drew and Smith mostly out front, along with Astin, Peacock, Charlie Budd and, after a mammoth effort to straighten his car from the morning off, Deeth, all of them getting a nose in front at some point. The latter looked to have pinched it with a couple of laps to go, but just overcooked it into the chicane which allowed Drew and Smith to open a tiny gap as the rest had to lift to avoid the half-spun car. In a final last lap, hold-ye-breath attempt, Drew went to the outside but Smith just held the perfect line to squeeze him out, with Astin over the kerbs, Peacock, Budd, Porter, Deeth and Howard virtually tied together in their shadows. Sims took ninth a little further adrift, with Maxted and McDonald not far behind in a good tussle, having lost Simmonds from their company on lap 9. In the Libres, newcomer Franks (16V) took the win from Fraser, after early leader Lewis (16V) pulled off, joining Harvey (fuel pres-

RESULTS:

Race 2 Se7en/S-Class 4 Laps

| | | | |
|---|-----|------------------|----------|
| 1 | 20 | Darren Thomas | 6:44.97 |
| 2 | 5 | Spencer Wanstall | |
| 3 | 19 | Tom Sanderson | |
| 4 | 46 | Max Hunter | |
| 5 | 777 | N Croydon-Fowler | 6:47.479 |
| 6 | 28 | Dom Burger | |
| 7 | 8 | Joe Thompson | |
| 8 | 708 | Scott Kendall | |
| 9 | 723 | James Bull | |

FL/7 D Budd
1:38.649 - 85.97 mph

FL/S S Kendall
1:38.870 - 85.78 mph

Pole/m D Budd
Pole/S J Bull

Race 2 Miglia/Libre 14 Laps

| | | | |
|----|-----|---------------|-----------|
| 1 | 21 | Aaron Smith | 21:21.038 |
| 2 | 29 | Dave Drew | |
| 3 | 11 | Kane Astin | |
| 4 | 83 | Colin Peacock | |
| 5 | 47 | Charlie Budd | |
| 6 | 92 | Jason Porter | |
| 12 | 186 | David Franks | 22:12.903 |

FL/m R Deeth
1:29.925 - 94.31 mph

FL/L J Lewis
1:32.449 - 91.7 mph

Pole/m D Drew
Pole/L J Lewis

2.356-mile circuit

sure) and Butler (handling) as DNFs, although Harvey left Thruxton atop the Libre points. Gamely plugging on, Arnold completed the Miglia runners a lap down. Padmore, Brown and Warburton were DNSs. So, a rousing finish to the weekend's action and, as in the previous races, the crowd was on its feet for a standing ovation •

RW



Photos: mbracephotography.co.uk + S Beko

THRUXTON GALLERY



POINTS after Rds 5 & 6



MINI SE7EN

| Pos # | Driver | Pts |
|-----------|---------------------|-----|
| 1 46 | Max HUNTER | 107 |
| 2 19 | Tom SANDERSON | 105 |
| 3 5 | Spencer WANSTALL | 102 |
| 4 20 | Darren THOMAS | 84 |
| 5 28 | Dom BURGER | 74 |
| 6 77 | Andrew DEVINY | 73 |
| 7 22 | Graeme DAVIS | 70 |
| 8 8 | Joe THOMPSON | 65 |
| 9 95 | Julian PROCTOR | 58 |
| 10 45 | Leon WIGHTMAN | 58 |
| 11 777 | Nick CROYDON-FOWLER | 57 |
| 12 47 | Dan BUDD | 56 |
| 13 708 | Scott KENDALL | 55 |
| 14 736 | Thorburn ASTIN | 41 |
| 15 723 | James BULL | 38 |
| 16 0 | Leon Oli WINDOW | 38 |
| 17 55 | Darren EATON | 35 |
| 18 94 | Lee ROBERTS | 28 |
| 19 30 | Tina COOPER | 26 |
| 20 7 | Gareth HUNT | 23 |
| 21 49 | Ross BILLISON | 23 |
| 22 796 | Mark CHAPPELL | 19 |
| 23 711 | Rick SHORTLE | 12 |
| 24 765 | Simon MARTIN | 12 |
| 25 700 | Morgan LEWIS | 11 |
| 26 779 | Andy DICKINSON | 8 |
| 27 792 | Kevin O'SHEA | 8 |
| 28 747 | Kelvin EDGAR | 5 |
| 29 96/795 | Stuart GILBY | 5 |
| nc 71 | Simon JONES | - |

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

* Mini Libre scored separately to main Challenge



MINI MIGLIA

| Pos # | Driver | Pts |
|-------|-------------------|-----|
| 1 29 | Dave DREW | 106 |
| 2 21 | Aaron SMITH | 94 |
| 3 83 | Colin PEACOCK | 93 |
| 4 11 | Kane ASTIN | 81 |
| 5 23 | Rupert DEETH | 71 |
| 6 81 | Alfie BROWN | 67 |
| 7 47 | Charlie BUDD | 66 |
| 8 72 | Rob HOWARD | 64 |
| 9 92 | Jason PORTER | 50 |
| 10 26 | Peter ARNOLD | 48 |
| 11 37 | James CUTHBERTSON | 47 |
| 12 0 | Lee DEEGAN | 40 |
| 13 88 | Kieren MCDONALD | 40 |
| 14 46 | Steve MAXTED | 39 |
| 15 20 | Mark SIMS | 39 |
| 16 42 | Paul SIMMONDS | 33 |
| 17 43 | Dave EDGECOMBE | 30 |
| 18 44 | Darren MOON | 26 |
| 19 56 | Nick PADMORE | 19 |
| 20 27 | Peter HARRIES | 17 |
| 21 69 | Tony LE MAY | 13 |
| 22 49 | Martin WAGER | 10 |
| 23 12 | Richard SMITH | 10 |
| 24 17 | Richard JESSOP | 7 |
| nc 24 | Lewis SELBY | - |



MINI-7 S-CLASS

| Pos # | Driver | Pts |
|--------|---------------------|-----|
| 1 708 | Scott KENDALL | 43 |
| 2 777 | Nick CROYDON-FOWLER | 40 |
| 3 736 | Thorburn ASTIN | 36 |
| 4 723 | James BULL | 32 |
| 5 796 | Mark CHAPPELL | 17 |
| 6 765 | Simon MARTIN | 14 |
| 7 771 | Rick SHORTLE | 13 |
| 8 779 | Andy DICKINSON | 11 |
| 9 700 | Morgan LEWIS | 10 |
| 10 792 | Kevin O'SHEA | 9 |
| 11 747 | Kelvin EDGAR | 8 |
| 12 795 | Stuart GILBY | 3 |

MINI LIBRE

| Pos # | Driver | Pts * |
|--------|----------------|-------|
| 1 113 | Phil HARVEY | 23 |
| 2 126 | Peter HILLS | 21 |
| 3 127 | Ian FRASER | 19 |
| 4 186 | David FRANKS | 18 |
| 5 149 | Gary Warburton | 11 |
| 6 666 | Jonathan LEWIS | 11 |
| 7 616 | Justin COOPER | 10 |
| 8 177 | Peter CREWES | 8 |
| 9 222 | Ben BUTLER | 5 |
| 10 129 | Alex OSBORNE | 1 |

Se7en Novices

| Pos # | Driver | Pts |
|-------|---------------|-----|
| 1 700 | Morgan LEWIS | 11 |
| 2 796 | Mark CHAPPELL | 11 |

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 | 16 |
| 2 700 | Morgan LEWIS | 8 |



From the Archives

5 years ago - 2013

Zolder, Belgium

WE TAKE A LOOK BACK AT SOME DIFFERENT DESTINATIONS THE M7RC HAS BEEN TO OVER THE YEARS...

Dunlop Mini Se7en Challenge Rd 10

Deviny cleans up

Victory at the former Belgian GP circuit kept Andrew Deviny on course to secure his second Mini 7 Challenge title, after he passed early leader Adam Smith

Eleven drivers made the journey, Julian Proctor assured of retaining his S-Class title after the late withdrawal of Roland Parsloe. Andrew Deviny was quickly on the pace to claim pole with a 2:04.507, Paul Spark joining him at the front, 0.127s adrift.

Deviny led away from Spark, Darren Thomas and Ashley Davies. The race was transformed after Paul Clark's Miglia dumped its oil at the Jacky Ickx Chicane at the end of the opening lap; Davies was first to find it, causing him to spin, and Spark and Graeme Davis to go off into the gravel trap in avoidance. Adam Smith took full advantage to snatch

the lead in front of the dicing Gareth Hunt and Deviny. With only one rescue vehicle within range, extracting Spark and Davis from the gravel took a lap apiece, with Spark's dragged clear first, but about to be lapped as the leaders began lap three. As they exited Lucien Bianchi Bend, Spark moved over to the inside of the track to be lapped, before returning to the racing line and dicing with the leaders there-after. Adam Smith continued to lead from Deviny, then Hunt, with Damon Astin and Leon Wightman in close pursuit. Meanwhile Davies was making a rapid recovery up the order. As the field turned into Eerste Linkse on the fourth lap Davies was up to fifth having passed David Robinson, Thomas and Wightman. After being as high as third, Thomas was troubled by a fuel blockage which caused him to pull off at the Klein Chicane on lap seven, his consolation being fastest lap of 2:05.782, a class record. Adam Smith continued to keep Deviny at bay as Davies kept climbing the order, reaching third after passing Damon Astin and Hunt on successive laps. Robinson and Proctor dived over seventh before a suspected diff problem caused the latter's retirement on the ninth lap. Deviny finally found a way past Adam Smith on lap nine, with the charging Davies also progressing at Smith's expense two laps later. Deviny took the chequer just 0.782s ahead of Davies, with Adam Smith richly deserving his podium finish in

third. Hunt, Damon Astin, Wightman and Robinson rounded out the Se7ens on the same lap •

Dunlop Mini Se7en Challenge Rd 11

Rainmeister Davies



* article reproduced from Pitlane Review '13 edition
Photos: M7RC Archive (M Barrington)

lap later, shortly before Hunt retired with gearbox failure. Spark's stay at the head of the field was soon to end as Davies rose to second on lap eight. The following lap saw Spark sideways as he rounded the Gilles Villeneuve Chicane, prompting a swing across to the outside to stop Davies from taking advantage. Within a lap Davies had found a way past before easing away. Deviny lost fifth after running over Aaron Smith's broken (Miglia) silencer, and he limped back to the pits with a puncture, dropping him down to ninth. Davis was elevated into a podium position after passing Damon Astin, two laps from the finish. Proctor spent much of the race dicing with Robinson before an electrical fault caused him to retire on lap nine. At the chequer, Davies had a 2.7s winning margin over Spark, with Davis third. The victory celebrations could begin in earnest! •

Roy Sisley

Ashley Davies stormed from the pitlane to win the Se7en class in the wet second race (above left); it was a great meeting for Adam Smith, seen leading a bunch on the pit straight (below left)

RESULT: 17 August (Youngtimer eV)

RACE 1: Rd 10 12 Laps*

(run with Mini Miglia)

1 2 Andrew Deviny 24:05.228
*11 Laps @ 68.28 mph

2 5 Ashley Davies
3 43 Adam Smith
4 37 Gareth Hunt
5 36 Damon Astin
6 17 Leon Wightman
7 63 David Robinson
8 35 Paul Spark
9 22 Graeme Davis
dnf 95 Julian Proctor S
dnf 4 Darren Thomas
wd 93 Roland Parsloe S

FL: D Thomas
2:05.782 - 71.32 mph (record)
Pole: A Deviny

RESULT: 18 August (Youngtimer eV)

RACE 2: Rd 11 12 Laps*

(run with Mini Miglia)

1 5 Ashley Davies 26:13.601
*11 Laps @ 62.71 mph

2 35 Paul Spark
3 22 Graeme Davis
4 36 Damon Astin
5 43 Adam Smith
6 17 Leon Wightman
7 4 Darren Thomas
8 63 Paul Robinson
9 2 Andrew Deviny
dnf 95 Julian Proctor S
dnf 37 Gareth Hunt
wd 93 Roland Parsloe S

FL: A Davies 2:17.576 - 65.21 mph
Pole: P Spark

2.492-mile circuit



From the Archives

5 years ago - 2013

Zolder, Belgium

Dunlop Mini Miglia Challenge Rd 10

Baldwin in Belgium

On the Mini Seven Racing Club's first visit to Zolder, Peter Baldwin moved ever closer to retaining his Miglia Challenge title after securing victory in the tenth round



Dry, hot conditions for the 10 drivers who crossed the channel. Peter Baldwin annexed pole with a 1:53.238 lap, as teammate Rupert Deeth joined him on the front row, having set a lap just 0.303s adrift. Phil Harvey suffered a broken clutch, preventing him starting.

Baldwin was swiftly away from pole to lead from Deeth, James Coulson and Kane Astin. Paul Clark's long journey from Wales was poorly rewarded as a filter head gasket broke, depositing all his oil over the track at the Jacky Ickx Chicane at the end of the opening lap, which would cause major problems for the following Se7ens. Kane Astin quickly advanced his position, moving past Coulson and Deeth into second, with Aaron Smith tagging himself on behind, and a fine three-way dice for sixth between Mark Sims, Tony Le May and Colin Peacock catching the eye, with place changes on every lap. Kane Astin's pursuit of Baldwin paid dividends, as he swooped ahead with a daring outside pass into Eerste Linkse on lap seven. Baldwin fought back to regain the lead on the same lap, without being able to shake either Kane Astin or Aaron Smith off his tail. Kane Astin got a good tow as the trio exited Lucien Bianchi

Bend and pulled out of Baldwin's slipstream on the run to the Klein Chicane, and was drawing alongside when a piston broke bringing his race to a premature end. His demise didn't give Baldwin an easy ride though, as Aaron Smith and Deeth remained right on his tail, until Deeth lost time after running wide exiting Lucien Bianchi Bend on lap 10. Having found a way past Le May and Sims, Peacock further improved as he moved ahead of Coulson into fourth. Deeth closed up again on the leading duo as they began the final lap, with Baldwin keeping his cool to claim victory by just 0.372s from

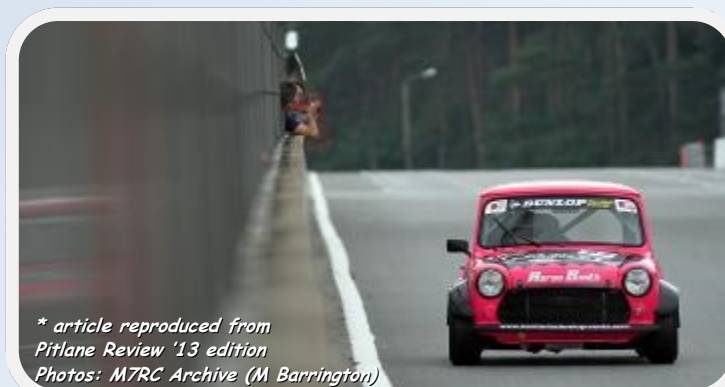
Aaron Smith, with Deeth only a further 0.435s adrift. Peacock stayed fourth, with Le May finding a way past Coulson on the final lap to finish fifth, as Sims completed the order of confirmed finishers after an eventful race •

Dunlop Mini Miglia Challenge Rd 11

Smith's silencer is golden

Even losing part of his exhaust didn't deter Aaron Smith's wet weather driving prowess in a decidedly damp Sunday encounter

Aaron Smith leads (below)



* article reproduced from Pitlane Review '13 edition
Photos: M7RC Archive (M Barrington)



Having changed engines overnight, Harvey was able to take up his place on the grid, giving us a full complement of cars.

Deeth made the best getaway to lead from Aaron Smith, then Kane Astin, Baldwin and Clark. Baldwin ran off into the gravel at the Jacky Ickx Chicane at the end of the opening lap, before making a pitstop and resuming two laps adrift. Coulson found a way past Clark to climb to fourth on lap two. Deeth was being harried by both Aaron Smith and Kane Astin as they looked to make an early breakthrough, while Le May and Peacock were enjoying a close dice for seventh. Aaron Smith and Kane Astin both succeeded in demoting Deeth down to third on the fourth lap, with Clark still holding fourth ahead of Le May, who was making further progress up the order, having passed Sims. Kane Astin got a rapid exit out of the ultra-fast Butte left hander to try an inside pass at Gilles Villeneuve Chicane on lap six, which Aaron Smith just managed to repel; he'd also lost his silencer without any loss in performance. Le May passed Clark to climb to fourth, before advancing another place when Deeth ran off into the Jacky Ickx Chicane gravel trap on lap seven, resuming a lap adrift. Peacock had tagged himself onto the third place dice involving Le May and Clark. Aaron Smith continued to

revel in the wet, as he kept a safe margin ahead of the pursuing Kane Astin. The leader showed his continued pace, setting his fastest time on the penultimate lap, and the winning margin of 6.3s reflected his pace throughout. Kane Astin's second place keeps the destiny of the Challenge title finely balanced with just the final two rounds at Brands in September to be contested •

Roy Sisley

Rupert Deeth on a charge (above); race 1 winner Peter Baldwin. orange car, moves through traffic (left)

RESULT: 17 August (Youngtimer eV)

| RACE 1: Rd 10 | | 12 Laps |
|-----------------------|------------------|-------------------------------|
| (run with Mini Se7en) | | |
| 1 | 1 Peter Baldwin | 23:19.121 @ 76.94 mph |
| 2 | 21 Aaron Smith | |
| 3 | 23 Rupert Deeth | |
| 4 | 3 Colin Peacock | |
| 5 | 69 Tony Le May | |
| 6 | 47 James Coulson | |
| 7 | 20 Mark Sims | |
| dnf | 11 Kane Astin | |
| dnf | 44 Paul Clark | |
| ns | 7 Phil Harvey | |
| wd | 53 Niven Burge | |
| wd | 72 Rob Howard | |
| FL: | A Smith | 1:54.818 - 78.13 mph (record) |
| Pole: | P Baldwin | |

RESULT: 18 August (Youngtimer eV)

| RACE 2: Rd 11 | | 12 Laps |
|-----------------------|------------------|--------------------------|
| (run with Mini Se7en) | | |
| 1 | 21 Aaron Smith | 25:20.814 @ 70.79 mph |
| 2 | 11 Kane Astin | |
| 3 | 69 Tony Le May | |
| 4 | 44 Paul Clark | |
| 5 | 3 Colin Peacock | |
| 6 | 20 Mark Sims | |
| 7 | 7 Phil Harvey | |
| 8 | 23 Rupert Deeth | |
| 9 | 1 Peter Baldwin | |
| dnf | 47 James Coulson | |
| wd | 53 Niven Burge | |
| wd | 72 Rob Howard | |
| FL: | A Smith | 2:05.166 - 71.67 mph |
| Pole: | P Baldwin | |
| 2.492-mile circuit | | |



From the Archives

15 years ago - 2003

Spa-Francorchamps, Belgium

THE MAJESTIC CIRCUIT, HOST TO THE F1 BELGIAN GP, WAS BY NOW A REGULAR FIXTURE ON THE M7RC CALENDAR...

Dunlop Mini Miglia Challenge - Rd 6

Ardenne fast

Spa Francorchamps provided a race of attrition for the Dunlop Mini Miglias with a familiar podium line-up and Peter Baldwin sampling the champagne once again on the top step

Round six of the National series, the annual jaunt overseas to Belgium. For most drivers this means holiday/drink your weight in lager/run the credit card up to a criminal level (well euros are quite like Monopoly money), oh, and have a really scary race up big hills too! The journey there's an epic in itself, despite plenty of time to get organised, there are always tales of missed ferries, communication problems in strange B&Bs, and breakdowns. That's a thought, IF we do go again next year (still in doubt - something complicated to do with circuit licences), never mind not being allowed to enter without the correct grade of licence, there should be a basic French test, so we can all ask for directions off the Brussels ring road. Having managed to get nearly there, then there's finding the dodgy unit to collect tickets (small industrial estate opposite where the dustcarts live), then getting to the right entrance, through the right village, at exactly the right time! Am always impressed that everyone gets to the paddock on time, then begins the hilarious... "You will park where we tell you", despite not much room to manoeuvre cars/vans/trucks we did get the nice flat concrete paddock bit, not the nasty scary gravel right at the top, as the paddock is

stepped. Not that suitable for disabled persons, however I would've been thrilled with the use of an electric wheelchair. So, all parked, everyone located, discreet bush to pee in to avoid being charged for the relief, all ready for some twiddling.

Qualifying 1: Two goes, just in case one time you get lost in the paddock and never make it to the circuit! As my gyrocopter is out of action, and I don't have the hand/eye/foot coordination to use a moped, it's just about impossible to watch a lap around this gigantic circuit; it takes a Miglia about 3 mins to get round, there's a commentator and my grasp of French/Flemish/Dutch is OK, but spend most of the time crumpled laughing at his pronunciation of drivers' names, and when there's not much to report the PA



pumps out "Radio Contact" (I think this is a 70's/80's disco station). Mention should be made of the pit lane marshals; you lucky drivers don't have much contact with these white boiler suit-clad people, obviously SS-trained, God help you if you don't have the correct pass, and when asked to produce it, NO, putting your pit board out is not more important. So, first qualie and 15 Miglias climbing Eau Rouge; Dave Kimberley present and correct (spent a few days on a jig, all OK now). Please look up Peter Baldwin's medical records and find out if, as I suspect, he spent a significant amount of

(red thingy for his coil), so plenty of twiddling and lovely weather for it.

Qualifying 2: Yeugh, up early for this one, so trust everyone was quite abstemious last night. All off again to beat Peter Baldwin. No chance, he IS bionic (quick, check of the regs, are mechanical alterations allowed to the driver?). So who improved? Jackson up to sixth, Sims seventh, Woodbridge and Kimberley close, Harvey up to 11th from 13th, all qualified, but more problems; Hudson (no third gear), Bob Humphreys got distracted and twanged the barrier, Jackson (water in his bore), Harvey was knackered, something to do with a night in a Calais hotel, a new engine and some latex! Woodbridge had taken on gravel, Simmonds (broken pulley), Chandler (manky cv joint and not enough compression), Kelly (wrong gear ratio). Not wanting to be left out, Pete Baldwin had a minor tantrum about timekeeping! Most interesting problems for Sollis and Gunn; Gunn had a hole in his rad, and Bill had a broken wheel nut thingy, both I'm convinced, caused by a sniper on the gantry just after the Bus Stop, perfect shot to get Sollis' wheel, ricochet got Gunn's rad. Dear computer hacker: please check to see if June Baldwin has a twin, who shoots for England. You know how highly prized fastest laps are. Plenty of twiddling to do now, raffle tickets to be bought, BBQ to get to. Busy, busy.



Race: Last year sorting out the grid was a real palaver, but no such nightmare this time around, 40 Miglias (and Se7ens) all raring to go... not that anyone in the pitlane can see much, Spa rules say nobody to the pit wall until two laps are completed, so an easily recognisable roof comes in handy. Everyone off safely, led by The Bionic Man, Sollis, Rogers and Gunn all keeping up, but this huge track takes its toll. Sims, Gunn and Sollis are all gone within a couple of laps, all with nasty noise syndrome, Woodbridge, Kimberley and Munns are battling for fifth, Baldwin's away in the lead, Kelly's trying everything to catch him, Chandler's third, engine still all in one piece, Jackson fourth, and that's how they crossed the line, Peter delighted to step onto the top of the podium, Kelly happy with second, he's soooo close! Mark happiest of all, car all together, on the podium, AND a song from the flower girl •

Toss Chandler

Belgian grid girls with brollies to keep the sun and, inevitably at some point, rain off (top)

As second place Kelly Rogers sprays race winner Peter Baldwin with bubbly, third place Mark Chandler prefers to swig it! (left)

Magnificent sight as the Mini field sweeps down through Eau Rouge for the first time (below)

Photos: M7RC Archive (Pitlane)

** article from Pitlane mag, Summer '03*

RESULT: 9 June (RAC-B)

| MIGLIA: | Rd 6 | 8 Laps |
|-----------------------|------|-----------------|
| (run with Mini Se7en) | | |
| 1 | 3 | Peter Baldwin |
| 2 | 4 | Kelly Rogers |
| 3 | 5 | Mark Chandler |
| 4 | 14 | Mike Jackson |
| 5 | 5 | Paul Woodbridge |
| 6 | 12 | Dave Kimberley |
| 7 | 30 | Sarah Munns |
| 8 | 13 | Phil Harvey |
| 9 | 32 | Jonathan Hudson |
| 10 | 23 | Bob Humphreys |
| dnf | 8 | Ian Gunn |
| dnf | 2 | Bill Sollis |
| dnf | 22 | Mark Sims |
| dnf | 27 | Scott Bennett |
| dnf | 6 | Paul Simmonds |
| wd | 15 | Michael Green |

FL: K Rogers
2:57.688 - 87.71 mph

Pole: P Baldwin

4.329-mile circuit



From the Archives

15 years ago - 2003

Spa-Francorchamps, Belgium

Dunlop Mini Se7en Challenge - Rd 6

Late breaking

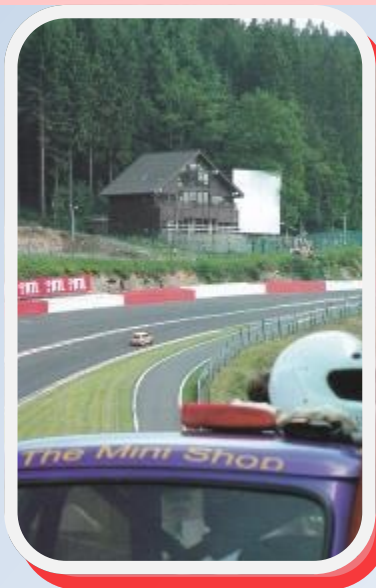
Tim Sims recorded his second successive victory, snatching the lead with a daring last lap manoeuvre to win a thrilling sixth round of the Mini Se7en Challenge at Spa-Francorchamps

Qualifying: Hot and sunny weather throughout 3 days at the magnificent Ardennes circuit, although the rain returned with a vengeance as everyone was packing away. Twenty-six drivers assembled for qualifying on Friday and Saturday, with the race on Sunday morning. Capturing pole with a demon 3:13.071 was Paul Clark, revised rear toe-in and gearing through the double left-hander at Pouhon. Alongside was Andrew Deviny, unable to improve on 3:14.680 after breaking crank seal bearings. With no spare engine, he looked set to miss the race before Alan and Mike Jackson gave him the number of an engine builder from Luxembourg. He was able to collect the bearings and reassemble the engine during Saturday evening, although whether the crank was up to completing the race was open to doubt. James Hall headed row 2, with Tim Sims sharing with him. Row 3 saw Max Hunter slice 1.8s off his first session time, having replaced a broken crank, paired with Paul Thompson, having rebuilt his engine from two units. Dick Hunter qualified inside of row 4 despite overheating, before lowering his

ment, reverting back to his original unit for the race. Kane Astin was next despite breaking a driveshaft. Sharing row 7 was Ian Deviny, out for his only scheduled race of the year. Ian changed his drop gear after the first session before encountering oil at Blanchimont in the second, clipping the Armco and sustaining slight front damage. Joe Tandy headed row 8 on his first visit to Spa, he and brother Nick cycling around the circuit on Thursday evening for a sneak preview. Joe was another to set his best lap first time out. Alongside was Paul Spark, troubled by an ignition fault. A coil change saw the car run smoother in the second despite low oil pressure. Row 9 saw Damon Astin paired with Stephen King. Damon's car was running well before his second session times were disallowed for a yellow flag infringement. Stephen was hampered by a gear linkage fault, delaying his exit from the paddock, then refused entry onto the circuit as the session had started. Fortunately, a helpful official showed him another access point. Having stiffened his dampers for the second session, Stephen then pitted to change a puncture after running over debris left by Jonathan Hudson's Les Combes excursion. Malcolm Holdstock needed to tighten his steering and replace an oil hose, improving his time by over a second to give him renewed optimism for the race. Ralph Saunders was alongside having only managed four laps before pulling off into the Bus Stop slip road with only third gear. Following an engine change, Ralph hit problems second time out prompting a new rear roll bar. Gerald Dale was down on power and fared no better after blowing a head gasket in the second. Rupert Hinde shared row 10 and managed to shave nearly 2s off his time before turning in too tightly at La Source and clipping the Armco, which broke a steering arm. Andrew Ruthven was on the penultimate row having seized a rocker in the first session before pulling off at the Bus Stop second time out having broken a con rod - yet another engine change for the busy Pit Stop

session as the car kept jumping out of gear, before a water pipe broke causing overheating. A change of gearbox still proved troublesome, and prevented him setting a time.

Race: As the field returned from its formation lap, Spark headed for the pitlane with overheating. Attempts to resolve the problem proved unsuccessful, ending with the water hoses bursting, sending boiling water all over an unfortunate marshal who was standing close by. Andrew Deviny led the field away closely followed by Max Hunter, Hall, Thompson and Geoff Letts as they flew through Les Combes for the first time. Andrew's gamble on his engine lasting the distance unfortunately didn't work out as he pulled off into the pitlane at the end of the first lap, enabling poleman Clark to slipstream his way back up into the lead. The slipstreaming as the field diced its way up Kemmel ensured a change of order on every lap by the time they reached the summit at Les Combes. The order on the third lap read: Clark, Thompson, Hall, Max Hunter, Geoff Letts, Sims, Hack, Porter, Alan Letts, Ian Deviny, Dick Hunter, Kane Astin, Barwell, Tandy, Saunders, Holdstock, King, Dale, Hodgson, Ruthven, Hinde and Hopper. Damon Astin pulled off to retire at Les Combes on lap three. King had a major accident at Blanchimont, sustaining heavy front end damage after hitting the Armco having been struck by Saunders, whom he'd passed earlier. Fortunately, Stephen received no serious injury. The two Pauls, Clark and Thompson still headed the order with the next four abreast ascending Kemmel, with Hall still hanging on to third as they turned into Les Combes ahead of Max Hunter, Sims and Geoff Letts. Porter was now up to seventh ahead of Hack with Kane Astin passing Dick Hunter to go 11th. Dale and Holdstock profited both from the incident at Blanchimont and Barwell's retirement to climb to 14th and 15th respectively. Hinde slipped inside Ruthven at Les Combes to claim 17th. King's damaged car at Blanchimont was giving cause for concern prompting the deployment of the safety car for one lap, giving the marshals the opportunity to move the #92 car to a safer location. Unfortunately the rather hasty entry of the safety car, which should have picked up the Se7en leaders, also caught Humphrey's Miglia, trapping him among the Se7ens. Hodgson retired on his fourth lap with a broken oil gasket bringing his grand total of completed laps for the weekend to just four. Max Hunter rose to third on lap five. Hack and Alan Letts both demoted Porter from seventh. Kane Astin continued his rise up the order passing Ian Deviny to reach 10th. Holdstock moved ahead of Dale into 14th as Ruthven fought back to reclaim 17th from Hinde. Thompson took over at the front with an inside pass of Clark at Les Combes on the sixth lap. Sims gained another place rising to fourth ahead of Hall. Porter's see-saw race continued as he re-passed Hack and Alan Letts to return to seventh. Also recapturing their original places were Ian Deviny after Kane Astin pulled off at the Radillon and Hinde who re-passed Ruthven. Hopper pulled off into the service road on the approach to Les Combes on his sixth lap. Clark was back in front on the penultimate lap with Sims now up to third and edging ever closer as Geoff Letts dived across from the outside line at Les Combes to head Hall in fourth, prompting James to throw his car sideways to avoid contact. Alan Letts and Porter raced side by side into Les Combes with Ian Deviny and Dick Hunter right on their tails



in the four-way battle for seventh. Clark still held a slim lead as the pack slipstreamed their way up Kemmel for the final time, before Sims spotted a gap up the inside of Thompson and held a tight inside line to grab the lead into Les Combes with Clark being overwhelmed in the second half of the corner and dropping to fourth. Tim held on to the chequered flag to win from Hall who slipped by Thompson on the inside line into the La Source Hairpin, then came Clark, Geoff Letts, Max Hunter, Porter, Ian Deviny, Alan Letts, Dick Hunter, Tandy, Holdstock, Dale, Saunders, Ruthven, Hinde and Hack after a cracking race • Roy Sisley

Lone Se7en climbs Eau Rouge (top); happy podium (left)

Photos: M7RC Archive (Pitlane)

* article from Pitlane mag, Summer '03

RESULT: 9 June (RAC-B)

SE7EN: Rd 6 8 Laps
(run with Mini Miglia)

| | | |
|-----|----|----------------|
| 1 | 61 | Tim Sims |
| 2 | 56 | James Hall |
| 3 | 62 | Paul Thompson |
| 4 | 69 | Paul Clark |
| 5 | 94 | Geoff Letts |
| 6 | 58 | Max Hunter |
| 7 | 60 | Jason Porter |
| 8 | 84 | Ian Deviny |
| 9 | 95 | Alan Letts |
| 10 | 50 | Dick Hunter |
| 11 | 54 | Joe Tandy |
| 12 | 55 | Malc Holdstock |
| 13 | 71 | Gerald Dale |
| 14 | 79 | Ralph Saunders |
| 15 | 82 | Andrew Ruthven |
| 16 | 99 | Rupert Hinde |
| 17 | 77 | Andy Hack |
| dnf | 59 | Kane Astin |
| dnf | 68 | Steven Hopper |
| dnf | 72 | Dave Banwell |
| dnf | 52 | Matt Hodgson |
| dnf | 66 | Damon Astin |
| dnf | 92 | Stephen King |
| dnf | 53 | Andrew Deviny |
| ns | 75 | Paul Spark |
| ns | 51 | Nick Tandy |
| wd | 64 | James Hayman |

FL: P Clark
3:13.996 - 80.33 mph
Pole: P Clark

4.329-mile circuit



times by the best part of 3s on Saturday. Alongside was Jason Porter who also improved second time around after some "fine fettling". Row 5 belonged to the Letts brothers, Geoff and Alan setting their best in the first session as they circulated in customary close formation. Alan had an oil leak before a broken brake pump on the Saturday. Behind them came Andrew Hack, another to record his best in the first session. Dave Banwell changed his engine and made some suspension adjustments after the first session, only to find no improve-

crew! Nick Tandy reappeared in Joe's old car, now resplendent in red/yellow livery, but completing just two laps before blowing his only engine to become a very fed up non-starter. The back row saw Steven Hopper out for his first race in nine months, sidelined in the opening session with a broken fanbelt. He quickly fitted a replacement, only for that to fail too. His second session was enlivened by a sideways moment at Pouhon. Completing the grid was Matt Hodgson, plagued by mechanical problems. Matt only managed one full lap in the first



From the Archives

25 years ago - 1993

Spa-Francorchamps, Belgium

THIS WAS THE INITIAL MINI RACE THAT SOWED THE SEEDS FOR THE M7RC'S DEBUT THE FOLLOWING YEAR...

Challenge Mini Racing Organisation Bel/Fra

Just like Belgium

A fact-finding trip by the M7RC to the fantastic Ardennes circuit showed that there is plenty of interest across the Channel for Mini racing, and how Mini Se7ens and Miglias could be over there in '94...

Practice sessions took place on the Saturday and there were double races for the Rover GTis and Opel Lotus Euroseries, with others for Citroen AXs, Renault Clio, Formula Renault, Formula Ford and a combined British/French/Dutch/Belgian/etc Caterham Super 7 thrash. Oh, and of course, the 'Challenge Mini' event scheduled for 9am on Sunday morning - sound familiar?! A quick count up in the paddock revealed 8 Minis in total (12 on the entry list but some were still in kit form), and our fears of a feeble showing were mounting - no wonder they wanted our cars over there this year. Most of them were similarly prepared, with 1300cc-based engines, strait-thru exhausts (mind your ear-drums), 12" rims with, in general, Dunlop slicks. Rollcages were a mixture, non-homologated mainly, while some 'alternative' bulkhead mods left Mike Garton bemused. Not all appeared to have extinguishers either. Fibreglass one-piece front-ends were fitted and grille/headlamps/bumpers were not mandatory

it seemed. Fuel tanks were around 30-35 litre capacity. Closest spec to which the cars were based was Group N. With six cars built along these lines, the two odd ones were a 1000cc which had less mods to it and would require few changes to make it Mini 7/Miglia worthy, while the other was a 1300 Cooper S, in pristine condition and on a set of magnesium wheels! And so to the action. It was quite late on Saturday evening, about 6pm when the eight Minis were let loose - and the noise! Clearly the loudest things there thanks to their open exhausts - they would never pass the UK silencer test - the initial thought, that on a circuit this long, they would never be seen again was a fallacy, as for all but the very furthest downhill sweep of the track, you could hear them coming! We watched practice from the oddly named Bus Stop chicane, a ridiculous left/right interruption to an otherwise superb track, located shortly before the acute La Source hairpin and the downhill start to the lap. Appearances can be deceptive too, as from our viewpoint, the quickest-looking, and best driven, car was that of Pierre-Olivier Businaro, the Cooper S screaming through the trees and then hurled with abandon around corners. However it was the French-entered car of Christophe Pavaut which was quickest, using its extra straightline torque to take pole. In fact Christophe had only just rebuilt his car after a major testing shunt at Croix-en-Ternois in France after he was knocked off into a wall by an impatient F2 car. Sneaking in a few more laps than the rest, and at least one well after the flag (naughty), was third quickest Francis Ansay whose car was a Simmini lookalike in yellow and blue. The main organisers of the Belgian Mini Owners Club lined up next, Andre Lelotte in the

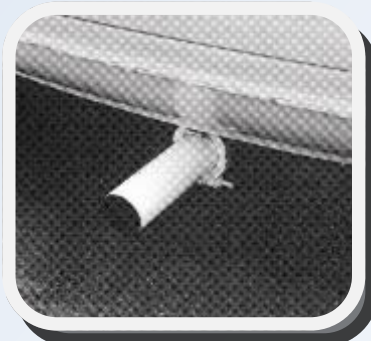
first of the wine-red 'Desire de Lille'-backed cars, just over a second up on the inimitable Jean-Pierre Moretti, a wildly enthusiastic gent who was also responsible for developing the spec of the engines. A whisker off J-P's headlamp-less white car was the bright yellow version belonging to Patrick Peckel. Unfortunately for Jean-Marie Masseaux, he would not start the race after melting a piston due to a very weak fuel mixture. The carb had only been fitted very late and they'd run out of time to adjust the needle settings. Of course, Mike and Alan Jackson took one look and deemed it repairable. However, no one had a spare piston with them so that was that. At the back and obviously struggling to keep up in his 1000cc jobbie was Michel Simon, though he certainly tried hard enough. One problem was elongation of the wheel-stud holes, caused by the extra torque going through his 10" road wheels; he was using Mabor General road tyres on RosStyle rims! (an old Ford design). For the race he would be loaned a spare set off the redundant Masseaux car - a D34/472 compound from old F3 days.

Sunday morning - we were on time for the race, sitting proudly high up in the Eau Rouge grandstand overlooking the run down from La Source, past the pits, and up the steep hill out towards Kemel and Les Combes. From the start, Businaro in the Cooper S got a flier into Eau Rouge just ahead of Pavaut in the French car. At the end of lap one - around 3min 19s later - Pavaut had the lead, a few lengths clear of the rest. Seven laps later he was still the leader, about 15s ahead of a fantastic battle for second between Businaro, Ansay and Moretti. The distance between them at the end was half a second - after 8 laps of a four-and-a-half mile circuit! Moretti had managed to get second at one point but lost his brakes at the Bus Stop and spun down the escape road. He re-caught the other pair at Stavelot only to go off once more and have to do it all again. Lelotte was 5th out of the final corner

but lost out in his racelong duel with Peckel as the latter dropped the clutch quicker than his rival on the sprint down to the line. Superb finish! Only completing 7 laps but nonetheless driving his heart out was Simon in the green and yellow 1000cc car. And so there they went, their second event completed after the Chimay meeting on 22 May where 7 practiced and just 5 raced. Considering their numbers, they put on an entertaining show for the spectators and the general consensus was that if the Mini Seven Racing Club were invited over then the show would be a spectacle-and-a-half! From little acorns... •

Battling at Eau Rouge (top): happy Euro Mini racers (bottom left); strait-thru exhausts! (below)
photos: M7RC Archive (RW)

* report M7RC magazine, Summer '93 issue



RESULTS: 19-20 June (RACB)

| | | |
|----------------------------------|----------------------------|----------|
| Spa Euro Race Day | | |
| Challenge Mini Racing Org 8 Laps | | |
| 1 | 90 Christophe Pavaut | 26:50.92 |
| 2 | 85 Pierre-Olivier Businaro | |
| 3 | 82 Francis Ansay | |
| 4 | 83 Jean-Pierre Moretti | |
| 5 | 81 Patrick Peckel | |
| 6 | 89 Andre Lelotte | |
| 7 | 84 Michel Simon | |
| ns | 80 Jean-Marie Masseaux | |
| wd | 86 Daniel Schmit | |
| wd | 87 C Million | |
| wd | 88 Phillipe Jamar | |
| wd | 91 Van Thiel | |
| FL: | J-P Moretti | 3:18.85 |
| Pole: | C Pavaut | |





From the Archives

35 years ago - 1983

Irish Mini-7

INTO THE EARLY 1980'S IRISH MINI-7 RACING WAS STILL PUTTING ON A SHOW

Austin Rover Mini Ireland Challenge

The Irish scene

The only other form of saloon racing in the Republic, apart from some occasional races for the Kirkistown Sunbeam/Escort contingent, was for modified Mini 850s. Dick Smyth not only won the Austin Rover Ireland Championship (from Ian Averill and Stuart Cosgrave), but also won the prestigious RIAC Dunlop Sexton Trophy Championship, covering races, hillclimbs and sprints. Smyth had a great season in the Fortune Racing/Wynns Mini, prepared by Seamus O'Connor and capably supported by his team-mate and Mondello director, Stuart Cosgrave •

courtesy Autosport Saloon Car Review

Mondello Park - 27 February

Dick Smyth's engine expired on lap 4 of the Mini 850 race, so Ian Averill found himself the leader when Tom Kinsella retired with a puncture on lap 7. Stuart Cosgrave trailed Averill by 20.4s in second place, 0.8s ahead of Seamus O'Connor.

Mondello Park - 17 March

Dick Smyth and Ian Averill ran away with the

Mini 850 race, which saw only five finishers out of the nine starter. Included among the retirements was reigning champion Stuart Cosgrave, who was involved in T-boning another car on the first lap.

Mondello Park - 4 April

Ian Averill beat Dick Smyth in the Mini 850 race, with Stuart Cosgrave uncharacteristically well back in third.

Mondello Park - 24 April

The Mini 850 race produced the usual close racing and a good battle for the lead which saw Dick Smyth triumph over Seamus O'Connor.

Mondello Park - 7/8 May

Ian Averill was first on the road in the well supported Mini 850 fling, but he was penalised 5 secs for being naughty on the track, which relegated him to second behind Dick Smyth but he stayed ahead of Stuart Cosgrave in third place.

Mondello Park - 6 June

Dick Smyth and Stuart Cosgrave raced away from the rest in the Mini 850 race.

Mondello Park - 26 June

Dunlop Sexton Trophy and Austin Rover Ireland Mini Challenge leader Dick Smyth picked up more points in the two championships with another Mini 850 race win, with Ian Averill running home a close second.

Mondello Park - 10 July

Stuart Cosgrave beat Dick Smyth by 0.8s in their Wynns Minis in the Mini 850 race.

Mondello Park - 1 August

By winning the Mini 850 race from Ian Averill, Dick Smyth pushed nearer to winning the 1983 RIAC/Dunlop Sexton Trophy for the Irish Speed Championship.



Mondello Park - 14 August

Mini 850s saw circuit director Stuart Cosgrave's Wynns car taking the lead on lap three, and winning from his team-mate Dick Smyth.

Phoenix Park - 27/28 August

Pouring rain greeted the Mini 850 drivers in the first race of the meeting, in which Anthony Fingleton was a surprise winner from the more experienced Seamus O'Connor and Dunlop Sexton leader Dick Smyth.

Mondello Park - 10/11 September

Despite the best attempts of Ian Averill, Pat Quinn and John Kane, Dick Smyth collected the coveted Dunlop Sexton Trophy for 1983, and the Mini 850 championship, with his oft-dominant Wynns machine. His team-mates, 17-year-old Ed O'Connor and Mondello owner Stuart Cosgrave (who stared from the back), finished sixth and seventh in the strong field.

Mondello Park - 16 October

With the entire prod-saloons contingent racing at Oulton Park, the only race for the 'tin tops' was the Mini 850 event, won by Ian Averill from John Kane and Anthony Fingleton. Stuart Cosgrave and Seamus O'Connor eliminated themselves in a tangle at Castrol corner •

reports courtesy

Autosport & Motoring News

RESULTS: IRISH MINI-7

Mondello Park 27 Feb (Co Kildare MC)
1 Ian Averill 10 laps @ 13:28.6
2 Stuart Cosgrave
3 Seamus O'Connor
4-6 John Farrell, John Kane, Colm Leach

Mondello Park 17 March (IMRC)
1 Dick Smyth 10 laps @ 13:22.8
2 Ian Averill
3 Tom Kinsella
4-5 John Kane, Gordon Webster

Mondello Park 4 April (IMRC)
1 Ian Averill 10 laps @ 12:40.6
2 Dick Smyth
3 Stuart Cosgrave
4-6 Seamus O'Connor, John Kane, PJ Recks

Mondello Park 24 April (IMRC)
1 Dick Smyth 10 laps @ 13:59.0
2 Seamus O'Connor
3 Ian Averill
4-6 S Cosgrave, John Farrell, Pat Simmons

Mondello Park 7-8 May (MEC)
1 Dick Smyth 10 laps @ 12:43.8
2 Ian Averill
3 Stuart Cosgrave
4-6 Eamonn Corrigan, S O'Connor, T Kinsella

Mondello Park 6 June (Co Kildare MC)
1 Dick Smyth 10 laps @ 12:37.0
2 Stuart Cosgrave
3 John Kane
4-6 Ian Averill, Tom Kinsella, Tony Fingleton

Mondello Park 26 June (Co Kildare MC)
1 Dick Smyth 10 laps @ 12:30.2
2 Ian Averill
3 Seamus O'Connor
4-6 John Lawlor, John Kane, Sean Donnelly

Mondello Park 10 July (Leinster MC)
1 Stuart Cosgrave 10 laps @ 12:56.0
2 Dick Smyth
3 Eamonn Corrigan
4-6 Pat Quinn, John Kane, Michael O'Neill

Mondello Park 1 August (Carlow CC)
1 Dick Smyth 10 laps @ 12:41.4
2 Ian Averill
3 Seamus O'Connor

Mondello Park 14 August
1 Stuart Cosgrave 10 laps @ 13:01.4
2 Dick Smyth
3 John Lawlor

Phoenix Park 27-28 August (IMRC)
1 Tony Fingleton 8 laps @ 17:23.8
2 Seamus O'Connor
3 Dick Smyth
4-5 Michael O'Neill, Stuart Cosgrave

2.125-mile circuit

Mondello Park 10-11 Sept (Leinster MC)
1 Dick Smyth 10 laps @ 58.61 mph
2 Ian Averill
3 John Kane
4-6 John Lawlor, Ed O'Connor, S Cosgrave

Mondello Park 16 October (MGCC)
1 Ian Averill 10 laps @ 12:55.3
2 John Kane
3 Tony Fingleton

1.24-mile circuit

Wynns-backed Smyth and Cosgrave (top) took top spots in Irish Mini-7 championship (left)

Photo: I Fraser Collection (C Connolly)

** full info in M7RC Archive 1983 issue*





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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

45 years ago - 1973

Llandow, Wales

BASIC 1-MILE LAYOUT LOCATED NEAR CARDIFF HAD A SHORT RACING LIFESPAN BUT IS TODAY USED FOR TESTING

*Special Tuning Miglia
Mini Champiobsip Rd 3*

Spurling's speed show

A decent Miglia entry for the first of two trips to South Wales; Phil Spurling got his title bid back on track with a commanding win

This one was another one-horse race. Phil Spurling took his Oselli away into the blue leaving second to be contested by Dudley Fisher (Charon Mini) and Eric Groves (Tollgate Mini). Lorrie Lassman might have been higher than sixth had he not indulged in pointless fireworks •

report courtesy Motoring News

*Bob Fox Mini Se7en
Championship Rd 3*

Tyrrell's Lland of hope & glory

Around the compact 1-mile track, the 17-car Mini Se7en field looked busy enough, with Chris Tyrrell putting in a hectic 15-lap winning shift



Chris Tyrrell's Calbrook Mini ahead of him in these parts. This time, Tyrrell was an out-of-touch second whilst Graham Woskett headed off Dai Parry for fourth. That the race was held in streaming conditions did not deter these boys •

report courtesy Autosport

*Special Tuning Miglia
Mini Champiobsip Rd 7*

Spurling's delight at damp second

Despite playing second fiddle to the overall winning 850 special, Phil Spurling continued his Miglia form with another class win

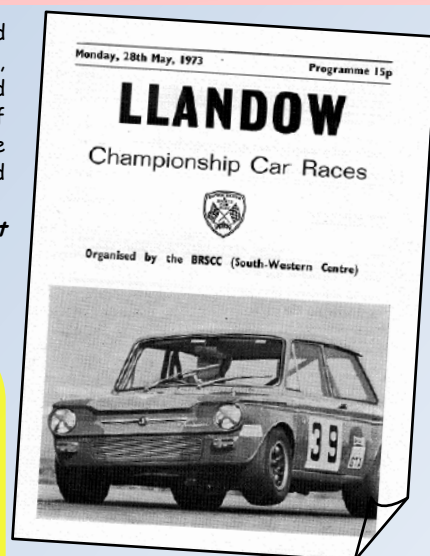
The rain easing slightly, this race was cut by five laps to make up for lost time. The 850 special saloon class went in with the Miglia men and sure enough Ken Bowen (850 Everwarm Mini) beat the lot, as expected. Behind Bowen, Phil Spurling's Oselli Miglia had Eric Groves' Tollgate Miglia under control to take second on the road and the Miglia class. Barry Reece, coming in fourth, was second in the 850 class some way back and that is just about the story •

report courtesy Motoring News

*The early 1970s brought forth a huge rise in race car modifications, and both Mini Miglia and Mini Se7en often ran together on the same grid as Special Saloons (above)
Photo: J Burrows Collection*

Programme cover from 28 May meeting (top right); circuit map shows basic nature of Llandow circuit (left)

** full info in M7RC Archive 1973 issue*



RESULT: 28 May (BRSCC-SW)

MIGLIA Rd 3 15 Laps
1 119 Phil Spurling 10:58.8
@ 81.97 mph

2 112 Dudley Fisher
3 121 Eric Groves
4 138 Kevin Walsh
5 117 Tony Tiley
6 120 Lorrie Lassman

FL: Dudley Fisher
0:42.4 - 84.91 mph

Pole: ...
SE7EN Rd 3 15 Laps
1 97 Chris Tyrrell 11:31.4
@ 78.10 mph

2 90 Norman Finn
3 89 Graham Wenham
4 88 Andy Devine
5 91 Graham Woskett
6 102 Chris Maries

FL: G Wenham
0:44.2 - 81.45 mph
Pole: C Tyrrell

RESULT: 15 July (BRSCC-SW)

SE7EN Rd 7 15 Laps
1 55 Mick Moss 13:44.6
@ 65.49 mph

2 68 Chris Tyrell
3 52 Graham Woskett

4 51 Dave Parry
5 54 Reg Armstrong
6 58 Norman Finn

FL: G Woskett + M Moss
0:53.4 - 67.42 mph

Pole: M Moss

MIGLIA Rd 7 10 Laps
(run with 850cc Special Saloons)
1 80 Phil Spurling 8:24.2
@ 71.40 mph

2 79 Eric Groves
3 76 Kelvin May
4 77 Philip Johnstone
5 83 Bob Evers
6 78 Ron Richards

FL: P Spurling
0:49.0 - 73.47 mph

Pole: P Spurling

1.0-mile circuit

ONE MILE CIRCUIT.

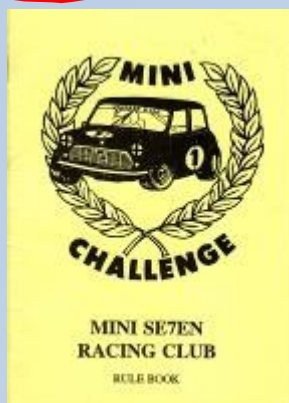
LG
RACE CONTROL

start



PIPER CAMS

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) |
|------|-------------------------|

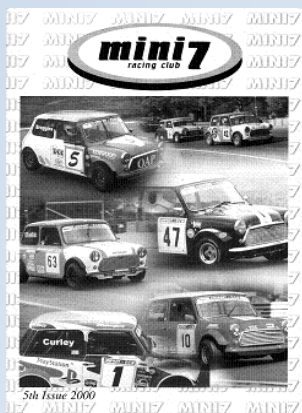
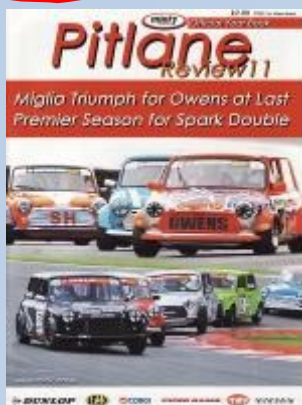
CASTLE COMBE SERIES

| | |
|------|--------------------|
| 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.



KNOW YOUR RIVALS

2

www.minispares.com

mini7 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 |



0

www.minispares.com

mini7 www.mini7.co.uk

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 |
| 64 | Alex OSBORNE |
| 69 | Tony LE MAY |
| 72 | Rob HOWARD |
| 81 | Alfie BROWN |
| 83 | Colin PEACOCK |
| 85 | Sam SUMMERHAYES |
| 88 | Kieren MCDONALD |
| 92 | Jason PORTER |
| ? | Ashley DAVIES |
| ? | Tristen KNIGHT |
| ? | Endaf OWENS |



1

www.minispares.com

mini7 www.mini7.co.uk

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 |



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www.minispares.com

mini7 www.mini7.co.uk

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 |
| 282 | Pieter Van CLEEMPUTTE |
| 500 | Rob DAVIS n |
| 616 | Justin COOPER |
| 666 | Jonathan LEWIS |
| ? | Paul THOMPSON |
| ? | Joe THOMPSON |
| ? | Damon ASTIN |



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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