

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 5



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE
supported by MINI SPARES



*Miglia wins for
Deeth & Peacock
Thompson &
Deviny in Se7ens*

Double Dutch Delight



*Memorable
British Race Festival in Holland*

Zandvoort Reports

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

Brands Hatch Preview

Latest News

Technical Updates

Full 2018 Calendar

Runners & Riders

From the Archives

50 years at Brands Hatch



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engine internals from
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Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

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

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

Tel: 01707 607700

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W. Midlands. B69 4RJ

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MEANING OF LIFE

To be honest, what with 'bolted-on-bolted-off' parts the work, house, car and family commitments to concentrate on, August has been such a hectic month that I haven't really thought what to write about in this column. With an unusually long interval (seven weeks!) between the fabulous trip away in Holland back in early July, and the impending Mini Festival at Brands at the end of this month, it has been all too easy to leave racing matters to one side, comfortable in the knowledge that there is "plenty of time" to deal with any pressing matters... Oh, such misplaced confidence! No doubt you will all have had a 'jobs to do' list, and no doubt most, if not all, of you will have found the clock ticking down quicker than you expected in the run up to Brands? Engines to strip/rebuild, parts to replace, bodywork to straighten, tyre marks to polish out, even fresh new decals to be applied for the fastidious detailers. What about wheels though? How often do you give these obvious, but easily overlooked, regularly

'bolted-on-bolted-off' parts the thorough 'once over'? Thankfully, it is rare for an incident to occur that reminds us racing is an unforgiving testing ground, so when we had two wheel failures at Zandvoort it raised the issue of 'lifing' of component parts. Both wheels in question were the 100+ alloy-type for Mini Se7en/S-Class, a design that first came into use within the M7RC over a quarter of a century ago, itself as a replacement for well used and 'lifed' steel wheels that had begun to suffer from years of race wear and general structural fatigue. Although no longer manufactured, the 100+ alloy wheel is still eligible under the current regs, but with two alternative versions of a virtually identical design available as new, off-the-shelf, then is it about time we think seriously about 'lifing' of the 100+ alloy wheel for racing sooner rather than later?

RW



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PREVIEW: Rounds 9 & 10

Brands Hatch... 25-26 August...

Photos: M7RC Archive (M Barrington + C Watkins)

**Miglia
Lap Record**
Nick Padmore
Time: 0:54.462
Ave speed: 79.84 mph
Set: 8 July 2017
1.2-mile Indy circuit

Libre Lap Record
Peter Crewes
Time: 0:55.429
Ave speed: 78.45 mph
Set: 8 July 2017
1.2-mile Indy circuit

MINI MIGLIA

If the sprightly Se7ens leave your jaw on the ground, then the more powerful Miglias will have you lying down in a darkened room, such is their effect on the senses. A full grid thundering into Paddock Bend is like nothing else, with more ground-shaking grunt than a buffalo stampede

and seemingly Spiderman-levels of grip on those chunky Dunlop slicks! For seasoned campaigner Dave Drew, reliability allied to consistent top finishes, including a win at Thruxton, sees him top the charts by a relatively healthy margin. Colin Peacock lies second in the standings having scored a maximum last time out in Holland, however both he and Drew will be fully aware that local rac-

er, and Brands specialist, Aaron Smith could easily close the gap by adding to his three victories so far, likewise former champions Rupert Deeth (one win) and Kane Astin. Historic F1 racer Nick Padmore is sure to go well here, similarly Lee Deegan who won both Snetterton races earlier in the season on his only appearance so far. Reigning Se7en champion Charlie Budd has moved up in class and would have won in Holland but for a yellow flag decision, while teenager Alfie Brown continues to knock on the door for a second category win •

PREVIOUS WINNERS:

2017 A Smith x2
2016 B Sollis / R Howard / S Deegan x2
2015 K Astin x2
2014 K Astin / A Smith
2013 A Smith x4
2012 P Thompson / P Baldwin
2011 K Astin / E Owens
2010 D Drew / A Smith
2009 A Hack
2008 A Hack

Mini Libre

Entries so far in the 'semi-invitational' class have proved that creating a 'mini' series on the back of the Miglia grid was a master stroke. With a dozen already registered for 2018, there has been plenty of alternative A-Series tuning to keep abreast of, either from bored-out 1380cc units, 7-porters or monster twin-cams. The title race would appear wide open too, with seven different winners so far. Club stalwart Phil Harvey comes to Brands with a small points advantage, aided by a first and second last time out at Zandvoort, Ian Fraser doing likewise to boost his tally in second overall. Double-Pembrey winner Peter Hills lies third despite missing the last five races after a write-off at Snetterton back in May, and will be hoping his new car is bang on the class pace, while David Franks, Gary Warburton, Jonathan Lewis and Justin Cooper have also won. Look out for the pale blue headers/number squares and 3-figure numbers •



...PREVIEW: ...Rounds 9 & 10

Brands Hatch 25-26 August

Se7en
Lap Record
Darren Thomas

Time: 0:59.292
Ave speed: 73.34 mph
Set: 21 September 2013
1.2-mile Indy circuit

S-Class Lap Record
Shaun Tarlton
Time: 1:00.847
Ave speed: 71.46 mph
Set: 8 July 2017
1.2-mile Indy circuit

Photos: M7RC Archive (C Watkins)

Mini-7 S-Class

The 'scholarship' budget-tuning 1275cc class, first introduced in 2006, has seen a rapid growth in numbers in recent seasons, and several new faces have joined in during 2018. One of these is Thorburn Astin, son of former Se7en racer Damon (and nephew of Kane), and he currently leads by 3 points having scored a debut victory in Holland last month. He also leads the Under-17 category from female racer Morgan Lewis, so no drinking champagne for them on the podium! Nick Croydon-Fowler has been the pacesetter with four wins but has also had several DNFs, allowing Scott Kendall (2 wins) and James Bull (1 win) to edge closer on points, while Andy Dickinson has been a podium challenger too. Also in the bumper entry is 1970s/80s FF1600 hot-shoe Rick Shortle, and Mini journo/media guru Stephen Colbran. The S-Class cars are denoted by #700 race numbers and green windscreen header/door markings •

MINI SE7EN

Now well into its 53rd season, the evergreen Mini Se7en formula continues to defy the ageing process, with pedal-to-the-metal, door handle-to-door handle, flat-out sprints from lights to flag. Five winners from eight races so far proves that competition remains as tight as ever, with 2007 champion Max Hunter top of the standings by dint of scoring one more second place finish than Tom Sanderson, both equal on points and having scored a win apiece. Novice

standout in 2017 Joe Thompson scored a superb debut victory at Zandvoort in Holland last month and lies fifth behind the consistently high-scoring Spencer Wanstall and Dom Burger, both surely due a win before long. The bulk of victories however have fallen to the experienced duo of Darren Thomas (twice) and Andrew Deviny (three times), but acci-

dents and mechanical issues have pegged them back to sixth and seventh overall so far. Daniel Budd is another potential winner, having survived a frightening barrel roll at Thruxton in June. As ever, there are plenty of others waiting in the wings to upset the form book, and so qualifying for grid position will be as frantic as the races themselves! •

PREVIOUS WINNERS:

2017	A Davies x2
2016	A Davies x4
2015	D Thomas x2
2014	A Davies/D Thomas
2013	A Deviny/M Hunter x3
2012	M Hunter x2
2011	M Hunter x2
2010	M Hunter x2
2009	K Astin
2008	P Thompson




MINI FESTIVAL SOUTH

“There will be plenty to see and do at the 2018 Brands Hatch Mini Festival. On the track there will be a packed programme exclusively made up of Mini racing featuring both classic and modern iterations. Off track there will be plenty of entertainment surrounded by every kind of Mini imaginable with club displays, a trade village, a Sunday track parade, live music and much more! All this huge Mini action makes Brands Hatch the only place to be for every Mini enthusiast!” •

www.brandshatch.mini-festival.co.uk


NEWS UPDATE NEWS UPDATE DRIVERS' BRIEFING !

The M7RC Clerk of the Course, Chris Gibson, has had confirmation from MSV-R to hold the Drivers' Briefing in the briefing room over in the GP Paddock (yes, quite a walk, but has to be). Provisional time set is 12.15 on the Saturday, between the end of Mini Se7en/S-Class qualifying and the first Mini Miglia race. There will be no excuses for drivers being late, other than a lighter wallet! •



TIMETABLE: Brands Hatch

Rounds 9 & 10 25-26 August

Saturday 25 August 2018

START	FINISH	DURATION	SESSION	CLASS
07.00	07.30	30 mins	Signing-on	Miglia/Libre
07.30	08.00	30 mins	Scrutineering	Miglia/Libre
09.00	09.20	20 mins	Qualifying	Miglia/Libre
09.30	10.00	30 mins	Signing-on	Se7en/S-Class
10.00	10.30	30 mins	Scrutineering	Se7en/S-Class
11.15	11.35	20 mins	Qualifying	Se7en/S-Class
12.15	12.30	15 mins	Drivers' Briefing	All
13.35	13.55	20 mins	Race 3 (Rd 9)	Miglia/Libre
15.40	16.00	20 mins	Race 6 (Rd 9)	Se7en/S-Class
17.55	18.10	15 mins	Qualifying	Fastest Mini/Allcomers

Sunday 26 August 2018

START	FINISH	DURATION	SESSION	CLASS
10.00	10.00	10 mins	Free Practice	All
10.55	11.10	15 mins	Race 11	Fastest Mini/Allcomers
12.30	12.50	20 mins	Race 14 (Rd 10)	Miglia/Libre
13.35	13.55	20 mins	Race 16 (Rd 10)	Se7en/S-Class
17.35	17.50	15 mins	Race 21	Fastest Mini/Allcomers



Should there be non-qualifiers for any of the Miglia/Libre or Se7en/S-Class races (grid limit is 34), then subject to qualification criteria there may be provision for these competitors to compete for consolation Challenge points in the Fastest Mini/Allcomers races •

CIRCUIT LENGTH:
1.2079 miles (Indy)

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

Driving there:

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

www.brandshatch.co.uk





2018 CALENDAR

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

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

All meetings run as double-headers

ADDITIONAL DATES FOR YOUR DIARY

Birkett 6-Hours	Silverstone	27 October (750 MC / 6-Hour Relay Race)
Winter / 0-Plate Trophy	Brands Hatch	17-18 November (BARC / 0-Plate Races)
AGM / ATD	Stratford Manor Hotel	24-25 November (tbc)
Awards / Dinner Dance	Stratford Manor Hotel	26 January 2019

Photo: M7RC Archive (C Watkins)

Rounds 9 & 10

Brands Hatch

25-26 August

(MSV / Mini Festival South)



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MINI MEDIA MAN READY TO RACE

late last year, our Club social media and website man Stephen Colbran decided it was time to have a go himself and purchased Dan Budd's 2017 Mini Se7en shell, as the basis for a new S-Class build. If you follow the Facebook page or read *Mini Magazine* you will have probably seen that he's made

good progress over the past nine months, finished the car, passed the ARDS test and has booked in for the Brands Hatch Mini Festival. The video clips have clocked up in excess of 40,000 views, detailing various DIY tasks from Stephen's garage in an effort to encourage fellow spectators and social members to build an S-Class car and join the grid. "It's been a mad year, from selling pretty much everything I once owned to the all-nighters in the garage, but I can't wait for Brands," says Stephen. "I've raced Minis before but a very long time ago, so



don't expect too much! After a few seasons standing on the other side of the fence, the itch was too great and I thought 'why not have a go'. Thanks to Colin Peacock for introducing me to the club and everyone for the help and support." He gives thanks in particular to Nick and Laurie at CFM for getting the build off the ground, all at MED and Mini Spares for help with parts, and is especially grateful to Paul and Joe Thompson, without whom he'd never have made it out on time •

Photos: S Colbran



PACY MINIS IN THE NETHER' REGIONS

With such huge support from the Dutch Mini fraternity, including the Mini Se7en Club Nederland, it was hardly surprising that we were spoilt for choice of pace cars over

the Zandvoort weekend. Saturday's participant was Sjoerd Bleeker (right) from Leeuwarden in the northern-most part of Holland, who brought along his '78 BRG-coloured car with grey roof, and running a 1275cc single-point injection. Sjoerd had owned his Mini for 11 years, which originally came with a 1360cc lump and Weber carb. "I blew it up

after 3k of driving. A friend crashed his 1.3i so I had that engine instead..." The ever-smiling Bonnie Molenaar, from Ede in central Netherlands, took over leading the field round on Sunday, her black '99 Euro-spec Mini 40 Limited Edition fitted with a 1300cc multi-point injection, and with additional Cooper-style bonnet stripes (left). "I've owned it a long time, 14 years..." •

Photos: Mike Jackson



NEW ARCHIVE ISSUES ON SALE

The latest batch of M7RC Archive magazines have been released and bring the current range available up to 30 years worth of history in print. Chapter 5 'The Last Years of 850' covers the period between 1986 and 1990, when the original 850cc Mini Se7en engine had its swansong, while Chapter 6 'The Green Revolution', from 1991 to 1995, records the introduction of not only a new, less stressed 1000cc unit for Se7ens, but also a step up to 1300cc for Mini Miglia which had been 1-litre since its inception in 1969/70. The adoption of unleaded fuel too helped enhance the growing affiliation to RoverSport and much appreciated aftermarket support through the Unipart trade link. Other highlights of these eras included invitations to a greater range of venues and longer GP layouts, plus ground-breaking visits to the continent, including the magnificent Spa Francorchamps in Belgium. Archive copies available from Mike Jackson on the Club stand or via the website 'shop' •



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LIFE'S A BEACH FOR M7RC !

Capping a glorious weekend away on the continent last month was the Club barbecue held on the evening of Saturday 7 July, right on the beach at Strand 21 bar/restaurant, just a short stroll from Zandvoort circuit. Such was the relaxed atmosphere and glorious weather it prompted a few tongue-in-cheek requests for a 14-round Challenge entirely at the Dutch venue for the 2019 season! A huge thank you to Anthea Cooke for arranging such a convivial evening •

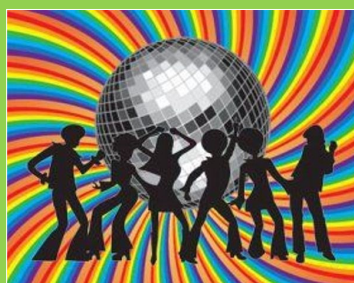


CHECK ALL YOUR RACE WHEELS!

Following two similar wheel failures at Zandvoort, all drivers/entrants and car preparers are reminded about the 100+/Rimstock (STR1082) 10x5" alloy wheel for Mini Se7en/S-Class. If you have any of these wheels, you are strongly advised to check them thoroughly for signs of fatigue and, better still, subject them to crack-testing (see 2015 Bulletin #6 on pages 10/11). Bearing in mind this particular alloy wheel was first introduced to the M7RC back in 1990/91, and is no longer available new-off-the-shelf, then the Minilite and Mini Spares alternatives should be strongly considered for use in place of any 100+ items •

M7RC TO HOST FINALE PARTY AT SILVERSTONE

Remember the fantastic Club shindig at Silverstone back in 2015? Then be sure to make a date in your diary for Saturday 6 October, as the M7RC again have the use of the F1 garages at the Silverstone championship finale, including the space and permissions required to host a party in the evening. Just one of the ideas is fancy dress, with a 70's theme, including a full beat-tastic disco with appropriate tunes, pop-pickers! Another notion is to find a fresh new band. Then there is Leon! To feed the energy levels required for all those dance floor



moves, we would also like to go with the roast hog/BBQ idea again. All the above come at different levels of cost, so if you or your sponsor would care to help fund the evening, the Club would of course be very open to such generous contributions. Please submit your ideas and offers to Colin Peacock and we will look, as they say, to get this party started! •

colin.peacock@mini7.co.uk

MARSHALLING INVITATION

I have just read the editorial comment at the front of the latest magazine (Pit & Paddock, Issue #4) with interest as my father was one of the marshals on the 'Dan Budd incident' post - he's the one with the hat and thankfully not injured. If any of your members want to have a taster day as a marshal, please let me know as I would gladly welcome them onto my post - I am an Examining Post Chief and an MSA instructor. Alternatively if

they contact the BARC office saying they'd like to give marshalling a try for a day, I'm sure they'd be more than happy to assist! •

Dave Weston

Photo: courtesy D Weston

Thanks Dave for your kind offer. Marshalling is an ideal opportunity for drivers to see racing from the 'other side of the fence', so to speak, and also another avenue for gaining an extra signature on their competition licence should they wish to upgrade, especially for those hoping to race abroad in the near future. www.barc.net

RW



IN BRIEF

2019 CIRCUIT SURVEY

In the circuit survey from the recent Express News, your feedback on which tracks to visit in 2019 make for interesting reading. Once again, the original Formula Mini-7 venue, Brands Hatch, is the top choice by some margin, with Donington and Silverstone the next favourites, additionally all three having GP-length options. Thruxton rates fourth, just ahead of Snetterton, while Castle Combe, Oulton and Cadwell Parks are the middle ground choices. Distance/fuel costs perhaps partly explain why the more far-flung Croft, Pembrey, Anglesey and Knockhill are lower down the order, while despite its limited use in recent years, Mallory Park is only just outside the top 10. It seems however that a circuit has to have soul, which perhaps suggests why the vast concrete-bowl-on-the-back-of-an-industrial-estate that is Rockingham is rooted to the bottom of the list! The survey was limited to UK venues too, but after the continued success of Zandvoort in Holland and requests to return ASAP, will the likes of Spa and Zolder in Belgium, or Croix in France, ever get a look in again? •

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 •

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MINI SEVEN RACING CLUB

BULLETIN #6_2015

RE: WHEELS

To all M7RC Members and Associates,

The Technical Sub-Committee of the Mini Seven Racing Club (M7RC) met recently to discuss several topics in relation to the M7RC Regulations, and wishes to clarify the situation with regard to race wheels:

At the recent race meeting at Rockingham, a Mini Se7en wheel was found to have a crack around the area of a wheel stud hole. In light of this incident and other concerns raised about the age and availability of the wheels specified in the current M7RC Regulations, it is understood that the STR1082 (100+/Rimstock) 5J x 10" alloy wheel is no longer in production and that this wheel was originally produced for Mini Se7en from the 1990/91 season onwards, so potentially there may be some of these wheels that are a quarter-of-a-century old. It is also understood that the alternative MA1050D (Minilite/Tech Dell) is still in production but may not necessarily be the first choice for competitors... However, the Technical Sub-Committee is currently investigating the potential for a direct replacement for the STR1082 (100+)-type wheel, but in the meantime strongly advises the importance of checking for signs of structural fatigue or damage in all race wheels, including those specified for Mini Se7en (and S-Class), and also those specified for Mini Miglia (and S-Class). Wheel nuts should also be inspected and replaced if showing signs of fatigue or damage.

Further, the following crack-testing info is also suggested for all race wheels:

The area to look for is at the root of the spoke as it joins the hub. Check all around the radius for a crack, if you cannot see a crack then it doesn't mean that the wheel is crack-free. The best way to check is using a flaw-detector kit, this is easy to use and comes in aerosol form in 3 cans.

After cleaning your wheels, spray the suspected area with the dye penetrant and leave for 10 minutes (or as directed in the instructions). Then use the cleaner to remove all of the excess dye. Finally, spray with the developer and wait, the developer draws out the dye from any crack and shows as a fine line contrasting against the white developer.

As an example Ambersil make a kit, available from RS Components – a kit of the 3 aerosols should be easily enough to check a set of wheels.

Part/Stock Numbers:	Cleaner	6190005600/495-4967 @ £5.89
	Penetrant	6190006510/495-5027 @ £7.61
	Developer	6190007510/495-4995 @ £7.75

continued over...

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



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MINI SEVEN RACING CLUB

... BULLETIN #6_2015

... RE: WHEELS

FOR INFORMATION PURPOSES:

**THIS BULLETIN WAS ORIGINAL-
LY ISSUED IN 2015 AND IS IN-
CLUDED HERE FOR CRACK-
TESTING REFERENCE ONLY
(product names, suppliers and prices
may vary)**

**PLEASE NOTE THE CURRENT
2018 REGS UNDER TR.5.12.2.1
NOW ALSO INCLUDES THE
MINI SPARES C-21A1901 A (MS)
10x5" ALLOY WHEEL FOR MINI
SE7EN & MINI-7 S-CLASS**

SEE NEWS ITEM ON PAGE 9

For information, the current M7RC Regulations specify, under section TR.5.12 Wheels/Steering:

TR.5.12.1.5 Wheel Nut torque must not exceed 38-43lb/ft.

TR.5.12.1.6 Mini Se7en S-Class and Mini Se7en;

A single 1" Spacer is permitted on all wheels except where Cooper 'S' Discs or Drums are fitted

TR.5.12.2 Construction & Materials:

TR.5.12.2.1 Mini Se7en S-Class and Mini Se7en only;

Only wheels STR1082 (100+) and MA1050D (Minilite) with the correct wheel nuts are permitted.

Note: check wheel nut penetrates the wheel a minimum of 10mm. If necessary machine the hexagonal flange.

TR.5.12.2.2 Mini Miglia S-Class and Mini Miglia only:

Steel or Alloy materials are permitted. Alloy Wheels must be secured by sleeve-type nuts only.

Note: Refer to the wheel manufacturer for maintenance procedures, particularly for modular / split rims.

TR.5.12.3 Dimensions;

TR.5.12.3.1 Mini Se7en S-Class and Mini Se7en only;

5J x 10"

TR.5.12.3.2 Mini Miglia S-Class and Mini Miglia only;

10" Diameter with maximum 7" rims (see TR.5.6.1.17)

Issued by: Richard Williamson
Championship Coordinator - M7RC

Dated: 24 June 2015

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

RACE REPORT:

Round 7

Seeing Red...

Zandvoort

7 July 2018



MINI MIGLIA / LIBRE

Following two previous visits to the former home of the Dutch Grand Prix, the M7RC made a welcome return after a year's hiatus last season. A magnificent 37-car turnout produced two action-packed races that kicked off on late Saturday afternoon. In a pulsating Miglia dice, polesitter Rupert Deeth (his Thruxton damage all fully repaired) was ahead of Aaron Smith and Kane Astin overall when red flags took the result back to 11 laps. Behind the top trio, Dave Drew topped up his championship lead

with another useful helping of points, a few lengths ahead of Colin Peacock and Charlie Budd. The next duo saw Jason Porter nose out Alfie Brown, the latter's car having undergone a front-end rebuild after its Thruxton smash. James Cuthbertson should have been ninth but was docked 30 secs for a yellow flag pass, so dropped to 14th overall. This elevated Rob Howard up a spot ahead of Alex Osborne who'd converted his Libre to full Mig spec since Pembrey, then Kieren McDonald who felt he hadn't replicated his Friday testing pace. Tony le May and

Paul Simmonds fought over what would be 12th, while Mark Sims and Sam Summerhayes (first race of the season) both had mechanical DNFs. In Mini Libre, Ian Fraser and Phil Harvey were split by just 0.040s after a similarly enthralling duel to the main class, whilst Belgian racer Pieter Van Cleemputte (low compression) was a lap down.

MINI SE7EN / S-CLASS

The Mini Se7en battle was just as manic as the Miglias, with several changes of lead and a hectic penultimate lap when being lapped by the Miglia leaders but, keeping the calmest of head on young shoulders, Joe Thompson secured his first win by a scant 0.070s from Tom Sanderson, with Max Hunter and Dom Burger in their mirrors. Spencer Wanstall dropped off the lead bunch in fifth, while Darren Thomas recovered to sixth after an opening lap 'kiss' of the barriers left him playing catch up and with a wing hanging off! Leon Window, Lee Roberts and Dan Budd (in brother Charlie's spare 2017 car, which dad Ralph also raced at Brands) came next, with Darren Eaton, Tina Cooper, Julian Proctor and a smoky Steven Hopper completing the runners. Sandwiched in among this group, Thorburn Astin

RESULTS:

Race 1	Miglia / Libre	11 Laps*
1 23	Rupert Deeth	22:33.821
2 21	Aaron Smith	
3 11	Kane Astin	
4 29	Dave Drew	
5 83	Colin Peacock	
6 47	Charlie Budd	
15 127	Ian Fraser	23:59.115
16 113	Phil Harvey	
26 282	Pieter Van Cleemputte	
FL/m	A Smith	2:01.257 - 79.45 mph
FL/L	P Harvey	2:07.618 - 75.49 mph
Pole/m	R Deeth	
Pole/L	I Fraser	

Race 1	Se7en / S-Class	10 Laps*
17 8	Joe Thompson	22:43.650
18 19	Tom Sanderson	
19 46	Max Hunter	
20 28	Dom Burger	
21 5	Spencer Wanstall	
22 2	Darren Thomas	
29 736	Thorburn Astin	23:23.303
FL/7	A Deviny	2:12.765 - 72.56 mph
FL/S	N Croydon-Fowler	2:14.438 - 71.66 mph (record)
Pole/7	D Thomas	
Pole/S	N Croydon-Fowler	
2.676-mile circuit		
*combined race, red-flagged overall result taken @ 11 laps		

(big off in testing) took S-Class honours after early leader Nick Croydon-Fowler rear-ended Andrew Deviny, both out with damage, while Andy Dickinson's engine overheated a lap from home. Finally, Graeme Davis had been struggling for gears, eventually being caught out between Gerlach- and Hugenholz- bochts, bringing out the red flags •

RW



Photos: P Waller + M Barrington



RACE REPORT:

Round 8

Zandvoort

8 July 2018



...Yellow Perils

MINI MIGLIA / LIBRE

Sunday's early afternoon encounter produced more superb neck-straining action, with the final result reflecting a couple of yellow flag incidents. In Miglias, Deeth and Smith were again on course for top honours when both went off together on the last lap at the looping left-hander, Bocht 10, leaving Charlie Budd in front. However he was adjudged to have passed under yellows and dropped to seventh, handing the overall win to Peacock ahead of Drew and Brown. Having cured the previous day's engine problem, Summer-

hayes had a great run to fourth, likewise Osborne who was on the pace all day. A little further back, Cuthbertson was happy with sixth, some recompense for the previous day's penalty. Conversely, Howard was unhappy having been given a 30s penalty which dropped him to 10th. Porter put in a storming recovery drive to eighth after an opening lap 'off', and just pipping McDonald on the line. Running a loaned engine, Sims was an early pit caller, followed by Simmonds a few laps later, having clipped Le May into the chicane gravel on lap 8, leading to a safety car period. Kane Astin didn't

even make the start, returning to the paddock on the formation lap. Meanwhile, the Libre result was a reverse of the previous day, equally fabulous to watch, with Harvey getting the nod over Fraser by 0.98s and, but for a poor start, Van Cleemputte might have joined them, a change of engine overnight greatly improving his pace.

MINI SE7EN / S-CLASS

The Se7ens race was set to be a 2-car shootout between Deviny and polesitter Thomas, before the latter's engine cried enough a lap short, having previously made an unsuccessful attempt at the chicane. Despite being lapped by the Migs, Deviny took a clear win, followed by a humdinger of a scrap between Burger, Sanderson, Hunter and Thompson. In sixth, Dan Budd was pleased to get through both races, a psychological barrier overcome after his Thruxton roll, while Roberts got the better of Wanstall for seventh, the latter's pace having dropped from the day before. Eaton and Window had a good scrap for 9th, followed by Croydon-Fowler who made up for Saturday by taking the S-Class category, although once the Miglias had threaded their way through, Thorburn Astin and Dickinson were almost on his tail at the

RESULTS:

Race 2	Miglia / Libre	13 Laps*
1	83 Colin Peacock	26:49.302
2	29 Dave Drew	
3	81 Alfie Brown	
4	85 Sam Summerhayes	
5	64 Alex Osborne	
6	37 James Cuthbertson	
11	113 Phil Harvey	28:01.449
12	127 Ian Fraser	
13	282 Pieter Van Cleemputte	
FL/m	A Smith	2:01.325 - 79.40 mph
FL/L	I Fraser	2:06.162 - 76.36 mph (record)
Pole/m	A Smith	
Pole/L	P Harvey	

Race 2	Se7en / S-Class	12 Laps*
16	77 Andrew Deviny	26:56.593
17	28 Dom Burger	
18	19 Tom Sanderson	
19	46 Max Hunter	
20	8 Joe Thompson	
21	48 Dan Budd	
26	777 N Croydon-Fowler	27:46.257
27	736 Thorburn Astin	
28	779 Andy Dickinson	
FL/7	D Thomas	2:12.157 - 72.90 mph (record)
FL/S	N Croydon-Fowler	2:14.526 - 71.61 mph
Pole/7	A Deviny	
Pole/S	N Croydon-Fowler	
2.676-mile circuit		
*combined race		

flag. The 'Miglias-in-the-mirrors' (or 'bandits at 6 o'clock!') effect also served to bunch up the remaining runners, Proctor, Cooper and Hopper all within a few seconds of the group ahead. Davis was the only non-starter following his crunch in Race 1, while of note a new Se7en lap record was set by Thomas •

RW



Photos: M Barrington + P Waller

ZANDVOORT GALLERY...

Photos: mbracephotography.co.uk + S Colbran + M Jackson + P Waller



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10 NEW ISSUES

- Mini Se7en bids farewell to the 850cc engine...
plus
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POINTS after Rds 7 & 8



MINI SE7EN

Pos #	Driver	Pts
1 46	Max HUNTER	142
2 19	Tom SANDERSON	142
3 5	Spencer WANSTALL	131
4 28	Dom BURGER	110
5 8	Joe THOMPSON	101
6 20	Darren THOMAS	100
7 77	Andrew DEVINY	94
8 47	Dan BUDD	83
9 95	Julian PROCTOR	73
10 22	Graeme DAVIS	71
11 777	Nick CROYDON-FOWLER	68
12 0	Leon Oli WINDOW	63
13 736	Thorburn ASTIN	59
14 45	Leon WIGHTMAN	58
15 55	Darren EATON	58
16 708	Scott KENDALL	55
17 94	Lee ROBERTS	55
18 30	Tina COOPER	42
19 723	James BULL	38
20 7	Gareth HUNT	23
21 49	Ross BILLISON	23
22 796	Mark CHAPPELL	19
23 779	Andy DICKINSON	17
24 38	Steven HOPPER	12
25 711	Rick SHORTLE	12
26 765	Simon MARTIN	12
27 700	Morgan LEWIS	11
28 792	Kevin O'SHEA	8
29 747	Kelvin EDGAR	5
30 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	142
2 83	Colin PEACOCK	129
3 21	Aaron SMITH	114
4 11	Kane ASTIN	99
5 81	Alfie BROWN	98
6 47	Charlie BUDD	95
7 23	Rupert DEETH	92
8 72	Rob HOWARD	87
9 92	Jason PORTER	77
10 37	James CUTHBERTSON	69
11 88	Kieren MCDONALD	62
12 26	Peter ARNOLD	48
13 42	Paul SIMMONDS	42
14 20	Mark SIMS	41
15 0	Lee DEEGAN	40
16 46	Steve MAXTED	39
17 43	Dave EDGEcombe	30
18 64	Alex OSBORNE	27
19 44	Darren MOON	26
20 69	Tony LE MAY	23
21 56	Nick PADMORE	19
22 85	Sam SUMMERHAYES	18
23 27	Peter HARRIES	17
24 49	Martin WAGER	10
25 12	Richard SMITH	10
26 17	Richard JESSOP	7
nc 24	Lewis SELBY	-

MINI LIBRE

Pos #	Driver	Pts *
1 113	Phil HARVEY	41
2 127	Ian FRASER	37
3 126	Peter HILLS	21
4 186	David FRANKS	18
5 282	Pieter van CLEEMPUTTE	12
6 149	Gary WARBURTON	11
7 666	Jonathan LEWIS	11
8 616	Justin COOPER	10
9 177	Peter CREWES	8
10 222	Ben BUTLER	5
11 129	Alex OSBORNE	1



MINI-7 S-CLASS

Pos #	Driver	Pts
1 736	Thorburn ASTIN	54
2 777	Nick CROYDON-FOWLER	51
3 708	Scott KENDALL	43
4 723	James BULL	32
5 779	Andy DICKINSON	18
6 796	Mark CHAPPELL	17
7 765	Simon MARTIN	14
8 771	Rick SHORTLE	13
9 700	Morgan LEWIS	10
10 792	Kevin O'SHEA	9
11 747	Kelvin EDGAR	8
12 795	Stuart GILBY	3

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	20
2 700	Morgan LEWIS	8





From the Archives

10 years ago - 2008

Brands Hatch



A SUMMERTIME SLOT ON THE CALENDAR ALWAYS BRINGS OUT THE CROWDS AT BRANDS AND A DECADE AGO THE ENTRIES WERE DECENT ENOUGH

Dunlop Mini Se7en Challenge - 24/25 Aug'

Mini Se7en title hots up

PAUL THOMPSON KEPT his title hopes on course after recording his sixth victory of the year despite the ever present challenge from Kane Astin and Max Hunter

Making their first appearances of the year were Tristen Knight, in brother Tom's car, and Graeme Davis. Thompson set pole after being the

only driver to set a sub-one minute lap of 0:59.843 to head the 23-car entry. However the first attempt to get the 14-lap race underway was

the unfortunate Davis. James Coulson and Darren Thomas joined them as non starters for the 12-lap restart.



Astin and Hunter's attempts to dislodge him from the lead, with Hunt and Burge contesting fourth in fine style. Robins now headed the sixth place scrap, ahead of Dyer, with Spark and Knight swapping places on every lap. Hunter finally found a way past Astin with a dive down the inside into Paddock on the penultimate lap. Moments later Kelvin Edgar ran wide into the gravel trap at Paddock Hill, causing the race to be brought to a premature conclusion. The race was declared after lap 10, which was prior to Hunter's move on Astin and leaving him classified in third. received a 10-second penalty for starting out of position, dropping him to tenth behind Dick Hunter •



Heading through the gravel on his way to a DNF is James Winniffrith (left)

In the ex-Peter Bonas car, Kelvin Edgar also found himself in the 'kittylitter' (left)

The usual busy Mini Se7en filed heads up to and around Druids hairpin (top)

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

RESULT: 24-25 August (BARC)

Mini Se7en	Rd 8	10 Laps*
1	2 Paul Thompson	11:20.374
2	11 Kane Astin	
3	1 Max Hunter	
4	5 Niven Burge	
6	29 Jabez Dyer	
7	35 Paul Spark	
8	77 Tristen Knight	
9	7 Dick Hunter	
10	6 Gareth Hunt	
11	52 Nathan Burge	
12	15 Steven Baker	
13	60 Malcolm Keat	
14	82 Andrew Ruthven	
15	46 Terry Barringer	
16	33 Geoff Taylor	
dnf	38 Steven Hopper	
dnf	16 James Winniffrith	
dq	47 Kelvin Edgar	
ns	9 James Coulson	
ns	4 Ian Deviny	
ns	20 Darren Thomas	
ns	22 Graeme Davis	

FL: P Thompson
1:00.036 - 71.87 mph

* race red-flagged & restarted

1.1986-mile circuit



Thompson once again led the Se7en grid as the lights went out, with Astin, Max Hunter, Niven Burge and Gareth Hunt following closely. Behind them a four-way scrap for sixth between Jabez Dyer, Neil Robins, Paul Spark and Knight was providing some eye-catching action. However three laps into the race everything slowed down again as a two-lap safety car period was needed to remove Steven Hopper's car from the edge of the gravel trap at Paddock Hill Bend. When the race went green Hunt dived inside Hunter at Paddock Hill on lap six, before Hunter regained the position on the run down to Graham Hill Bend on the same lap. Thompson continued to fend off



From the Archives

10 years ago - 2008

Brands Hatch



Dunlop Mini Miglia Challenge - 24/25 Aug

Saunders leads title chase

Andrew Hack overcame the stiff challenge provided by Ralph Saunders and Paul Thompson to secure his fifth win of the season so far, but second place gave Saunders the championship lead with just two races remaining

Saunders set the pole time of 0:55.109s to head the 17-car entry, which included three drivers making their first Miglia appearance of the year. Mark Chandler was reunited with his former car as David Edgecombe was unavailable; Niven Burge was having his first outing in the ex-Bill Sollis car and Robert Humphreys was making a welcome return to the championship.

Mark Smith made the best start to lead into Paddock Bend from Saunders, Hack, Paul Thompson and Burge. Saunders soon made his move for the lead, passing Smith on the outside line through Paddock Bend on the second lap, with Hack following him to rise to second, before slipping past Saunders at Clearways to take the lead on the same lap. Hack found himself heading an eight-car train contesting the lead which also consisted of Saunders, Thompson, Smith, Burge, Mark Sims, Tony Le

May and Chandler. Burge was passed by Sims and Le May at Paddock Bend on lap four, before a sideways moment at Clearways on the same lap when he passed Saunders at Surtees to go second on lap nine. Smith saw him drop behind Chandler and Owen Stinchcombe into ninth. Saunders just before Paddock Bend on the 10th lap, before spinning at



Surtees to drop back to eighth. Burge climbed back to sixth after an entertaining dice with Chandler. At the front of the field Hack had his mirrors full of Thompson and Saunders in the closing laps as the pair of them looked to find a way past without success. At the flag Hack's winning margin just one tenth of a second from Thompson and Saunders •



Mini Miglia grid lines up ready for the off (left)

Saunders leads Hack, Smith and the rest early on (below middle)

Good midfield scrap led by Sarah Munns (below bottom)

Clearly giving it some wellie, Mark Smith lifts a wheel or two! (above)

Ralph Saunders is all smiles on the podium (below)

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



RESULT: 24-25 August (BARC)

Mini Miglia	Rd 8	14 Laps
1	1 Andy Hack	13:09.724
2	12 Paul Thompson	
3	77 Ralph Saunders	
4	9 Mark Sims	
5	69 Tony Le May	
6	53 Niven Burge	
7	21 Mark Chandler	
8	98 Mark Smith	
9	26 Owen Stinchcombe	
10	5 Sarah Munns	
11	28 Bob Humphreys	
12	17 Steve Whiteley	
13	24 Nuno Pimenta	
14	36 Matt Thompson	
15	14 Robert Morris	
16	16 Andrew Worsley	
dnf	13 Phil Harvey	
FL:	M Smith	0:55.255 - 78.09 mph
1.1986-mile circuit		



From the Archives

20 years ago - 1998

Brands Hatch



A QUALIFYING RACE FOR THE SE7ENS AND A PACKED WIN-TER ROUND TOO

Unipart-DCM Mini Se7en Challenge - 25 May

Hayman has it

MATT HAYMAN'S current rich vein of form continued with an excellent drive to hold off Dave Braggins' determined challenge and record his fourth victory of the season. For the second successive round, the sizeable entry of 37 warranted a qualification race. This number was reduced to 32 come race day with several withdrawals including Mark Hunt, who had been unable to repair his car in time after his accident at Mallory. Two drivers were making their first National appearance of the year, both men of Kent, Graham Edwards and Jason Ford and both would have differing memories to remind them of their visit.

Qualifying: Dave Braggins claimed pole with an impressive 0:57.07 ahead of a rejuvenated Dave Banwell who put his below par Mallory showing behind him to record a 0:57.10...

Qualifying Race: Oli Perrett was on 'pole' despite having his session curtailed by a broken throttle cable. Neil Johnson shared the front row... Perrett led from the start with Tom Francis slipping inside Johnson at Paddock to go 2nd before taking the lead as

Perrett took a wide line out of Druids. Rob Riding was the first casualty, going straight on into the gravel at Druids, and Perrett's race came to an end in the gravel trap at McLaren's. Francis led as far as Paddock on lap 2 where Andy Burge dived inside him under braking to take over in front. Andy's first lap burst saw him climb from fourth to lead in the space of half a lap, the order behind these being: Johnson, Ben Owen, James McComb, Nigel Pybus, Andrew Pilkington, David Eley, Darren Coe, Robin King, Phil Lee, Graham Edwards, Paul Hampton and Jason Ford. McComb moved ahead of Owen into 4th on lap 3. Towards the rear of the field, Edwards swapped places with Lee as did Ford and Hampton. Ford continued to improve, passing Lee to go 12th on lap 4. The order at the front remained static whilst further down Edwards, urged on by guests of his sponsor in their hospitality suite, passed King to go 10th. Pilkington moved into 6th passing Pybus on lap 7, as Ford climbed ahead of King into 11th. The leading positions

remained the same to the flag, whilst last lap movements saw Pybus reclaim 6th from Pilkington, and Coe pass Eley for 8th. Burge crossed the line to win from Francis, Johnson, McComb, Owen, Pybus, Pilkington, Coe, Eley, Edwards, Ford, King, Lee and Hampton all of whom qualified for the Championship race.

Championship Race: Banwell made a demon start to lead away from Matt Hayman, Braggins and Lisles. Edwards' race came to an early end after going off into the gravel at Druids on the opening lap, Lee spun on Cooper Straight before continuing. Percival and Mark Sims demoted James Hayman to 8th on lap 2, Cullum slowed as he went along Cooper Straight heading for the pits to retire, prompting a chain reaction avoidance which eliminated three cars; Burge swerved out from behind the slowing Cullum clipping Porter and himself into a spin which left them both in the gravel trap on the inside of the circuit. McComb, confronted by both spinning cars immediately ahead of him, dived to his left in



Matthew Hayman came from third on the grid to take overall honours in the Mini Se7en final (left)

Twenty years ago Colin Peacock was further down the Mini Miglia field than he is accustomed to nowadays (below)

* article from M7RC mag, 2nd Quarter 1998 issue
Photos: M7RC Archive
(B Ambrose + C Watkins)

RESULT: 25 May (BRSCC)

Se7en - Final	Rd 5	12 Laps
1 4 Matt Hayman		11:47.43
2 3 Dave Braggins		
3 5 Dave Banwell		
4 6 Mark Sims		
5 9 James Hayman		
6 12 Dick Hunter		
7 1 Steve Bell		
8 74 Ray Lisles		
9 75 Paul Brown		
10 8 Dave Percival		
11 7 Tim Sims		
12 15 Paul Thompson		
13 19 Rob Talbot		
14 61 Ben Owen		
15 54 Nigel Pybus		
16 98 Andrew Pilkington		
17 71 Jason Ford		
18 35 Darren Coe		
19 24 Paul Hampton		
20 28 David Eley		
21 73 Robin King		
dnf 46 Phil Lee		
dnf 53 Niven Burge		
dnf 20 Rob Cullum		
dnf 92 Jason Porter		
dnf 17 Tom Francis		
dnf 91 Neil Johnson		
dnf 50 James McComb		
dnf 11 Andy Burge		
dnf 59 Graham Edwards		
ns 96, 44, 97, 37, 94, 68, 93		
FL: R Talbot	0:57.64 - 75.17 mph	

Se7en - Q Race	Rd 5	10 Laps
1 11 Andy Burge		9:50.21
2 17 Tom Francis		
3 91 Neil Johnson		
4 50 James McComb		
5 61 Ben Owen		
6 54 Nigel Pybus		
7 98 Andrew Pilkington		
8 35 Darren Coe		
9 28 David Eley		
10 59 Graham Edwards		
11 71 Jason Ford		
12 73 Robin King		
13 46 Phil Lee		
14 24 Paul Hampton		
dnf 96 Robert Riding		
dnf 44 Oli Perrett		
ns 97 Mark Hunt		
ns 37 Simon Spearing		
ns 94 Con McLaughlin		
ns 68 George Buhagiar		
ns 93 John Pearson		
FL: A Burge	0:57.85 - 74.89 mph	

1.2036-mile circuit

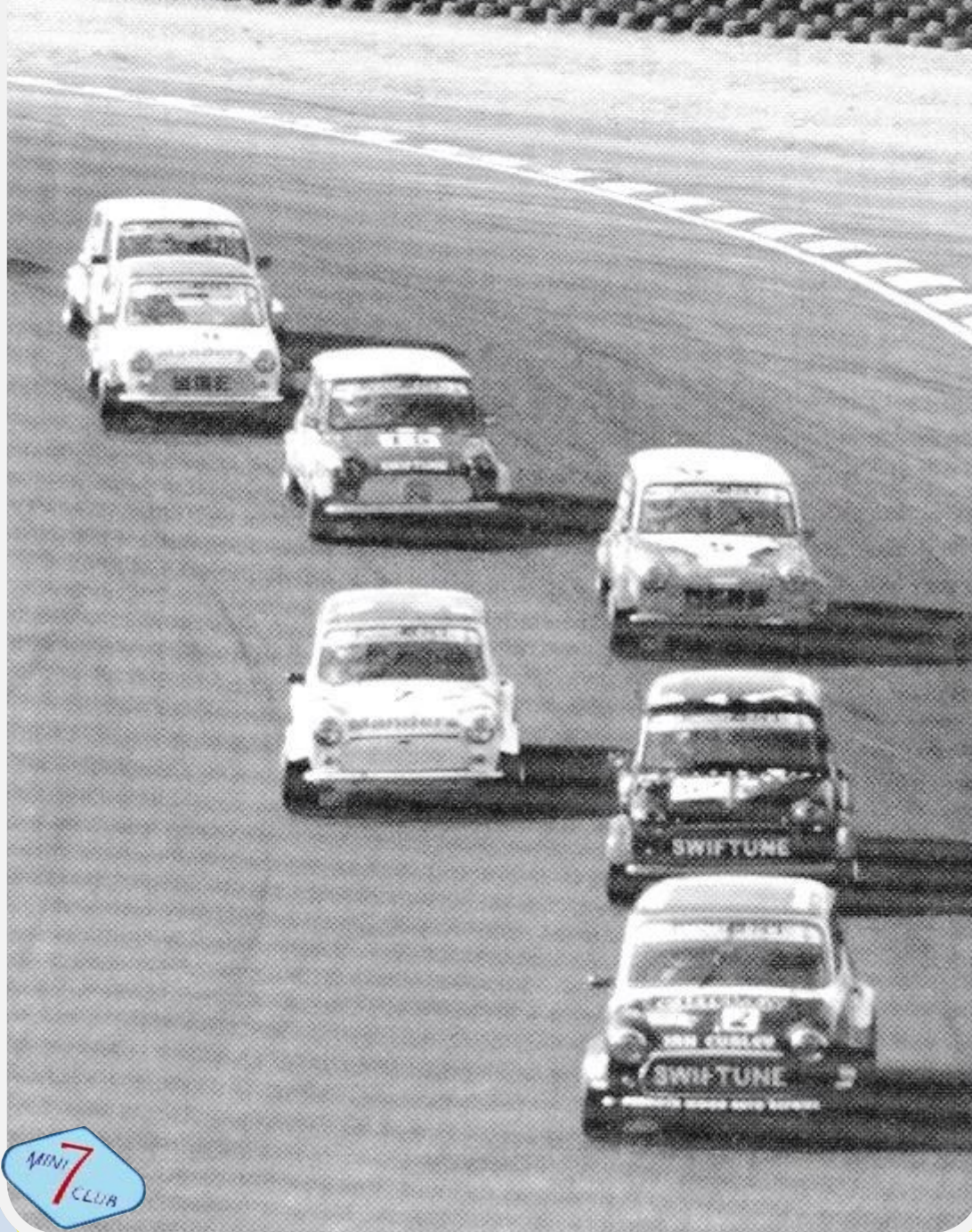




From the Archives

20 years ago - 1998

Brands Hatch



avoidance, ending up in the tyrewall on the outside of the track. Back at the front Matt Hayman went inside Banwell at Paddock to lead on lap 3. James Hayman was Tim Sims' next victim as he claimed 8th on lap 4. The closely bunched frontrunners provided a great spectacle as they dived for positions lap after lap. Braggins would edge slightly ahead

of Matt, on his outside line into Paddock, only for Matt to brake later to hold his inside advantage. Percival moved into 4th ahead of Bell on lap 7, Mark Sims demoted Steve a further place a lap later as James Hayman and Hunter went ahead of Lises. Percival briefly headed Banwell to claim 3rd before he dropped down the order after

contact with Mark Sims sent him into the tyrewall at McLaren, before continuing to finish 10th. A fraught last lap saw several key changes in the leading group. Bell, after climbing back to 4th, was punted off at McLaren by Mark Sims, who in turn was passed by Tim Sims who crossed the line 5th on the road after a determined drive

up from 10th on the opening lap. Tim's sense of achievement was to be shortlived as both he and Talbot received a 10s penalty for an out of position start by the Stewards to leave them 11th and 13th respectively... Matt Hayman and Braggins were naturally delighted with their final placings after such a closely fought race, while Banwell who was able to savour his first podium visit so far this season, was quick to acknowledge Rob Selby's contribution with his engine preparation. The close nature of the racing kept the Bank Holiday crowd enthralled giving the headlining TVR Tuscans whose feature race followed, a hard act to match •

Roy Sisley

Unipart-DCM Mini Miglia Challenge - 25 May

Curley claims

MIGLIA HONOURS WERE claimed by Ian Curley after a typically close encounter that saw several lead changes

Qualifying: After four different polemen this season, it was Jonathan Lloyd's turn at the front. Richard Wager was only

Miglia field is led by Ian Curley

** article from M7RC mag, 2nd Quarter 1998 issue
Photo: M7RC Archive (C Watkins)*

RESULT:		25 May (BRSCC)	
Mini Miglia		Rd 5	12 Laps
1	2 Ian Curley		10:42.23
2	57 Richard Wager		
3	5 Peter Baldwin		
4	9 Mike Jackson		
5	11 Phil Manser		
6	3 Julian Sole		
7	15 Gordon Pocock		
8	21 Endaf Owens		
9	32 Gerald Dale		
10	42 Dan Eady		
11	33 Tony Higgins		
12	99 Mick Best		
13	53 Martin Pester		
14	19 Kevin Mason		
15	98 Mike Edgell		
16	30 Colin Peacock		
17	93 Mark Livermore		
18	37 Scott Bennett		
dnf	7 Jonathan Lloyd		
dnf	52 Rodney Vaughan		
dnf	24 Graham Ford		
dnf	29 David Abbott		
ns	56 Michael Ellison		
ns	89 Peter Allen		
ns	54 Michael Green		
FL:	R Wager	0:52.36	- 82.76 mph
1.2036-mile circuit			





YouTube

Pit & Paddock 2018: Issue 5



From the Archives

20 years ago - 1998



Brands Hatch

0.03s slower but had suffered a broken valve spring in the closing laps. Baldwin was amazed he was not on pole with his time. Ian Curley who on past races obviously doesn't see not being on pole as a problem, claims he would be in the lead by Paddock (after his last claim, I'm quite tempted to put some money on him).

Race: Due to the Se7ens being short-changed on laps this year, both classes were given a 12 lap race, thank you Sharon. Yet again Ian Curley proved he is the man of actions, not just words, by making a fantastic start and being in the lead by Paddock. Jonathan was demoted to 3rd as Wager also slipped by him. As the pack reached Druids for the first time contact was made between Mason and Abbott, the latter did not continue. At the end of the 2nd lap the front four of Curley, Wager, Lloyd and Baldwin had pulled out a gap over Jackson who had a brilliant first lap by moving from 8th to 5th, Manser took Pocock for 6th up to Druids. Meanwhile back at the front Wager was now hassling Curley for the lead. It wasn't until the 4th lap that Wager dived past Curley at Druids. When the pair reach Paddock,

Curley drove around the outside of Wager for the lead. On the way up to Druids it is Lloyd's turn to sneak by Wager. So over the course of two bends, Wager had slipped from 1st to 3rd. By lap 5 Lloyd was almost pushing Curley through Paddock, he made his move for the lead at the end of Cooper Straight going into Surtees. The battle for 5th was now between Jacko, Manser, Pocock, Sole, Owens and Dale. Endaff and Julian had started to swap places and would continue to do so for the remainder of the race. Lloyd maintained his lead until lap 7 when he seemed to back off on the main straight as Curley and Wager slipped by (this was the start of Jonathan's over-heating problems due to a damaged radiator). On lap nine Manser tries to take Jackson into Druids and further back Graham Ford came to a smoky end. On lap 10 Baldwin moves ahead of the troubled Lloyd (who would later retire) and Wager was all over the back of Curley. Pocock ran wide through Paddock and Sole took the inside up to Druids. Wager tried one last attempt at the lead through Paddock on lap 12 but ran very wide. So across the line Curley took his 5th win and was please to have done some real racing for the first time

this year. Wager was pleased with the new lap record and had enjoyed a good dice. Baldwin finished 3rd and felt the race was great fun. Jackson had just been able to hold off Manser for 4th as his car had blown the diff oil seal on the last lap. Mickey Best had suffered a misfire throughout the race, 13th was Martin Pester and with Kevin Mason 14th. Colin Peacock had suffered another puncture, Mark Livermore had had a thoroughly enjoyable birthday. Scott Bennett had suffered with lack of power and a severe vibration. Sole, Pocock, Owens and Dale all enjoyed themselves. So at the end of round 5, Ian Curley must be in need of another trophy cabinet •

Genny Gunn

Winter Series - 22 November

Winter closer

LAST RACE OF THE '98 Winter Series and the championship is all on this race for both the Migs and 7s. Going into the race, in the Miglas it's Abbott from Higgins and Lewis; in the Se7ens, Percival and Banwell have equal points...

Qualifying: 29 Cars rolled out to qualify with several new faces: Guy Sims, borrowing his brothers car; Andy Burge, using Paul Thompson's car; Andy Williamson, 1st race for two years using brother Richard's car; Ralph Saunders of Pitstop Racing (1st race) using Chris Huck's car. One problem came to light during practice as Mike Grayson and Martin Wager were both black flagged because they both had the same race number! How they managed to get through signing on then scrutineering without the organisers noticing is beyond me, Grayson so annoyed at losing three laps he went on to set his fastest lap on rejoining the track. As for the rest most of the Miglas were trying hard to find gaps between all the 7s to get a good lap, very entertaining. Graham Edwards erupting in smoke as he turned into Clearways, later found out to be a drop gear problem. Also

Mini Se7en Winter honours being fought out between Daves Banwell and Percival (top)

** articles from M7RC mag, 2nd Quarter 1998 issue + 4th Quarter 1998 issue
Photo: M7RC Archive / Ferret Photographics (M Harvey)*





From the Archives 20 years ago - 1998 Brands Hatch



in trouble was Deviny, he misjudged the passing of Paul Triffitt, spinning into the tyres, only damaging the bonnet. Kev Mason and Mike Kearon spent most of the session together, at one point a little too together (broken wheel spat). Kearon also had a moment at Clearways, he missed the turn in and took to the grass. Andy Burge only managed 3 laps before the crank bearings started rumbling but still qualified 3rd. David Abbott (on Pole) later found a broken valve spring. Mark Livermore racing the ex-Tony Hobbs car for the 1st time, after destroying his own car at Lydden... Following practice Mickey Bray had a misfire but cured it with a new set of plugs. Andy Williamson had a misfire, but a bit more serious. An ignition problem had overheated a valve, with help from other members, including the Pitstop team, he would race.

James Hall (only his 4th race) qualified well, despite being 'Victoria' Hall on the timesheets! Trevor Hancock was far from happy with the handling, I left him playing with the camber settings. Ralph Saunders driving very well for his first time at Brands. Rumour has it the dentist he had the day off to see, is a Brands Hatch instructor. Denise Manderscheid would be a non-starter with terminal engine problems.

Race: gain the organising club left a lot to be desired, when David Abbott joined the assembly area he was directed to 8th place, not the pole as the timesheet. The Race (Miglia Part) was virtually settled at the first corner as so often occurs at Brands. Lewis made the best start with Mason trying to match him. Hancock, Wager, Dale and Higgins all close behind. Unfor-

tunately Kev Mason's car does not handle quite like Jonathan's. Lewis powering through Paddock to lead while Kev had a big side slide. Problem being Kev's slide caused the 3 abreast cars on his tail to lift off. All three sliding sideways. Hancock got it together, but Martin Wager slightly over-corrected sending him back, T-boning Gerald Dale, both cars spinning across the track causing chaos. Higgins on the outside ploughed in and out of the gravel while Abbott took to the infield almost collecting Gerald as his car headed for the infield gravel trap. By this time the Se7en pack had joined in and Percival and Banwell squeezed through the debris to lead. Some were in the smoke and dust, Tom Francis and Oli Perrett tangled sending Francis in the wall, Perrett pulled off at Druids with severely deranged suspension. Guy Sims shut his eyes as cars went everywhere, to emerge in 3rd place! Rob Cullum and Deviny both took to the gravel in avoidance continued in 4th and 5th. From then on Lewis was untroubled. Trevor Hancock led the chase some 4 seconds behind from Mason, Higgins, Kearon then back in the 7s Abbott and Livermore. The race stayed this way to the flag, Tony Higgins pushed hard to catch Mason but Kev was on for his first podium and was not going to make life easy for Tony. David Abbott knew he only had to maintain position on Higgins to take the title, but he spent the whole race trying to pass Kearon after catching him from a long way back. The Se7en part of the race settled into a title

battle. Percival only inches ahead of Banwell. In 3rd, Guy Sims 10 yards back then Cullum, Deviny from Hall, Grayson and Riding. Percy's car doing some nice sliding at Paddock. Lap 7 Banwell (much quicker through Clearways) got inside Percival at Paddock, going deep but sliding out onto the old circuit, both maintaining position at Druids, allowing Guy to close. The Hall, Grayson, Riding battle was hotting up changing places around the circuit. Next lap Banwell tried again at Paddock, late and deep, this time it worked, tight line up to Druids and he leads. Percival tried everyway to pass again as they weaved through backmarkers but failed by a bonnet, as they crossed the line. Banwell is Champ' from Percival then Deviny. In the Miglias Abbott stayed in touch with Higgins to also be Winter Champ', Tony could not find a way past Mason, so Jonathan gets 2nd by race results from Higgins and Mason •

Mike & Alan Jackson

Opening lap demise for Martin Wager's Miglia (above left)

Fourth place for Tony Higgins not quite enough for Winter title (below)

** article from M7RC mag, 4th Quarter 1998 issue
Photos: M7RC Archive / Ferret
Fotographics (M Harvey)*

RESULT: 22 November (BRSCC)

	Miglia/Se7en	Winter Rd 6	12 Laps
1	20 Jonathan Lewis m		10:39.70
2	16 Trevor Hancock m		
3	19 Kevin Mason m		
4	33 Tony Higgins m		
5	25 Mike Kearon m		
6	29 David Abbott m		
7	93 Mark Livermore m		
8	35 Dave Banwell 7		11:36.28
9	8 Dave Percival 7		
10	7 Guy Sims 7		
11	2 Rob Cullum 7		
12	96 Robert Riding 7		
13	5 Mike Grayson 7		
14	76 James Hall 7		
15	49 Ralph Saunders 7		
16	24 Paul Hampton 7		
17	46 Phil Lee 7		
18	85 Andrew Deviny 7		
19	83 Paul Triffitt 7		
20	32 Jonathan Hudson 7		
21	45 Andy Williamson 7		
dnf	14 Mickey Bray 7		
dnf	12 Gerald Dale m		
dnf	17 Tom Francis 7		
dnf	44 Oli Perrett 7		
dnf	58 Martin Wager m		
ns	59 Graham Edwards 7		
ns	11 Andy Burge 7		
ns	36 Denise Manderscheid 7		
ns	89 Peter Allen m		
FLm:	J Lewis	0:52.32 - 82.81 mph	
FL7:	D Banwell	0:56.47 - 76.73 mph	
1.2036-mile circuit			





From the Archives

30 years ago - 1988



Brands Hatch

FIVE DATES AT THE KENT VENUE INCLUDED NATIONAL ROUNDS, ONE ON THE FULL GP TRACK, AND THE SOUTHERN SERIES TOO

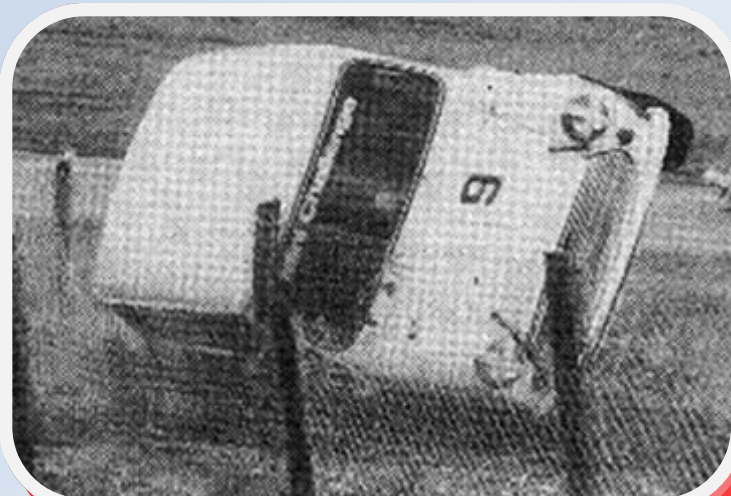
Southern Series-6 March

Wager's warm-up; cool-hand Cooper

A SPELNDID Southern series opener saw Tim Wager ease ahead of Mark Jones to win the Miglia category, while further back Steve Cooper overcame Bill Sollis in the 850 class

Mark Jones lost his pole advantage when his Slark Mini momentarily faltered off the line in the combined Miglia/Seven Southern Championship round. Tim Wager stormed into a commanding lead and despite Jones' efforts, it was only because the former eased up towards the end that the gap closed. Tony Foreman was quickly passed by Jones and ultimately dropped further back as David Brookes and Dick Collins progressed. Dick Greenwood was an early pit caller and the Sevens of Steve Cooper and Bill Sollis fought every yard for the 850cc honours with Neil Johnson and Guy Sims engaging in a similar tussle •

report courtesy Autosport



Austin-Rover National Challenge - 15 May

Wheatley goes fleetly; Se7en class to Sollis

FOR ROUND 4 on the full 2.6-mile GP track, the combined Miglias and Se7ens entertained mightily, albeit in a shortened race; Jeremy Wheatley and Bill Sollis were the class winners

An all too rare appearance by the Austin Rover National Mini brigade at Brands provided terrific entertainment, doubly so with the slick-tyred 1-litre cars starting 10 secs ahead of the treaded-tyred 850cc 'bins. Dick Wager held a tenuous lead from Russell Grady and Owen Hall and refused to give way to the Midlander as they crested Paddock side-by-side; the resultant touch delayed both, Grady's Universal Mini dropping way down. Hall took full advantage but came under immediate pressure from Jeremy Wheatley who survived a bit of body leaning to gain the lead through Paddock but it was all to no avail as the result was declared as of the previous lap following a shunt among the Sevens. They

were led by Bill Sollis, initially from Malcolm Joyce, Tina and Steve Cooper but Joyce departed spectacularly out in the country and the farmer was lucky to emerge relatively unscathed. Peter Bonas was making headway, although his front end looked somewhat battle-scarred and was weighing up the rapid Ms. Cooper when the red flag halted things, with Neil Johnson's Whitespeed Mini having rolled into the tyres at Surtees •

report courtesy Motoring News

Austin-Rover National Challenge - 7 August

Malcolm prouder

AFTER POLESITTER Steve Cooper broke his gearshift, Malcolm Joyce then passed Bill Sollis for the lead in the Mini Se7en race, leaving Sollis to hold off Tina Cooper for second

In the National Mini Se7en Challenge, poleman Steve Cooper failed to complete the forming-up lap as his gear lever broke, but sister Tina upheld family honour with a fighting third. Malcolm Joyce took the win, after initially trading places with Bill Sollis. These three had pulled well clear of Rob Selby, who lost his entire bonnet and front wing assembly in the heat of the battle but still fended off Dick Grimwood •

Wager's wild ride

A SOMEWHAT CHAOTIC Mini Miglia encounter saw cars off left, right and centre, but out of the thick of it came Richard Wager to snatch victory from Mark Jones at the death

Incidents galore marred the Mini Miglia race, but through the chaotic opening laps came Russell Grady and Mark Jones, the latter taking the lead on lap five. Gareth Mellin lay third, but Michael Waudby was on a charge and when

The Se7ens of Mike Jackson, Steve Cooper and Dick Grimwood are joined by the Miglia of Danny Allpress (top) Photo: M+A Jackson Collection / Ferret Photographics (S Jones)

In the Mini Se7en class, Neil Johnson auditions for the Italian Job! (left) Photo: Autosport

** full info in M7RC Archive 1988 issue*

From the Archives

30 years ago - 1988



Brands Hatch

Grady ran wide at Graham Hill Bend he collected the wayward car and retired on the spot, Grady making it to the pits. An almighty mess at Paddock on the last lap left Richard Wager ahead at the flag, with Jones and Mellin ahead of a photo-finish for fourth •

reports courtesy *Motoring News*

from his car with whip-lash injuries. At the restart, Dick Wager clawed his way to the front from Myk Cable, the poleman coming under intense pressure from Danny Allpress. Cable worked a faster line through Paddock next time round and then could not believe his luck as one by one his challengers

in which Steve Cooper did all he could by winning, but second was enough for Malcolm Joyce overall

Rather like their big brothers, the National Mini 7s brought about the day's only other red flag stoppage, Steve Smith's Gemini Mini being stranded on the exit of Druids having rearranged the tyrewall on lap 3. Steve Cooper had been clear of Malcolm Joyce and the splendid scrap for third place and had a useful advantage when battle resumed after the enforced delay. Cooper rammed home easily in the four lap sprint with Joyce still pressing on in second •

reports courtesy *Autosport*



Austin-Rover National Challenge - 6 Nov' & Southern Series - 6 Nov'

Cable holds a lead

AFTER A RED flag stoppage in the Miglia finale, Myk Cable held on to the lead from Mark Jones, but champion elect Russell Grady's charge back to third was the standout drive

A heavy crash at Paddock Bend brought a swift halt to the Lex Mead National Mini Miglia Championship round and saw Derek Johnson carefully removed

dropped by the wayside. Both Wager and Allpress slowed, promoting Mark Jones into second place, but drive of the race came from National Champion Russell Grady. The Midlander had been banished to the pit lane having had to rush to the paddock to change a front puncture but drove a real stormer upfield, trimming the lap record, to slot into a great third place •

Cooper concedes title

SIMILARLY A RED flag interrupted the Mini Se7en title showdown

Southern Series- 20 Nov'

It's a snow show

Winter arrived with a vengeance at Brands on Sunday (20 Nov) where the second of the Winter Championship meetings was cancelled because of snow... If the Mini round cannot be fitted into one of the last two dates then the Miglia title would go to Mark Jones, Guy Sims having already secured the Mini Seven honours •

report courtesy *Motoring News*

Richard Wager won the Miglia race on 7 August (top)

Photo: *Motoring News*

Miglia victory on 6 November went to Myk Cable (above left)

Photo: *Motoring News*

* full info in M7RC Archive 1988 issue

RESULTS: 6 March (BHRC)
Miglia/Se7en Southern Rd 1 10 Laps

1	501	Tim Wager	9:42.60
2	2	Mark Jones	
3	18	David Brookes	
7	10	Steve Cooper	10:14.80
8	12	Bill Sollis	
9	9	Neil Johnson	
FLm:		T Wager	0:57.00 - 76.01 mph
FL7:		B Sollis	0:59.40 - 72.94 mph

1.2036-mile circuit

RESULTS: 15 May (BHRC)
Miglia/Se7en National Rd 4 5 Laps*

1	101	Jeremy Wheatley	9:29.20
2	7	Owen Hall	
3	11	Myk Cable	
4	32	Ian Gunn	
5	1	Russell Grady	
6	181	Chris Harris	
17	2	Bill Sollis	10:18.20
18	4	Tina Cooper	
19	3	Peter Bonas	
20	10	Steve Cooper	
21	87	Mike Jackson	
22	161	Tim Sims	
FLm:		R Grady	1:49.70 - 85.33 mph (record)
FL7:		M Joyce	1:57.50 - 79.66 mph (record)
* combined race - red flagged			

2.6002-mile GP circuit

RESULTS: 7 August (BHRC)
Se7en National Rd 8 10 Laps

1	5	Malcolm Joyce	10:11.40
2	2	Bill Sollis	
3	4	Tina Cooper	
4	24	Rob Selby	
5	6	Dick Grimwood	
6	9	Neil Johnson	
FL7:		M Joyce	1:00.00 - 72.21 mph

Miglia National Rd 8 10 Laps

1	500	Richard Wager	9:40.50
2	2	Mark Jones	
3	3	Gareth Mellin	
4	120	Steve Holtom	
5	89	Peter Allen	
6	12	Peter Tisdale	
FLm:		R Wager	0:56.00 - 77.37 mph

RESULTS: 6 Nov' (70aks DMC)
Miglia National Rd 15 10 Laps*
& Southern Rd 7

1	11	Myk Cable	9:30.60
2	2	Mark Jones	
3	1	Russell Grady	
4	10	Dave Hancock	
5	49	Dick Collins	
6	67	Tony Foreman	
FLm:		R Grady	0:55.00 - 78.78 mph (record)
* race red-flagged & restarted			

Se7en National Rd 15 7 Laps*
& Southern Rd 7

1	10	Steve Cooper	7:06.70
2	5	Malcolm Joyce	
3	87	Mike Jackson	
4	9	Neil Johnson	
5	162	Guy Sims	
6	4	Tina Cooper	
FL7:		S Cooper	0:55.00 - 78.78 mph (record)
* race red-flagged & restarted			

1.2036-mile circuit

From the Archives

40 years ago - 1978

Brands Hatch



A HECTIC CALENDAR SAW ALL THREE LEYLAND MINI ENGINE SIZES AT BRANDS

Graham Hill Trophy: 9 April

How now Brown; McDougall's fine

THE GRAHAM HILL Memorial Trophy Championship opened to a much more subdued growl than we've come to expect from a grid full of Minis. Brands marked the first appearance of the cars with silencers developed specially (and apparently very cheaply) by Leyland, to satisfy the latest noise regulations. As MCD boss John Webb commented, the cars are noisy enough to be interesting, but quiet enough for the commentator to make himself heard during an exciting race

Local driver Ken Brown must have thought his chances of winning the Graham Hill Memorial Trophy Mini race had gone when both Charles Hill and Hugh Ward came past. But Ward made his bid for the lead on Cooper Straight on lap seven, and during the manoeuvre his car and Hill's collided before crashing on opposite sides of the track. Brown weaved a course through the confusion to win by nearly 14 seconds from John Simpson, who was in turn chased by Jim McDougall's 850 class-winning car. Incidentally, this race marked the first appearance of the Minis with silencers developed specially for them by Leyland. The cars still sound throaty enough to be interesting, although the silencers ena-

ble the shrill whine of the cars' transmission to be heard—rather like a field of turbocharged cars •

report courtesy Motoring News

Leyland Cars National Mini 1275 GT: 16 April

Hampshire at the Hatch

A HUGE smash put Steve Soper and Paul Taft out of the 1275 GT running, leaving Jerry Hampshire and Paul Gaymer to duel over the re-run

The Leyland 1275 GT Challenge race looked to be turning in to quite a battle between Paul Taft and Steve Soper, until lap 4, when the race came to an abrupt halt when the two leading Minis attempted Paddock side by side, collided, and smashed through the catchfencing and uprooted the Armco protecting the marshals post at the foot of Paddock bend. Neither driver was seriously hurt, but there was quite a delay while the wrecked cars were towed away, and the barrier and catchfencing was replaced. The re-run race was just as hectic, although free from shunts. Paul Gaymer's Boospeed car took advantage of the big gap on the front row to head the field, but Geoff Till and Jerry Hampshire were pressing hard. Till overdid things at Surtees on the second lap, and he autocrossed his way down to fourth place behind Tom Pitcher, although by the end of the lap he was alongside and back up to third place. Up front Hampshire took the

lead at Paddock at half-distance, but again there was drama involving the two leading cars. They collided at Druids, but both recovered before Till came upon the scene, although Hampshire now had a more comfortable lead which he maintained to the finish. The third place battle continued through to the last lap, when Pitcher retook Till to finish third by 0.3 sec •

report courtesy Autosport

Weber Trophy' Non-Championship: 1 May
Wet Weber

CLASS WINS went to Eric Groves (1000/Miglia), Tom Pitcher (1275 GT) and Patrick Watts (850/Se7en) in the Weber Challenge

With the fog and rain closing in again after a slight morning let-up, it was rather extraordinary that the BRSCC let the preliminaries drag on so that the opening race, the Weber Carburettors Mini Challenge, started about 8 mins late. Through the murk we could just about discern that the Surtees/McLaren swerve was proving the most treacherous part of the circuit, with a quagmire on the infield where the rallycross circuit branched off. Second man Steve Soper (1275 GT), fully recovered from his ugly crash of a couple of weeks before, started the ball rolling with a hairy moment in front of everyone except race leader Eric Groves (1.0 Mini), who was therefore handed an even bigger lead. Throughout the ten laps cars were

flying off at this point, and Groves himself was lucky to escape involvement when Keith Clipsham revolved under his nose on the last-but-one lap. Soper had another incident there late in the race, undoing a lot of his impressive recovery work, but up at the front there were fast, steady runs by Groves, Mike Fry, Chris Dobson and Derek May (all 1.0 cars) •

report courtesy Autosport

Leyland Cars National Mini 850 - 30 July

Fearsome four

ANOTHER FULL-ON Mini 850 encounter opened the day's proceedings, and a manic four-car scrap at the front eventually saw Chris Tyrrell lead the quartet at the finish

The meeting had started with a round of the Mini 850 challenge, and an excellent 'first course' it provided. Graham Wenham led early on, but the four front runners soon paired off in the order Stephen Hall with Chris Tyrrell and Wenham with Graham Woskett. Things came to a head when the two leaders and Wenham rushed into Paddock abreast on the final lap. As they emerged, Tyrrell had obviously shut his eyes for longer than the others, because he emerged in front of Hall and Wenham. Half a second covered the first four finishers •

Leyland Cars National Mini 1000 - 30 July

Wallaker wins - twice!

Into Druids on the opening lap of the 9 April Graham Hill Trophy race, Charles Hill leads Ken Brown (top)

Photo: Autosport

Following a restart, Jerry Hampshire came from a midfield grid start to win the 1275 GT round on 16 April (below)

Photo: Motoring News

** full info in M7RC Archive 1978 issue*



From the Archives

40 years ago - 1978

Brands Hatch



IT TOOK A stewards' enquiry to eventually settle the result of this Mini 1000 race, Mike Wallaker initially excluded after a black flag dispute but then later reinstated to top spot

Pole man Paul Gaymer made a mess of Paddock on the first lap of the Mini 1000 race and dropped right back into the pack. Try as he might, and his recovery was a fine effort, Gaymer could not get to grips with second man Chris Dobson or clear leader Mike Wallaker. Wallaker had disregarded a black flag, displayed because his car was shedding fluid, and his 'win' was stripped away. Dobson was therefore the lucky winner by a safe but not entirely secure margin from Gaymer, and David Abbott clung to third from Eric Groves and a pressing Phil Spurling •

reports courtesy Motoring News

TEAC MINI 7 - 6 Aug

Watts the story?

JOINING THE TEAC series at Brands, Patrick Watts showed a clean pair of heels out in front, ahead of a mighty scrap between the series regulars led by Jim McDougall

Patrick Watts was the winner of an exciting TEAC Mini 7 qualifier, but he was almost ignored as all eyes turned to a five-way contest for the next places featuring Jim McDougall, Bob Vanson, Martin Moorhead, Roy Finlay and Peter Daniels. Vanson and Daniels were the chief protagonists, rushing along in the wake of McDougall's car, but Moorhead put his oar in with a lap or two to go.

report courtesy Motoring News

Leyland Cars National

Mini 1000 - 22 Oct

Fry's delight

FOR VARIETY and speed of delivery, what the BARC produced for a fair-sized crowd at Brands Hatch would be hard to better... A tremendous Mini 1000 Challenge round was the highlight of the day, Mike Fry emerging from a race-long 7-car battle for the lead...

The first eight cars in the final round of the Leyland Mini 1000 Challenge were covered by just one second, Mike Fry's pole position car having fractionally broken the longstanding lap record in practice. Fry held a slight lead over Paul Gaymer (Boospeed Mini) until Mike Wallaker, who had been way back on the sixth row, appeared from nowhere to take the lead at Clark on lap 4. Fry and Roland Nix 'surrounded' Wallaker around Paddock, Nix going wide and losing his place, before the fanbelt jumped off Wallaker's car, giving the lead back to Fry. Phil Spurling worked hard to demote Gaymer for second place, while, with Nix having

another 'moment' at Paddock, David Abbott was in fourth place when it mattered. Abbott had the merest of margins over Derek May (Loctite Mini) and Chris Dobson (Pearce Signs Mini), who had been a lowly tenth on the first lap •

report courtesy Autosport

Graham Hill Trophy: 19 Nov

G Hall wins G Hill; Rowland nicks it

IN THE Graham Hill Trophy finale, Gary Hall scored a superb 850 overall win, while the 1000 title went down to the wire, Paul Rowland in first but 'third' enough for Ken Brown

Gary Hall's 850 Mini was in a class of its own in the Graham Hill championship race and, helped by Derek May's slow start from pole position. Hall got away into a lead which nobody else could threaten, Paul Rowland came through strongly to take second place and the 1000cc class from May a lap from the end, having overcome Charles Hill's car in an overtaking manoeuvre at Graham Hill bend which would have been startling even in the dry. Hill also gave best to Nigel Gaymer's 850 car, and Gaymer made a bold but unsuccessful bid to demote May another place on the last corner •

report courtesy Autosport

Derek May raced to fifth on 22 October, only a couple of seconds off of the podium positions (top)
Photo: J Parish Collection / Ferret Photographics (J Gaisford)

This 1275 GT shunt on 16 April involving Steve Soper and Paul Taft demolished a marshals' post (below)
Photo: Autosport

All meetings ran on the 1.2036-mile Indy circuit

* full info in M7RC Archive 1978 issue



RESULTS: 9 April (Rochester MC)
1000/850 Graham Hill Rd 1 10 Laps

1	67	Ken Brown m	10:05.0
2	53	John Simpson m	
3	6	Jim McDougall 7	10:16.8
4	46	Roy Finlay 7	
5	83	Peter Daniels 7	
6	43	Jeff Vowles m	
FLm:		H Ward	0:57.8 - 74.96 mph
FL7:		J McDougall	1:00.4 - 71.74 mph

RESULTS: 16 April (BARC)
1275 GT National Rd 2 10 Laps*

1	8	Jerry Hampshire	9:47.2
2	15	Paul Gaymer	
3	19	Tom Pitcher	
FL:		J Hampshire + P Gaymer	0:57.4 - 75.49 mph (record)
* race red-flagged & restarted			

RESULTS: 1 May (BRSCC)
1275/1000/850 Non-champ' 10 Laps

1	13	Eric Groves m	11:05.9
2	20	Mike Fry m	
5	4	Tom Pitcher gt	11:45.2
6	32	Patrick Watts 7	11:45.3
7	5	Melvyn Johnson gt	
9	41	Graham Wenham 7	
FLm:		E Groves	1:05.3 - 66.35 mph
FLgt:		S Soper	1:07.0 - 64.67 mph
FL7:		G Wenham	1:06.1 - 65.55 mph

RESULTS: 30 July (BRSCC)
Mini 850 National Rd 8 10 Laps

1	4	Chris Tyrrell	10:20.4
2	14	Stephen Hall	
3	11	Graham Wenham	
4	9	Graham Woskett	
5	22	Gary Hall	
6	69	Jim McDougall	
FL:		G Woskett+ G Wenham+ G Hall	1:00.7 - 71.43 mph

Mini 1000 National Rd 8 10 Laps

1	72	Mike Wallaker	9:44.9
2	7	Chris Dobson	
3	1	Paul Gaymer	
4	6	David Abbott	
5	13	Eric Groves	
6	2	Phil Spurling	
FL:		P Gaymer	0:57.0 - 76.02 mph

RESULTS: 6 August (Rochester MC)
Mini-7 (850) TEAC Rd 5 10 Laps

1	10	Patrick Watts	10:21.4
2	69	Jim McDougall	
3	88	Bob Vanson	
FL:		B Vanson	1:00.6 - 71.50 mph

RESULTS: 22 October (BARC)
Mini 1000 National Rd 14 10 Laps

1	14	Mike Fry	9:36.9
2	2	Phil Spurling	
3	1	Paul Gaymer	
4	6	David Abbott	
5	3	Derek May	
6	7	Chris Dobson	
FL:		P Spurling	0:56.1 - 77.24 mph

RESULTS: 19 Nov' (70Oaks DMC)
1000/850 Graham Hill Rd 8 10 Laps

1	22	Gary Hall 7	11:19.8
2	41	Paul Rowland m	11:30.7
3	3	Derek May m	
4	42	Nigel Gaymer 7	
5	16	Steve Mole 7	
6	169	Charles Hill m	
FL7:		G Hall	1:06.8 - 64.86 mph
FLm:		P Rowland	1:07.2 - 64.57 mph

From the Archives 50 years ago - 1968



Brands Hatch

IN ITS THIRD SEASON, FORMULA MINI-7 HAD GAINED HUGE ENTRIES, WITH FIVE EVENTS HELD AT BRANDS!

The Bob Fox Formula Mini 7 Challenge - 7 Jan'

Icy reception

The Mini Se7en Club's Brands meeting in January was cancelled as the track was ice-bound

For the second year running the Mini 7 Club's January race meeting fell victim to a Kentish freeze, and the organisers decided to abandon the meeting by 9am on Sunday. Unfortunately, most competitors had either arrived or were on their way to the circuit by then as London, and even the bottom of Death Hill, were completely free from snow. But at Brands it was a different story with the track covered in snow following a heavy evening fall and the paddock was covered in sheet ice. Saturday's final practice session was for Mini-7 Formula cars and was to have been the first round in their 1968 Championship. Fastest was Graham Hows who lapped his Mini at 64.2 sec, a whole second faster than the Bob Fox/Mick Walker record. Richard Bromley was second fastest •

report courtesy Motoring News

The Bob Fox Formula Mini 7 Challenge-11 Feb



Mini 7 Brands

A THIRD season and a new title for the Formula Mini-7 crown, The Bob Fox Trophy, in honour of its oh-so-nearly posthumous champion from 1967; setting the pace was Graham Hows who staked first claim on the trophy with a tidy run up front

A big field of Mini-7 Formula cars took the grid for the third race, with Graham Hows in pole position in his dayglo bronze Mini, flanked by Ron Mason and Ian Scott, with Richard Bromley

and Roger Layzell behind them. Hows made a great start and rocketed off into the lead followed by Scott, but Mason stalled and caused a series of phenomenal avoidances, but everyone got round him without hitting each other and he was pushed away in last place. Hows went off into a fairly comfortable lead followed by Gordon Line, Mike Smith, Bromley and Bob Linton. Bromley got by Smith on lap two and then nipped past Line to take second. This is as far as he got, for he could not catch Hows, and he finished a comfortable second with Line third. A good scrap for fourth went on towards the end of the race between Linton, Smith, Mick Osborne and Richard Jockel. Linton looked to have fourth sewn up on lap 9 when his engine went off song and

he had to pit, letting Smith into fourth from Osborne and Jockel •

report courtesy Motoring News

Formula Mini 7 - 21 April

How's you doin'?

EVEN WITH an expanded championship in 1968, this non-points 850cc bash saw the Formula Mini-7s fill the lion's share of the grid. Behind the Free Formula overall race-winning car, Graham Hows led home a furious scrap for FM-7 class honours

Including a mixture of Mini 7 Formula and free formula 850s (all Minis), it was a surprise to see the Mini 7 category car of Graham Hows on pole position. Roger Saunders' 'free formula' Mini was alongside (needing a plug change on the line) and the other entrant in the libre proceedings was Bob Fox, fifth fastest. The grid was smaller than we have seen for some time. Hows went straight to the lead but

Minis funnelling down Graham Hill (left): Ron Mason leads on the 'short' circuit (below); ice-bound Brands track in January (bottom)

Photos: V Church Collection + Autosport

** full info in M7RC Archive 1968 issue*

Saunders moved up, and when the cars got to Clearways Hows slowed right down for a few seconds, dropping back to fifth place. Saunders had things all his own way, comfortably clear of Paul Hutton in a 'libre' Mini dragging its exhaust system along in a shower of sparks. Gordon Line's Mini was poised in third place, moving up when Hutton was black-flagged and Richard Jockel dropped from fourth sport and struggled to the pits when his engine went sick. Interest was centred on Hows who had his Mini running au point once more and got past Line with plenty of time to spare. Line almost got back to second place at the flag, and Bob Fox finished well back in fourth place, his car not yet going as quickly as it did last year •

report courtesy Motoring News

The Bob Fox Formula Mini 7 Challenge - 5 May

Diminutive Brands

THERE CAN be little doubt that the short, 1137yd circuit at Brands is unpopular; not just with drivers, but with organizers also.

RESULT: 7 January (M7C)			
Formula Mini-7	Rd 1	10 Laps	
* race abandoned - snow & ice			
RESULT: 11 February (M7C)			
Formula Mini-7	Rd 1	10 Laps	
1	126 Graham Hows	10:58.6	
2	160 Richard Bromley		
3	152 Gordon Line		
4	163 Mike Smith		
5	151 Mick Osborne		
6	153 Richard Jockel		
FL:	M Osborne	1:04.6 - 69.10 mph	
1.24-mile circuit			
RESULT: 21 April (MGCC)			
Formula Mini-7	NC	10 Laps	
1	58 Viv Church	11:14.0	
2	56 Willie Dick		
3	50 Bob Jones		
FL:	G Hows	1:05.6 - 68.02 mph	
1.24-mile circuit			





From the Archives

50 years ago - 1968

Brands Hatch



FM-7 field piles into Paddock Bend Photo: M7RC Archive (Speedsport)

Nevertheless, the Mini Se7en Club made a brave attempt at promoting a clubmen's meeting there; if anybody could have pulled it off, it would have been them

The programme was a saloon car benefit, with the 850cc class taking the lion's share of this. First of the five such races was a heat for Formula Mini Se7en cars. Graham Hows took the initial lead with his smart gold Mini, and quickly opened a gap of almost 100 yds over second man Maurice Watts, on the opening lap. By the third, Watts had been passed by Geoff Gilkes in the Oselli Engineering Mini; he hung on, dicing with Gilkes until the Oselli car gave trouble on lap 5. The eighth tour provided Watts with a very pleasant surprise; Hows, never letting up despite his generous lead, spun at the tight Pits hairpin, giving him an easy win.

In the second FM7 heat, Ron Mason took his 'new' car to an undisputed win. Viv Church, after having changed cylinder heads as a result of a bent valve in practice, tried hard to stop Mason get-

ting away, but although he put up equal fastest lap with the winner and Gerry D'Amato, he was a good 5 secs adrift at the end. Richard Jockel and D'Amato had a squabble over third place for a few laps, the verdict going to the latter.

Only four cars came to the start of a special race for FM7 cars, all reserves being given a race of their own. Gerry D'Amato led from start to finish, showing great promise for so little experience, and Richard Jockel was second home, obviously troubled by some minor mechanical ailment.

A somewhat dull day's sport ended with the FM7 final. Viv Church really got a move on at the start, and headed the field until lap 12, only to have that familiar rear view of Ron Mason. Graham Hows made a bit of a nuisance of himself by dicing with the leaders when a lap in arrears due to a stop. Yet another lap record went to the Mason household as a result of Ron's 56.72 mph fastest lap •

report courtesy Autosport

The Bob Fox Formula Mini 7 Challenge- 2 Jun

Church leader at Mini Festival

IN FRONT of easily the biggest audience of the season, Viv Church (left) came away from the 2nd Grand Mini Festival at Brands

Hatch with a long overdue championship victory to keep him in the hunt for the 1968 title as series leader Mick Osborne retired

Viv Church's Trident Mini led the Mini 7 race from start to finish. He was never pressed at any time by the other 20 contenders in the race, although second place was settled in favour of Bob Jones after a race-long duel with the gaily coloured car of Richard Jockel. There was lots of shivery pokery which is bound to go on when so many evenly matched cars are put on track together. Only one car appeared to suffer any damage in all this, when Victor Waple clobbered the Paddock Bend bank after being half scared to death at the sight of a couple of Minis twirling down the hill locked together in front of him! •

report courtesy Motoring News

The Bob Fox Formula Mini 7 Challenge- 8 Dec'

Trident tested

WITH THE championship already decided it was anyone's finale; Viv Church ultimately secured the title runner-up spot with a solid drive to win from Willie Dick and Bob Jones

The Mini 7 Championship was already won by Mick Osborne but the final placings were still very close and there was a full grid of cars for the last round.

Clive Trickey in the Triple C Mini was first into Paddock with the rest of the field bumper-to-bumper behind. This continued for the next two laps with the pace really hotting up until the third time into Paddock when Trickey got the green Mini sideways and was hit by Mike Rope; Trickey came to rest against the bank while Rope rolled off the bank and ended upside down in the middle of the track. Miraculously all the other cars missed him and Rope stepped out unhurt. This left Viv Church in the lead from Graham Hows, Willie Dick, Bob Jones, Dennis Fernie, Ian Scott and Mick Jones, all as closely bunched as ever. Mini 7 Champion Mick Osborne was cruising round at the back of the field in a standard road car, his own car losing oil pressure in practice. Church held onto his lead until the end, but one of Hows' wheels came loose on lap 7 and he pulled off and retired. Dick came in second 3s behind Church, who set a new lap record, with Bob Jones third ahead of Mick Jones who had pulled out a lead from Fernie and Scott •

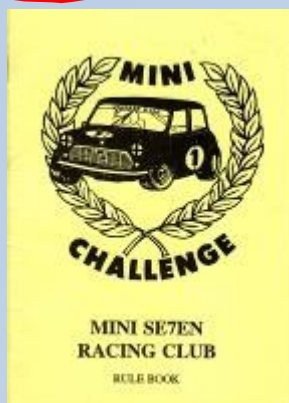
report courtesy Autosport

* full info in M7RC Archive 1968 issue

RESULT: 5 May (M7C)			
Formula Mini-7	Rd 4	20 Laps	
1	66 Ron Mason	14:07.4	
2	75 Viv Church		
3	87 Gerard D'Amato		
4	82 Richard Jockel		
5	68 Keith Williams		
6	46 Maurice Watts		
FL:	Ron Mason	0:41.0 - 56.72 mph (record)	
0.646-mile 'Paddock' circuit			
RESULT: 2 June (BRSCC/M7C)			
Formula Mini-7	Rd 6	15 Laps	
1	226 Viv Church	16:47.0	
2	225 Bob Jones		
3	203 Richard Jockel		
4	201 Gordon Line		
5	227 Geoff Gilkes		
6	209 Arthur Johnson		
FL:	V Church	1:05.6 - 68.02 mph	
1.24-mile circuit			
RESULT: 8 December (M7C)			
Formula Mini-7	Rd 14	10 Laps	
1	154 Viv Church	11:08.2	
2	161 Willie Dick		
3	157 Bob Jones		
4	167 Mick Jones		
5	129 Dennis Fernie		
6	126 Ian Scott		
FL:	V Church	1:04.0 - 69.75 mph (record)	
1.24-mile circuit			



Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

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

* Overall Champion Award:

Rover Mini Cooper to the Champion with highest points.

NATIONAL MINI MIGLIA

1970	Mick Osborne
1971	Len Brammer
1972	Mick Osborne
1973	Phil Spurling
1974	Russell Dell
1975	Alan Curnow
1976	Mike Curnow
1977	Paul Gaymer
1978	Phil Spurling
1979	Phil Spurling
1980	Roland Nix
1981	Chris Hampshire
1982	Chris Lewis
1983	Chris Lewis
1984	Mike Fry
1985	Mike Fry
1986	Russell Grady
1987	Russell Grady
1988	Russell Grady
1989	Myk Cable
1990	Owen Hall
1991	Myk Cable
1992	Myk Cable
1993	Ian Gunn
1994	Chris Lewis*
1995	Chris Lewis
1996	Stewart Drake
1997	Bill Sollis*
1998	Ian Curley*
1999	Ian Curley*
2000	Peter Baldwin*
2001	Peter Baldwin
2002	Chris Lewis
2003	Peter Baldwin
2004	Peter Baldwin
2005	Peter Baldwin
2006	Bill Sollis
2007	Andrew Hack
2008	Andrew Hack
2009	Andrew Hack
2010	Paul Thompson
2011	Endaf Owens
2012	Peter Baldwin
2013	Peter Baldwin
2014	Rupert Deeth
2015	Kane Astin
2016	Shayne Deegan
2017	Rupert Deeth

MINI-7 S-CLASS

2006	Tristen Knight
------	----------------

2007	Nathan Burge
2008	Nathan Burge
2009	Julian Affleck
2010	Julian Affleck
2011	Julian Affleck
2012	Julian Proctor
2013	Julian Proctor
2014	Shaun Tarlton
2015	Ian Deviny
2016	Josh Collins
2017	Shaun Tarlton

MIGLIA S-CLASS

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

MINI LIBRE Invitational

2017	Peter Crewes
------	--------------

NATIONAL 1275 GT

1976	Roger Saunders
1977	Steve Soper
1978	Jeremy Hampshire
1979	Steve Soper
1980	Steve Harris

GRAHAM HILL MEMORIAL TROPHY - SE7EN / MIGLIA

1977	Steve Hall / Peter Hill
1978	Roy Finlay / Ken Brown
1979	Tim Lester/ Tony Edmonds
1980	Gordon Levett / John Simpson
1981	Steve Mole / Stewart Fowler

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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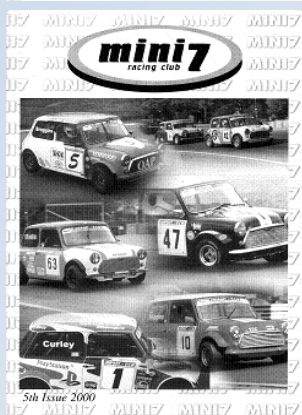
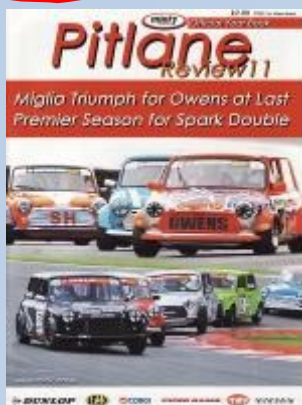
CASTLE COMBE SERIES

1983	Mike Fry (overall)
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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



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www.minispares.com
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
51	Elliot STAFFORD
55	Darren EATON
60	Malcolm J KEAT
63	Dave ROBINSON
69	Steve TRENCH
71	Simon JONES
77	Andrew DEVINY
84	Rob PEARSON
94	Lee ROBERTS
95	Julian PROCTOR
96	Stuart GILBY
?	Paul SPARK
?	Chris BLACKWELL-FROST
?	Dick HUNTER
?	Ralph BUDD
?	Duncan EMMETT




0

www.minispares.com
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
28	Bob HUMPHREYS
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




1

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

Mini-7 S-Class

#	Driver
700	Morgan LEWIS n
708	Scott KENDALL
711	Rick SHORTLE
722	Jack SHEARING n
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




8

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www.mini7.co.uk

Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
126	Peter HILLS
127	Ian FRASER
129	Alex OSBORNE
132	Brian DAVAGE
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



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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