

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 6



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE
supported by MINI SPARES

*Two new winners
in Mini Se7en!*

Festival Frolics



Miglia title race wide open

Brands Reports

- Miglia: Padmore's double
- Se7en: Wanstall & Budd firsts
- S-Class: Croydon-Fowler leads
- Libre: Franks closes the gap

Cadwell Park Preview

Latest News

Championship Standings

Full 2018 Calendar

Runners & Riders

From the Archives

Occasionally Cadwell



PIPER CAMS

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Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

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

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Our forged steel, lightweight con rods are made from 817M40 steel and incorporate an 'I' type section rather than an 'H' section to ensure the best performance under the harshest race conditions.

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



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ROCK' & ROLE

Every once in a while a news snippet comes through that genuinely leaves you feeling a little perplexed. Just recently it was announced that Rockingham Motor Speedway is to cease racing at the end of this season. So sudden is the announcement and with relatively little time for the 'grieving' process, that it seems almost cold and clinical. Some people, however, will argue that Rockingham itself is a cold and clinical edifice, erected behind an industrial estate somewhere non-descript in the 'middle of the country'. That may be a little harsh, but the fact is a circuit built primarily for oval racing - more specifically, US-style oval racing such as Indycar and Nascar rather than 'bangers' and 'stox of the quarter-mile variety - was always going to struggle to attract the UK punters to fill those huge grandstands, even with the addition of music fests and monster truck displays. Minis? "Hell, them there Limey cars are toys!" as one American pick-up driver once hollered at me from his lofty cab.

Minis on an Indy-style oval? You're kidding right? To be fair, although the M7RC visits to Rockingham have never been top of everyone's 'bucket-list-to-do', the racing itself has actually been pretty good, especially when the shorter 1.94-mile layout became the norm' after several earlier configurations simply made everyone feel a bit dizzy. Picture-wise there have been some amazing backdrops added to the Club's vast photographic archive, especially when snapped from several floors up towards the heavens. Even the pitlane garages offered a great viewing platform. However, after 17 years (with the odd season skipped) there remained a nagging feeling that we didn't really belong. When Gordon Pocock's Miglia thumped the Turn 1 wall a few years ago, thankfully he limped away. Perhaps that is a metaphor to bid Rockingham farewell?

RW



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PREVIEW: Rounds 11 & 12

Cadwell Park... 8-9 September...



Photos: Matt Barrington

Miglia Lap Record

Bill Sollis

Time: 1:39.628 Ave speed: 79.02 mph
Set: 15 May 2016
2.19-mile circuit

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

MINI MIGLIA

Series leader Dave Drew can thank Lee Deegan and Nick Padmore for their sporadic but race-winning appearances this season, as it has reduced the points his closest title rivals have managed to accrue. With a 100%

finishing record and one win to his credit, at Thruxton, Drew retains an 18-point advantage coming to Cadwell but will be mindful of dropped scores coming into play after the championship finale at Silverstone in October. Aaron Smith lies second and already has a pair of DNFs meaning fewer points to drop, so the gap will

undoubtedly close right up. In third overall, Colin Peacock is a dark horse in his Bill Sollis-tended car, and has picked up one victory this season, at Zandvoort. The 2017 Novice standout, Alfie Brown sits fourth, and former champions Kane Astin and Rupert Deeth are next up and all are still in contention for the title. Of the rest, Charlie Budd, Rob Howard and Jason Porter could all score highly, while a trio of newcomers are all within a few points of each other in the Novice charts, led by Richard Smith from Richard Jesop and Darren Moon •

PREVIOUS WINNERS:

2016 S Deegan x2
2014 D Wheeler / R Deeth
2010 P Thompson x2
2001 P Baldwin
2000 P Baldwin
1999 I Curley
1998 I Curley
1997 B Sollis
1996 C Lewis
1995 D Abbott non-champ'

Mini Libre

“Build it and they will come” could be the mantra for the Mini Libre class, and last time out at Brands proved that adage with nine takers for the semi-invitational class. Primarily Miglia-esque in appearance, Libre allows for A-Series engines of varying cubic capacities and tuning mods, such as 16-valve heads, to come and race on the back of the Miglia grid but in their own, stand-alone ‘mini’ series. Seasoned racer Phil Harvey tops the table from Ian Fraser, although David Franks’ double victory at Brands has drawn him closer to the leaders. Seven victors from 10 races, including Peter Hills who returned in a new ‘shell’ at Brands, shows that Libre really is an ‘open’ formula, so expect to see further eclectic entries going into 2019 •



...PREVIEW:

...Rounds 11 & 12

Cadwell Park

8-9 September



S-Class Lap Record
Shaun Tarlton
Time: 1:53.967
Ave speed: 69.08 mph
Set: 1 June 2014
2.19-mile circuit

Se7en Lap Record
Andrew Deviny
Time: 1:49.168 Ave speed: 72.12 mph
Set: 15 May 2016
2.19-mile circuit

Photos: Matt Barrington

Mini-7 S-Class

The budget-tuning, feeder category to Mini Se7en has steadily seen numbers rising in the last couple of seasons, to more than some manufacturer-backed saloon series can manage! Leading the way is Nick Croydon-Fowler who has proved fast but occasionally fragile. His five class wins have helped him to a 4-point gap over Thorburn Astin, the latter with one win and who also leads the Under-17 'Graham Hill Memorial Trophy' category. In third, former Mighty Mini champ' Scott Kendall has scored three maximums, and despite missing two rounds will be confident of adding to that figure in his new car. In fourth, James Bull has also won a round, with Andy Dickinson becoming a regular visitor to the class podium too •

MINI SE7EN

Two years ago Spencer Wanstall crashed out of the lead of the Mini Se7en race. This time around he comes to Cadwell topping the leaderboard thanks to a long overdue first victory at Brands Hatch a fortnight ago. In doing so he leapfrogged the 'local' hotshoe, Scunthorpe-based Tom Sanderson, and former champion Max Hunter in the standings. Both have won this season too, so all

three must start as hot favourites. Joe Thompson is the reigning Novice champion, living up to last year's outstanding sophomore season with a victory at Zandvoort in July, while three-time champ Andrew Deviny, Darren Thomas and Dan Budd have all been first past the flag this season too, the latter for the first time at Brands, and all will be looking to make a strong run-in to close the season. In sixth overall, Dom Burger will be hoping to join that exclusive club soon, while the likes of Gareth Hunt and Leon Wightman have been close to the top step too •

PREVIOUS WINNERS:

2016 A Davies x2
2014 A Deviny x2
2010 M Hunter / A Deviny
2001 T Sims / R Saunders q-race
2000 D Braggins / P Thompson q
1999 M Hunt / S Spearing q
1998 J Hayman / S Spearing q
1997 P Manser / D Coe q
1996 R Selby / M Sims q
1995 M Hayman non-champ'





BARC RACEDAY

“The British Automobile Racing Club head to Cadwell Park this weekend for an early autumn event on the beautiful Lincolnshire circuit. The series in attendance will be the Classic Formula Ford 1600, MAX5 Championship, MGOC Championship, **Mini Se7en**, **Mini Miglia**, BARC Saloons. To compliment the cars competing in the BARC Club Car Championships on track, Cadwell Park will play host to a magnificent display of machinery. The display car theme for this event is ‘American Muscle’. The paddock will be open for this event allowing spectators to get close to the race cars as they are prepared for competition” •

www.barc.net



NEWS UPDATE NEWS UPDATE

GRID SIZES

Despite being 2.19 miles in length, the full Cadwell Park circuit still only allows for 28 starters in saloon races. The provisional timetable doesn’t suggest there will be a qualifying race should there be an over-subscribed entry and possible non-qualifiers, for either Se7en/S-Class or Miglia/Libre races, but with separate practice sessions in addition to qualifying sessions, perhaps Saturday morning’s timings may be shuffled to accommodate this situation should it arise. However, as we ‘only’ had 28 and 30 entries for Se7en/S-Class and Miglia/Libre respectively at Brands Hatch just two weeks previous to this meeting, the odds of a bumper Cadwell entry are unlikely... •

www.m7rc.co.uk

TIMETABLE: Cadwell Park

Rounds 11 & 12 8-9 September

Saturday 8 September 2018

START	FINISH	DURATION	SESSION	CLASS
7.30	7.35	5 mins	Signing-on	Miglia/Libre
7.35	9.00	1 hr 25 mins	Scrutineering	Miglia/Libre
8.30	8.35	5 mins	Signing-on	Se7en/S-Class
8.35	10.00	1 hr 25 mins	Scrutineering	Se7en/S-Class
9.00	9.20	20 mins	Practice	Miglia/Libre
10.00	10.20	20 mins	Practice	Se7en/S-Class
12.00	12.20	20 mins	Qualifying	Miglia/Libre
13.50	14.10	20 mins	Qualifying	Se7en/S-Class
15.00	15.15	15 mins	Drivers’ Briefing	All
16.50	17.10	20 mins	Race 1 (Rd 11)	Miglia/Libre
17.25	17.45	20 mins	Race 3 (Rd 11)	Se7en/S-Class

Sunday 9 September 2018

START	FINISH	DURATION	SESSION	CLASS
10.45	11.05	20 mins	Race 9 (Rd 12)	Miglia/Libre
14.20	14.40	20 mins	Race 11 (Rd 12)	Se7en/S-Class



CIRCUIT LENGTH:

2.19 miles

Cadwell Park Circuit, Horncastle Road, Louth, Lincs, LN11 9SE

Tel: 01507-343248

Email: cadwellpark@msv.com

Driving there:

Cadwell Park is located along the A153 in Lincolnshire, 10 miles north of Horncastle and 5 miles south of Louth •

www.cadwellpark.co.uk



Images: courtesy MSV



2018 CALENDAR

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

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

All meetings run as double-headers

ADDITIONAL DATES FOR YOUR DIARY

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

Photo: Matt Barrington

Rounds 11 & 12

Cadwell Park

8-9 September

(BARC Raceday)



PIPER CAMS

NEWS NEWS NEWS NEWS

M7RC SOCIAL MEDIA COVERAGE HITS NEW HIGH AT BRANDS



Anyone who may have tuned in to the Facebook live feeds over the Brands weekend may have heard a new voice on the mic'. After his unfortunate meeting of Mini and wall at Zandvoort, Graeme Davis took up the video gimbal from resident Facebooker Stephen Colbran, who in turn made his circuit debut in the Mini Se7en S-Class. Graeme soon got down to business, interviewing drivers and teams and covering the races in full from the other side of the fence. Viewers came from far and wide - Mini 7 drivers who couldn't make it out, to race fans in New Zealand and Australia. We were also joined at the Brands Hatch Mini Festival by Alex

Lychnaras of 24 Productions, an online video specialist who is helping with a series of promo films to further boost our online presence.

Look out for Alex's handiwork very soon on the Youtube channel and social media •

Photo: G Davis



KEEPING PACE WITH THE PACK



Courtesy of Mini Spares' regular customer raffle competition, two more excellent roadgoing Minis were on hand to pace the racing versions over the Brands weekend. The first (pictured above) was a very tidy cherry red Mini 30 in the hands of Geoff Lamb, while the other (below) was a 1996 Cooper 1275 sports pack, resplendent in volcano orange with white roof, belonging to Welling-based Richard Mason. Having owned the Mini for 6 years he commented: "I bought it off a lady who lived opposite work. It was an MOT failure and a bit of a heap to be honest. As I own my own body repair garage I fully restored the car and sent the engine away to be Stage 3-tuned and bored out. It's a good reliable little car and fun to drive. Our family has the Mini bug; my cousin and uncle used to race Minis in the 60s. My first car was a Mini pick-up with a Peter Vickers Cooper S engine fitted, and up to recently my dad had a 1960 Mini which unfortunately got stolen which upset him a lot so it was good to let him be the pace car driver for the second race" •

Photos: courtesy R Eckert



ROCKINGHAM TO CLOSE

In what has come as a shock announcement to the motorsport world, Rockingham Motor Speedway is to cease its racing activities from the end of 2018. Although it could never be described as a firm favourite for Mini racing, the loss of the Corby-based circuit in Northamptonshire is likely to put pressure on race organisers when compiling dates for next season and beyond. Hopefully this won't have a detrimental effect on the 2019 M7RC calendar, although when asked about this situation, M7RC Commercial Manager, Colin Peacock said:

"With the news that Rockingham will close, pressure on other UK circuits to take on the race content that would otherwise have raced at Rockingham will increase. In a conversation with MSV following the Brands meeting, and about a possible Mini Festival at Donington in 2019, they shared that 'since they are only permitted to run 60 race days a year, they were not at this stage sure that a date would be forthcoming given the increased demand'. It follows that MSV may release fewer dates to other organisers such as BARC. Further, and as any economist would tell you, a reduced supply of race circuits and a constant demand is also likely to lead to some price inflation. Nett, while

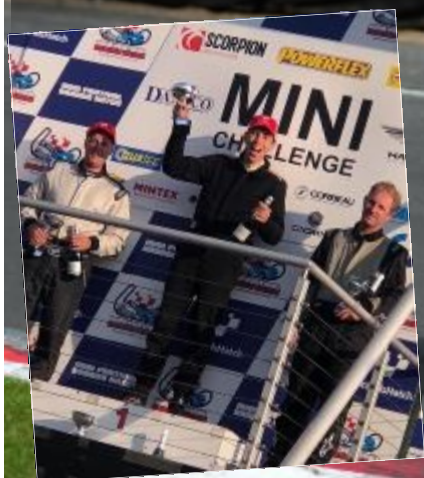
some members may rejoice the demise of Rockingham, it could also be a case of be careful what you wish for!" A more positive outlook could also mean other circuits will be able to increase their number of racedays, which could see the little-used Mallory Park back in favour, and even Irish tracks like Mondello Park offering financially viable meetings for UK-based series to attend. Rockingham first hosted racing in 2001, with the visiting US-based CART Indycar series as the headline act, and which returned the following year. The M7RC also raced there in 2001, with subsequent visits on varying circuit lengths/layouts up until last season for the National finals •

Photo: M7RC Archives (C Watkins)



NEWS NEWS NEWS NEWS

AARON SMITH'S FASTEST MINI



In addition to racing his Mini Miglia to a brace of podium finishes in the main Challenge, Aaron Smith was kept very busy with a double-stint in the Fastest Mini/Allcomers races. Better still, he came away with the 'Fastest Mini in the World' class winner's trophy, up against a variety of machinery including Radical sportscars! His Mini was the same car that KAD's Dave Usher raced at Brands in the Invitation class two years ago •

Photos: Matt Barrington + Josh Smith

...and in his own words:

“Yes, I entered the Fastest Mini/Allcomers race in the works KAD Mini. This is best described as a Mini Libre. It's a Miglia-spec 'shell' with a 1360cc engine and a 16V KAD head. It was a last-minute drive; all I can say is 'right place, right time'. We turned up Saturday morning on the off chance we could enter. The grid was full to capacity, we managed to qualify 7th overall, 2nd in class. The other cars competing had a massive power advantage. There were Radicals, TVRs, Caterhams and a twin-

turbo Noble along with big-engined spaceframe Minis, just to list a few. But what they didn't have was the pure agility and braking ability of the little Mini.

Race 1 began with a rolling start. This was something new to me as I've always started a race from a standing start before. Unfortunately this race came to an end at the halfway point due to a major accident. As the race hadn't covered half distance it wasn't classified.

Race 2 was a good race with the KAD Mini battling hard against a

Noble and a BMW M3. They would overtake along the straight but even the sight of a corner and the Mini was past. In the end we finished 7th overall and 1st in class, so took the crown of 'Fastest Mini in the World'. The 16V Mini was a pleasure to drive, it had more power and torque than the Miglia which made it effortless to drive. The added 6-pot brakes made late braking a real ease. You never know, the car may be making an appearance as a Libre at some point...” •

Aaron Smith

QUINTAIN RACING 'RETURNS'

Quintain Racing, a former title-winning Mini 7 team returned to Brands Hatch for the first time in many years, with double-TEAC/Southern (1977 & 1981) champion Rick Hamlyn accompanied by Ben Moorhead, the son of his late teammate and former M7RC Chairman, Martin Moorhead. Both were avid spectators on the Sunday, and Ben had the following message to the Club.

“We had a very interesting day immersing ourselves in the atmos-

phere of the Mini 7 paddock. Everyone was very friendly and helpful and it was great to see the cars close up. The racing was close and the standard of the driving was impressive. Rain, as always, provided for an additional injection of unpredictability and excitement. I think that it was Mike Jackson who took a few photos of us but I attach a photo that I took myself. Thank you for the tickets you provided for us, best wishes, Ben.”

We look forward to hopefully seeing the Quintain 'team' at future meetings •

Photo: M Jackson



IN BRIEF

BRANDS BBQ BOOST

Once more the M7RC held a social get together over a race weekend, with a BBQ on the Saturday at Brands Hatch. The overriding consensus was that the evening was a great success, with virtually all the food purchased eaten and the Club having raised almost £600, which was agreed to donate to the Kent Air Ambulance. A big thank you to Adrian Smith, Amanda Proctor and all those involved in organising and preparing another great Club shindig •

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

Don't forget to pencil in the annual general meeting and technical debate into your diaries, which has been provisionally booked at the above Stratford Manor. So far, the weekend of 24/25 November 2018 is favoured but look out for updates for the exact day •

DRINK AWARE

The M7RC carried out eight random breath tests during the Brands weekend, with one result initially not clear. The driver was not allowed on track until passing a further test which, undertaken three hours later, proved ok, leaving one hour before the race. If the start had been much earlier then the driver would NOT have raced! Remember, this was a M7RC-initiated test; the Anti-Doping Body/MSA or police authorities could request their own random alcohol or drug test at any time too. All drivers, please take note! •

RACE REPORT:

Round 9

Brands Hatch

25 August 2018

Brake in the weather ...

Photos: P Waller

MINI MIGLIA / LIBRE

Saturday's race started off with a bang on the opening lap – literally – when a coming together down Paddock Hill continued up to Druids, leaving several cars out of the running. On the restart, it was Nick Padmore who eventually took control, including a new lap record, from Aaron Smith and Lee Deegan, with series leader Dave Drew just making it back out onto the grid and settling for a damage-limitation 8th place behind fellow title rivals Rupert Deeth, Alfie Brown, Colin Peacock and Kane Astin. Further back James Cuthbertson took ninth in class, with Paul Simmonds, then Bob Humphreys

(first race in three years) ahead of two novice Richards, Smith and Jessop, and finally a lapped Peter Arnold. Not making the restart were Jason Porter, Charlie Budd, Kieren McDonald, Martin Wager, Rob Howard, Darren Moon and Peter Harries. A record-breaking Libre entry saw David Franks well up into the top 10 overall to secure class victory, with a good battle for second between newcomer Rob Davis and Ian Fraser once Steve Baker had dropped out. Phil Harvey, Gary Warburton and a returning Peter Hills completed the distance too, with Justin Cooper and Pieter Van Cleemputte as DNFs, the latter avoiding the crash but then overheating before the restart.

MINI SE7EN / S-CLASS

With rain having dampened the track, the opening encounter saw differing tyre choices, and had the race been a lap or two longer then we may have seen an absolute shock result. As it was, Spencer Wanstall finally broke his Se7en duck to help his title aspirations, while poleman Andrew Deviny took the runner-up spot. Leon Wightman was third Se7en home but in fourth place overall, as Scott Kendall's S-Class took the final podium position once front row starter Nick Croydon-Fowler had dropped down the order, while Andy Dickinson was third in class ahead of Thorburn Astin. Challenge series leaders before Brands, Max Hunter and Tom Sanderson had mixed fortunes, the former unable to race after a hospital op', while the latter salvaged a top-six finish. Julian Proctor had a good run to seventh in the company of Leon Window, with Rob Pearson's first race of the season netting him a great ninth from the back row, after being underweight after qualifying. Also out for the first time in a couple of years, Steve Trench took a good 10th, with Steven Hopper 12th and Ian Briscall 15th the last unlapped Se7ens. Dan Budd's new car was a spinner but recovered to 18th with Tina Cooper 20th. DNFs were Lee Roberts, Ross Billison, who clanged the barriers, Darren Thomas

(driveshaft) and Gareth Hunt (alternator). Behind the S-Class top four, Stephen Colbran's debut was a good effort to 16th overall, with Kelvin Edgar, Stuart Gilby and another debutant, Jack Shearing completing the field. Rick Shortle and Mark Chappell both non-started •

RESULTS:

Race 1	Miglia / Libre	17 Laps*
1	56 Nick Padmore	15:40.705
2	21 Aaron Smith	
3	0 Lee Deegan	
4	23 Rupert Deeth	
5	81 Alfie Brown	
6	83 Colin Peacock	
9	186 David Franks	15:53.897
12	500 Rob Davis	
13	127 Ian Fraser	

FL/m N Padmore 0:54.331 - 80.03 mph (record)

FL/L D Franks 0:54.800 - 79.35 mph (record)

Pole/m N Padmore

Pole/L D Franks

* race red-flagged & restarted

Race 1	Se7en / S-Class	18 Laps
1	5 Spencer Wanstall	21:02.138
2	77 Andrew Deviny	
3	708 Scott Kendall	21:05.429
4	45 Leon Wightman	
5	8 Joe Thompson	
6	19 Tom Sanderson	
7	95 Julian Proctor	
11	777 Nick Croydon-Fowler	
13	779 Andy Dickinson	

FL/7 T Sanderson 1:02.770 - 69.27 mph

FL/S S Kendall 1:03.897 - 68.05 mph

Pole/7 A Deviny

Pole/S N Croydon-Fowler

1.2079-mile circuit



RACE REPORT:

Round 10

Brands Hatch

26 August 2018



... Pigs might fly

MINI MIGLIA / LIBRE

Sunday would be wet and dreary all day, although that didn't prevent the on-track action being the usual high standard. Once again, Padmore moved into the lead, but was kept on his toes throughout by Deegan, the latter able to snatch the lead briefly before being relegated to a chasing role, with Smith getting the better of Brown, Astin and Deeth for third and moving into second overall in the standings. Drew topped up his title lead in seventh, the last un-lapped runner such was the leaders' pace, with a lively four-car battle for eighth that saw a trio of cars repaired overnight and finishing in the

order Budd, Howard, Porter with Humphreys joining them too. Jessop took top novice honours in 14th, while 2 laps down were Harries (18th), Cuthbertson (19th) and Smith (21st). Peacock's title hopes took a slight dent when he dropped out on 10 laps, Simmonds also falling by the wayside, and McDonald pulling off on the opening lap. Meanwhile, a superb Libre dice between Franks and Warburton was only settled on the last lap and a half, behind them early class leader Fraser taking third ahead of Cooper and Harvey, with Davis, Hills and Belgian visitor Van Cleemputte all gamely plugging on to finish. Arnold, Wager, Moon and Baker were DNS.

MINI SE7EN / S-CLASS

In an extraordinary Sunday battle, Budd overcame his Thruxton rollover demons with a well-judged first Se7en victory ahead of Deviny, driving a newly built car affectionately nicknamed 'The Pink Pig' in deference to its colour scheme. Even more extraordinary was the performance from Hunter, who rose from the back row to third on the road, having only qualified to start in the morning warm-up. Later Deviny would be excluded for a collision with a backmarker, promoting Hunter to second and Wanstall to third, the latter's second podium position of the weekend. Thompson shadowed the leaders to take fourth, while Thomas was on course for fifth from the back before dropping it in the Clearways gravel, allowing Hunt to take the place. Roberts made up for his DNF the day before with a fine seventh, while Wightman recovered to ninth after ploughing through the gravel just after taking the lead at the start. Sanderson completed the top 10, with Proctor, Pearson, Tench, and Briscall mixed in among the S-Class cars. Honours here fell to Croydon-Fowler in sixth overall, despite a mid-race spin, pushing Kendall back to second in class and Astin into third. Colbran took an excellent fourth in class to add to a fifth the day before, with a lap down Dickinson, Edgar, and Shearing, then Gilby 2 laps

down after a spin. On the DNF list along with Thomas were Hopper, Window, and Billison, while Cooper ended up in the gravel after contact when being lapped by the leaders, Deviny apologetic afterwards but eventually excluded by the Clerk of the Course. Shortle and Chappell again failed to take the start •

RESULTS:

Race 2	Miglia / Libre	19 Laps
1 56	Nick Padmore	19:58.902
2 0	Lee Deegan	
3 21	Aaron Smith	
4 81	Alfie Brown	
5 11	Kane Astin	
6 23	Rupert Deeth	
12 186	David Franks	18 laps
13 149	Gary Warburton	
15 127	Ian Fraser	

FL/m	L Deegan
	1:01.437 - 70.78 mph
FL/L	D Franks
	1:04.852 - 67.05 mph
Pole/m	N Padmore
Pole/L	D Franks

Race 2	Se7en / S-Class	18 Laps
1 47	Dan Budd	21:06.757
2 46	Max Hunter	
3 5	Spencer Wanstall	
4 8	Joe Thompson	
5 7	Gareth Hunt	
6 777	N Croydon-Fowler	21:41.476
7 94	Lee Roberts	
8 708	Scott Kendall	
12 736	Thorburn Astin	

FL/7	D Budd
	1:08.903 - 63.11 mph
FL/S	N Croydon-Fowler
	1:10.437 - 61.73 mph
Pole/7	T Sanderson
Pole/S	S Kendall
	1.2079-mile circuit



Photos: P Weller + M Barrington

Photos: M Barrington + P Waller + M Jackson

BRANDS GALLERY...



...BRANDS GALLERY

Photos: M Barrington + P Waller + M Jackson



POINTS after Rds 9 & 10

MINI SE7EN

Pos #	Driver	Pts
1 5	Spencer WANSTALL	169
2 19	Tom SANDERSON	168
3 46	Max HUNTER	161
4 8	Joe THOMPSON	134
5 77	Andrew DEVINY	113
6 28	Dom BURGER	110
7 47	Dan BUDD	106
8 20	Darren THOMAS	102
9 95	Julian PROCTOR	97
10 777	Nick CROYDON-FOWLER	93
11 45	Leon WIGHTMAN	87
12 708	Scott KENDALL	86
13 0	Leon Oli WINDOW	77
14 736	Thorburn ASTIN	75
15 22	Graeme DAVIS	71
16 94	Lee ROBERTS	70
17 55	Darren EATON	58
18 30	Tina COOPER	45
19 7	Gareth HUNT	40
20 723	James BULL	38
21 779	Andy DICKINSON	30
22 49	Ross BILLISON	25
23 38	Steven HOPPER	22
24 84	Rob PEARSON	20
25 796	Mark CHAPPELL	19
26 69	Steve TRENCH	17
27 766	Stephen COLBRAN	12
28 711	Rick SHORTLE	12
29 765	Simon MARTIN	12
30 747	Kelvin EDGAR	12
31 700	Morgan LEWIS	11
32 31	Ian BRISCALL	10
33 96/795	Stuart GILBY	9
34 792	Kevin O'SHEA	8
35 722	Jack SHEARING	4
nc 71	Simon JONES	-

MINI MIGLIA

Pos #	Driver	Pts
1 29	Dave DREW	169
2 21	Aaron SMITH	151
3 83	Colin PEACOCK	145
4 81	Alfie BROWN	131
5 11	Kane ASTIN	129
6 23	Rupert DEETH	124
7 47	Charlie BUDD	109
8 72	Rob HOWARD	100
9 92	Jason PORTER	89
10 37	James CUTHBERTSON	88
11 0	Lee DEEGAN	77
12 88	Kieren MCDONALD	64
13 56	Nick PADMORE	59
14 26	Peter ARNOLD	55
15 42	Paul SIMMONDS	54
16 20	Mark SIMS	41
17 46	Steve MAXTED	39
18 43	Dave EDGEcombe	30
19 64	Alex OSBORNE	27
20 44	Darren MOON	27
21 27	Peter HARRIES	26
22 12	Richard SMITH	25
23 17	Richard JESSOP	24
24 69	Tony LE MAY	23
25 28	Bob HUMPHREYS	20
26 85	Sam SUMMERHAYES	18
27 49	Martin WAGER	11
nc 24	Lewis SELBY	-

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-7 S-CLASS

Pos #	Driver	Pts
2 736	Thorburn ASTIN	65
1 777	Nick CROYDON-FOWLER	69
3 708	Scott KENDALL	61
4 723	James BULL	32
5 779	Andy DICKINSON	28
6 796	Mark CHAPPELL	17
7 765	Simon MARTIN	14
8 747	Kelvin EDGAR	14
9 771	Rick SHORTLE	13
10 700	Morgan LEWIS	10
11 766	Stephen COLBRAN	9
12 792	Kevin O'SHEA	9
13 795	Stuart GILBY	7
14 722	Jack SHEARING	4

MINI LIBRE

Pos #	Driver	Pts *
1 113	Phil HARVEY	50
2 127	Ian FRASER	49
3 186	David FRANKS	38
4 126	Peter HILLS	26
5 149	Gary WARBURTON	23
6 616	Justin COOPER	16
7 282	Pieter van CLEEMPUTTE	15
8 666	Jonathan LEWIS	11
9 500	Rob DAVIS	11
10 177	Peter CREWES	8
11 222	Ben BUTLER	5
12 129	Alex OSBORNE	1
13 115	Steve BAKER	1

Se7en Novices

Pos #	Driver	Pts
1 700	Morgan LEWIS	11
2 796	Mark CHAPPELL	11
3 766	Stephen COLBRAN	6
4 722	Jack SHEARING	4

Miglia Novices

Pos #	Driver	Pts
1 12	Richard SMITH	14
2 17	Richard JESSOP	13
3 44	Darren MOON	10

S-Class Under-17

Pos #	Driver	Pts
1 736	Thorburn ASTIN	24
2 700	Morgan LEWIS	8





YouTube



From the Archives

20 years ago - 1998

Cadwell Park



bringing up the rear - Pearson still going. Rob Talbot had made his way up to 5th position in the place of Barwell, with no change down to 14th place. Hill and Owen having got behind were having a separate race of their own, followed by Spearing who's car was showing front end damage. John Pearson pulled into the pits at the end of lap 7. On the last lap it was James Hayman who was on a flyer, after setting a new lap record on the previous lap from Bell, Percival, Braggins, Talbot, Barwell, Hunter, Munns, Selby, Hill, Porter, Deviny, Owen, Francis and Spearing. At the flag it was to be James, Steve and Dave who took the trophies. Congratulations to all drivers for a great race •

report Brownspeed Racing

QUALIFYING RACE AND FINAL TO CATER FOR A HUGE ENTRY

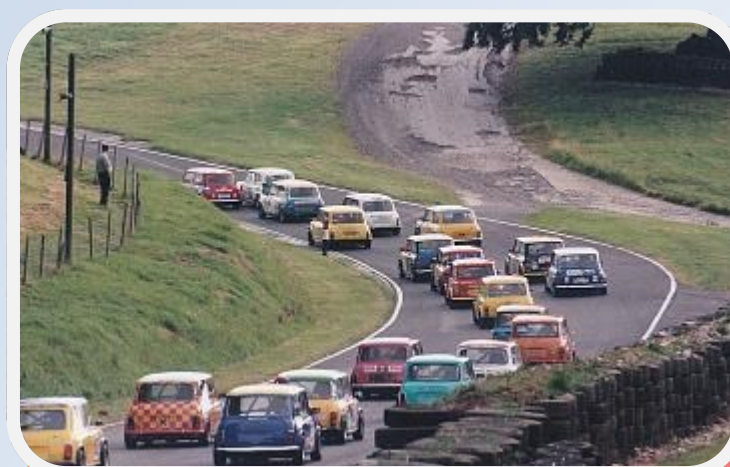
Unipart-DCM Mini Se7en Challenge - 19 July

Hayman's qualified Se7en success

FORTY PLUS Se7ens attend again, which means another qualification race, but I am sure the drivers in the qualification race prefer this than have just one race and a lot of reserves

Last year's Mini 7 Champion Steve Bell on pole position made a good start but alongside him was Dave Percival who also got the hammer down as the two were heading up to Charlies. The rest of the grid got away cleanly, but bad luck was to again dog Matt Hay-

man after 100 yards his gearbox cried enough and he pulled off. Matt must be wondering if it is worth the long journey up from Wales as he has only collected two points in two years. Back to the race where leader Bell was back in the lead as they came down to the bottom of the mountain followed by Percival, J Hayman and Braggins. Looking further back up the track from my vantage point I saw my own car, #75, which was driven by Rob Selby for the day, grass tracking which dropped him from 14th to last. (Paul Brown was not driving as wife Sharon had just given birth to another Daughter Mollie - means more expense this Christmas!). Lap two saw Bell in the lead as they crossed the line followed by Percival, Hayman, Braggins, Sims, Barwell, Talbot, Hunter, Bray, Adams, Cullum, Francis, Thompson, Johnson, Munns, Por-



Final grid lines up (top left) before heading off into Coppice (above) Paul Rogers, Ben Owen and Denise Manderscheid battle during the Q-race (left)

Photos: M7RC Archive (B Ambrose)

* Article reproduced from M7RC Magazine, 3rd Quarter '98 issue



ter, Deviny, McLaughlin, Spearing, Owen, Selby, Pearson and not forgetting Hill at the rear. During lap three the first four had a slight gap from Barwell who had passed Sims, Talbot and Hunter still keeping up with the group. Next group was Bray, Cullum and Francis, since Simon Adams who was with them on the first lap having gone off in a big way along Park straight after a misunderstanding with Bray. A pity for Simon as he is having his best season ever. During laps 4 and 5 things seemed to be settling down. At the start of lap 6 we had a new leader - James Hayman taking over from Bell then the next change of position was Francis who had been passed by Thompson and Johnson, and now Munns was now tight on his rear bumper. Selby was now tight behind Spearing and Porter, having got past McLaughlin. Deviny, Hill and Owen

RESULT: 19 July (BRSCC-N)

Se7en Final	Rd 9	8 Laps
1 9 James Hayman		15:12.86
2 1 Steve Bell		
3 8 Dave Percival		
4 3 Dave Braggins		
5 19 Rob Talbot		
6 5 Dave Barwell		

FL: J Hayman
1:51.97 - 69.77 mph (record)

Se7en Q-Race	Rd 9	8 Laps
1 37 Simon Spearing		15:41.63
2 93 John Pearson		
3 61 Ben Owen		

FL: O Perrett
1:54.61 - 68.16 mph

2.170-mile circuit



From the Archives

20 years ago - 1998

Cadwell Park



Unipart-DCM Mini Miglia Challenge - 19 July

Curley caps it off

IAN CURLEY emerged victorious by the smallest of margins from Peter Baldwin, as they fought out another enthralling dice... A healthy 21-car entry assembled to face the undulating rises and dips of the picturesque Lincolnshire circuit. This figure was reduced after Jonathan Lewis sustained a heavy crash during testing on Saturday...

Qualifying: Peter Baldwin took full advantage of an early clear lap to get a pole time of 1:41.06 on only his second flying lap to his obvious delight. Ian Curley was only 0.76s adrift and expressed himself happy with his session and very confident for the race. Both qualified under Chris Lewis' existing lap record set last year....

Race: Curley led the surge off the line at the green lights, as the field surged into Coppice with Baldwin, Jonathan Lloyd, Rich-

ard Wager and Julian Sole in close pursuit as Phil Manser set off from the 10s delay position on the grid. Wager had moved ahead of Lloyd into 3rd by the time the cars rounded Mansfield for the first time. At completion of the first lap, the order was: Curley, Baldwin, Wager, Lloyd, Sole, Gordon Pocock, Dan Eady, Colin Peacock, Tony Higgins, Gerald Dale, Endaf Owens, Mike Jackson, Jason Ford, Kevin Mason, Phil Harvey and Manser who already was up to 16th, Malc Holdstock, Mark Livermore and

Roy Cameron. In the front, the gap between Ian and Peter was narrowing as the pair continued with their exciting dice. Sole inherited third after the closely duelling Wager and Lloyd managed to outbrake themselves and spin with Wager resuming in fifth behind Pocock, and Lloyd behind Eady in 7th. Peacock's promising start was to be short lived as he slowed during lap 2, before circulating at the rear and then retiring on lap 4. Lloyd took less than a lap to re-pass Eady again to regain 6th and Wager reclaimed 4th from Pocock on lap 4. On the 5th lap Curley then Baldwin now almost tied together followed by Sole and Wager. Jackson became the race's second casualty when he brought his rapidly overheating car into the pits on lap 5 to prevent it suffering any more damage. Mason dropped down the order after getting broadside across the track between the Gooseneck and Mansfield before continuing. Baldwin was still tracing Curley's every move as he kept the pressure on, knowing that just one lapse was all he needed as he showed with his opportunistic passing manoeuvre on the final corner at Thruxton in the previous round. Owens and Manser moved ahead of Higgins into 9th and 10th respectively, as Livermore retired on his sixth lap. Endaf's race came to a smoky end as he pulled off into the slip road after Mansfield with a blown engine on lap 7, promoting Manser up to 9th. Phil's gritty drive from the back would see him claim a further two places during the final lap and a half at the expense of Eady and then Dale to finish a creditable 7th. Curley kept his cool during the final lap to take the chequered flag,

a mere 0.23s ahead of Baldwin, followed by Sole, Wager, Lloyd, Pocock, Manser, Dale, Eady, Higgins, Ford, Harvey, Holdstock, Mason and Cameron. Despite being slightly off the pace Cameron managed to knock over a second and a half off his qualifying time in his first race since 1984. After collecting his silverware, Curley commented on his tyres going off midway through the race, which enabled Peter to move even closer, although he felt that he always had the situation in hand! Peter enthused over what a brilliant race it had been, whilst reflecting on Ian's lightning start and the limited overtaking opportunities around Cadwell's twists and turns. Julian was pleased with 3rd after taking full advantage of Wager and Lloyd tangling early in the race, also recorded the fastest lap by the smallest of margins; his time of 1:42.54 set on the second lap. Lap two proved to be a magnet for the drivers with 10 out of 19 starters recording their fastest lap on it. Points-wise Lloyd moved ahead of Manders team mate Jackson into third with Wager climbing up to 6th as the championship heads to Donington Park for round 10... •

report Roy Sisley

Jonathan Lloyd chases Gerald Dale out of Barn corner (top left)
A trip across the mown grass for Kevin Mason (above)
Race winner Ian Curley dives inside Mark Livermore (left)
Photo: M7RC Archive
(J Carter + B Ambrose)

* Article reproduced from M7RC Magazine, 3rd Quarter '98 issue



RESULT: 19 July (BRSCC-N)

Mini Miglia	Rd 9	8 Laps
1	2	Ian Curley 13:51.24
2	5	Peter Baldwin
3	3	Julian Sole
4	57	Richard Wager
5	7	Jonathan Lloyd
6	15	Gordon Pocock

FL: J Sole
1:42.54 - 76.18 mph

2.170-mile circuit



From the Archives

25 years ago - 1993



Cadwell Park

FOR THE 12-ROUND NATIONAL CHALLENGE, SERIES BACKING CAME FROM UNIPART-DCM, WITH CADWELL THE 7TH STOP ON THE CALENDAR

Unipart-DCM Mini Se7en Challenge - 18 July

Mini 7 heaven

SUCH WAS THE Mini Se7en entry, two races were needed to give everyone a go - Ian Curley won the qualifier, while Martin Powell out-manoeuvred Paul Brown in the final

Qualifier: The sheer quantity of Mini Sevens demanded a qualification race. Ian Curley won that, despite runner-up Matthew Hayman's best efforts.

Final: In the real race, Paul Brown made the early running, but Martin Powell was soon on his tail. On lap seven, they ran side by side down the start straight. Brown just stayed ahead, but at the Mountain next time around Powell had the inside line and sneaked into the lead. Brown slewed on to the grass, spun through 180 degrees and rejoined among the midfielders. Powell was pushed to the flag by

Tina Cooper, who finished as runner-up just one second behind after breaking away from Kelly Rogers and Niven Burge, who fought closely for third •

report courtesy Autosport

Phil Manser hangs the tail out in pursuit of Dave Braggins (left)

Cadwell has always offered a scenic backdrop (below middle)

Photos: M7RC Archive (K Ellison + RW)

Martin Powell overcame the challenge of Paul Brown to take victory in the main race (left)

Photo: Autosport



** full info in M7RC Archive 1993 issue*

RESULT: 18 July (BRSCC-N)

Se7en - Final Rd 7 8 Laps

- | | | |
|---|------------------|---------|
| 1 | 22 Martin Powell | 15:17.2 |
| 2 | 10 Tina Cooper | |
| 3 | 4 Kelly Rogers | |
| 4 | 53 Niven Burge | |
| 5 | 5 Dave Banwell | |
| 6 | 20 Genny Cooke | |

FL: K Rogers
1:52.3 - 69.56 mph (record)

Se7en - Q Race Rd 7 8 Laps

- | | | |
|---|-----------------|---------|
| 1 | 23 Ian Curley | 15:27.6 |
| 2 | 42 Matt Hayman | |
| 3 | 25 Graham Lloyd | |

FL: M Hayman
1:53.5 - 68.82 mph

2.170-mile circuit



PIPER CAMS



From the Archives

25 years ago - 1993

Cadwell Park



ing the feud and took second place after Wager's misfortune •
report courtesy Motoring News



Unipart-DCM Mini Miglia Challenge - 18 July

Chris' Cadwell

AFTER A MORNING'S practice punctuated by six red flags, racing thankfully raised just one red - caused by a mistake in race control. Instead of the expected stoppage-fest we got a whole bunch of great racing with the Mini Sevens leading the way... In the meantime Chris Lewis won the Miglia race after fending off Richard Wager then Bill Sollis

Those other Minis from the Mini Miglia Challenge were up next. Pole man Chris Lewis stalled his car on the line as the field got into position after the warm up lap. Lewis frantically turned over the engine and managed to start it as the lights turned to red! This let Richard Wager get away into the lead on lap one. Lewis took the lead again on the next lap only to have it taken back by Wager on lap four. Richard led until lap seven when he made a mistake and came round in eighth place. Meanwhile Bill Sollis had been sat happily in third watch-



Chris Lewis regained the lead for good on lap 7 (top left)

Kyle Ranson overcame this qualifying halt to finish ninth (left)

A DNF for Wayne Grayer (above)

Race winner's neatly prepared ex-Cable car (top)

Photos: M7RC Archive (K Ellison + RW)

* full info in M7RC Archive 1993 issue

RESULT: 18 July (BRSCC-N)

Mini Miglia Rd 7 10 Laps

1	22	Chris Lewis	17:57.6
2	2	Bill Sollis	
3	5	Ian Gunn	
4	7	Stewart Drake	
5	4	Len Brammer	
6	3	Dave Hancock	

FL: B Sollis
1:46.5 - 73.35 mph (record)

2.170-mile circuit



From the Archives

30 years ago - 1988

Cadwell Park



WINS A PIECE FOR BOTH CHAMPIONS ELECT

Austin Rover National Mini Se7en - 4 Sept'

Joyce gets the jump

WITH POLESITTER Tim Sims absent, the Mini Se7en race became a cakewalk for Malcolm Joyce who led all the way, leaving Steve Cooper to head up the chasing pack

First of the afternoon's two Mini races was for Sevens. Although Tim Sims took pole position, he damaged his car after setting the time and took no further part in proceedings. Thus, Malcolm Joyce made a break ahead of Steve Cooper, Neil Johnson and Michael Jackson. Joyce led all race and took an easy win after the trio behind had slowed each other up in their battling. Cooper managed to keep ahead of the fight for second and by half distance the threesome had been joined by Graham Penn who had started to edge away from the group fighting for fifth to seventh places. Andrew Hack moved into this dispute on lap 5 but suffered a spin and fell out of touch •

report courtesy Autosport

Austin Rover National Mini Miglia - 4 Sept'

Red flag gifts Grady

JUST WHEN IT seemed Russell Grady's Mini Miglia winning streak might be broken by Owen Hall, the red flags flew when Michael Wilks rolled exiting the wooded section

Russell Grady held the early lead in the Mini Miglia race, extending his advantage over the pursuing Owen Hall. Just when it seemed that Hall was catching Grady, the red flags came out on the

sixth lap due to an accident in the woodland section. With the race over half way through, Grady was declared the winner. Myk Cable passed Ian Gunn on lap two to hold third, Gunn obviously lacking ammunition as he fell into the depths of a fierce dispute which also involved Chris Lewis, Gareth Mellin and Mark Jones. Mellin worked his way by Lewis and Gunn to hold fourth place when it mattered. Chris Tyrrell, Michael Waudby and Michael Wilks were having an equally fraught time behind, and indeed it was Wilks' car which had the race-stopping shunt •

report courtesy Motoring News



Despite the red flag, Peter Tisdale was the only DNF on the Miglia result sheet (top left)

Photo: B Payne Collection

The smart RBR/Howley Miglia of Dave Brookes was credited with 13th (below middle)

Photo: courtesy CPRC archives

** full info in M7RC Archive 1988 issue*

RESULT: 4 September (CPRC/BHLRC)

Se7en	National Rd 11	8 Laps
1 5	Malcolm Joyce	15:44.2
2 10	Steve Cooper	
3 87	Mike Jackson	
4 9	Neil Johnson	
5 72	Graham Penn	
6 54	Andy Hack	
FL:	M Joyce	1:56.7 - 66.94 mph

Miglia	National Rd 11	4 Laps*
1 1	Russell Grady	7:25.5
2 7	Owen Hall	
3 11	Myk Cable	
4 3	Gareth Mellin	
5 32	Ian Gunn	
6 5	Chris Lewis	
FL:	R Grady	1:49.1 - 71.60 mph

** race red-flagged - result @ 4 laps*
2.25-mile circuit



From the Archives

35 years ago - 1983

Cadwell Park



way through into second place on lap 4, he soon began to home-in on the leader. By the start of the penultimate lap, Fry had whittled down a lead of 3.6 secs to nothing, whereupon he seized his opportunity on the Park Straight on the last lap to move through into a narrow lead which he just held to the end. Edmonds fell back from these two but nevertheless retained third place well ahead of Colin Beckwith •

reports courtesy Autosport

Mini Se7en of Dave Taylor attracted exhaust backing (left)

Photo: I Fraser Collection
(C Higginbotham)

Jim McDougall's Mini Miglia (below)
Photo: Autosport

Eventual Mini Se7en winner Peter Lawton leads a group up the Mountain (below left)

Photo: Autosport

* full info in M7RC Archive 1983 issue

JUST ONE TRIP FOR ROUND 7 OF THE UNSPONSORED NATIONAL CHAMPIONSHIP

National Mini Se7en Challenge - 19 June

The rule of Lawton

AFTER early pacesetter Graham Woskett retired, Peter Lawton inherited the lead, hanging on gamely despite heavy pressure from Colin Rodger and Chris Gould

One of two Mini races on the programme opened the afternoon's agenda and saw

Graham 'Gramps' Woskett soon opening out a distinct advantage over the other 850cc contenders. On lap 7 though, his Wospower car lost power as he approached the Mountain and elevated Peter Lawton, Colin Rodger and, catching up after a poor start, Chris Gould, who had been battling hard for second place. Gould, setting fastest lap, split the other two and looked in the best position to win but when the leader, Lawton, almost lost control at the top of the Mountain on the final lap, Gould was forced to lift off the throttle and this allowed Rodger to nip back through into second place, while Lawton held on to score his maiden National Challenge race victory. Another fine battle for fourth place was resolved in favour of David Taylor, with Gordon Levett just holding off the attentions of series leader Barbara Cowell in fifth •

National Mini Miglia Challenge - 19 June

Fry, crisp & dry

WITH SERIES leader Chris Lewis sidelined before the start, Mike Fry was able to claw back some points with a well judged victory



around the Lincolnshire circuit, although first he had to overcome the other Lewis, Jonathan, who had to settle for second

The Mini Miglia race, unfortunately, lost Chris Lewis after practice with engine dramas, although younger brother Jonathan upheld family honour by taking his identical Findus/Howley Mini into the lead. Tony Edmonds and pole-man Mike Fry, who also had engine trouble during practice but had managed to effect a repair, took off in pursuit, the latter making up for a tardy start. After Fry found a

RESULTS:		19 June (BARC)	
Mini Se7en		Rd 7	10 Laps
1	49 Peter Lawton		19:54.05
2	52 Colin Rodger		
3	4 Chris Gould		
4	127 David Taylor		
5	48 Gordon Levett		
6	148 Barbara Cowell		
FL: C Gould		1:57.18	- 69.12 mph
Mini Miglia		Rd 7	10 Laps
1	1 Mike Fry		18:12.99
2	101 Jonathan Lewis		
3	4 Tony Edmonds		
4	26 Colin Beckwith		
5	32 Ian Gunn		
6	60 Bev Comber		
FL: Mike Fry		1:47.55	- 75.31 mph
2.25-mile circuit			



From the Archives

40 years ago - 1978



Cadwell Park

SEVERAL VISTIS TO THE LINCOLNSHIRE VENUE INCLUDED A CADWELL 'MINI' SERIES TOO

RM Wright's Cadwell Series - 7 May

Rolling restart - Tyrrell & Wilson take class wins

AFTER a red flag stoppage, the final result was formed from a 1+7 lap aggregate

The eight lap Mini 7 and 1000 round turned out to be a real drama. The enormous

grid got away to a good start behind Bryan Dugdale's virgin white machine and the rapid 850s of Tyrrell and Wenham, only to find the road blocked at the Gooseneck on their second lap by Charles Hill's 1000 spinning on its roof. Confusion followed amongst the officials who, having red-flagged the field to a stop, finally decided to send the survivors back to the paddock to cool off before the re-start! After a break for the FF event and a supplementary driver's briefing intended to keep the Mini men's exuberance in check, the race was resumed. Dugdale rocketed away from the flag as if everyone else was standing still, pulling out a big lead over Nix's smart yellow 1000. With the results

to be decided on the basis of the one clear lap run in the earlier race plus seven more laps, relative positions mattered a lot. Nix won on the road but dropped first place to Tony Wilson's 1000 on aggregate time •

report courtesy Motoring News

For the opening round of the RM Wright's-backed Cadwell series, the 1275s only had a brace of cars show up. Both GTs were added to the BARC Northern Special Saloon race, and it was Malcolm Leggate who took the laurels in fifth overall, well ahead of Tom Pitcher in sixth. Winner of the main 1000/850cc race, Tony Wilson, also had some extra lappery, bringing his 'Miglia' home a lap down in ninth overall of 12 finishers •

At the front of the Leyland Cars Mini 1000 challenge Paul Gaymer and Phil Spurling were once more locked in battle while behind them five cars shuffled and reshuffled themselves for third. Two laps after wresting the advantage from his rival, points leader Spurling was forced to retire with engine problems, leaving Gaymer to win comfortably. Into second spot came former F750 man Roland Nix from Chris Dobson and Mike Fry after both David Abbott and Eric Groves abandoned their cars •

report courtesy Autosport

Leyland Cars National Mini 850 & Cadwell series - 13 August

RW Tyrrell's Cadwell

WHAT BETTER way to kick off the race programme than a busy Mini 850 thrash around the dips

Paul Taft leads the closely-bunched Mini 1275 field up the Mountain (top) Photo: Autosport

Paul Taft won this tense battle with Jeremy Hampshire for the runner-up spot in the Mini 1275 GT race, Steve Soper won overall though (left) Photo: Motoring News

** full info in M7RC Archive 1978 issue*

Leyland Cars National Mini 1000 & Cadwell series - 25 June

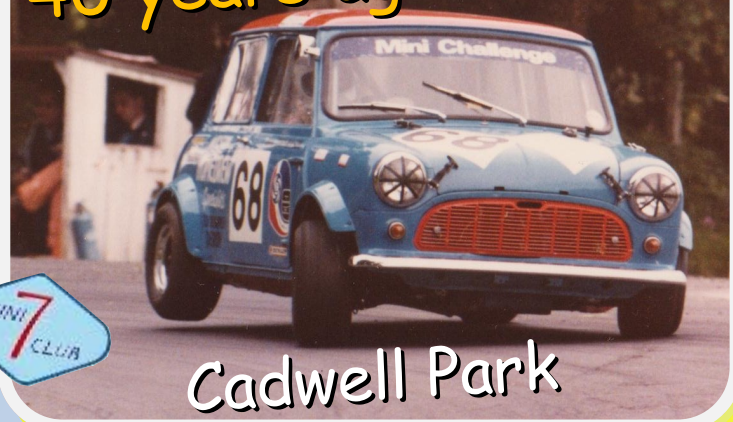
Keep on running

AS HIS main rivals dropped by the wayside, Paul Gaymer was left to a relatively easy Mini 1000 win around the dips, sweeps and climbs of Cadwell Park



From the Archives

40 years ago - 1978



Cadwell Park

and crests, with Chris Tyrrell narrowly holding off an impressive Patrick Watts

The Leyland Challenge 850 Mini race was the first to start the programme and as ever produced excellent racing. Chris Tyrrell led from the start but was chased all the way by pole man (and first time visitor to Cadwell) Patrick Watts. Championship leader Graham Wenham had a difficult time after rolling his car in practice. Hastily patching it up in time, he did well to hold down fifth place before retiring on lap 7 •

report courtesy Motoring News

Leyland Cars National Mini 1275 GT & Cadwell series - 24 September

Soper-duper

WHILE THE 1275 GT winner Steve Soper might have made it look all rather easy, the battle behind was always in the balance between Paul Taft and Jerry Hampshire

A very processional 1275 GT event went to Steve Soper from Paul Taft with third placed Jerry Hampshire only 0.4 sec adrift, this placing likely to give him the 1275 GT championship •

report courtesy Autosport

Graham Hill series - 24 September

Lenton's laurel;

Baily's benefit

A DECENT ENTRY in Lincolnshire for the sixth round of the Graham Hill Trophy, with Mike Lenton getting the better of a Mini 1000 battle, likewise Nick Baily in the Mini 850s

The usual mixed 850 and 1000cc Mini field were on hand for the Graham Hill Memorial championship round and as usual some of the identical numbering gave an awkward moment or two.



Originally Tony Wilson led from Paul Rowland but then the rotor arm broke on Wilson's car (he changed it as a precaution prior to the race as well!) and Rowland took over at the front until first Mike Lenton and then Jeff Vowles pushed past to leave him in third place at the finish. In the 850 class Ben Dutson was leading until a loose bonnet obscured his vision so much that he was black-flagged, although he himself seemed quite keen and willing to carry on at an unreduced rate; this left Nick Baily well ahead of Dave Wale and Nigel Gaymer •

report courtesy Autosport

RM Wrights Cadwell Series - 15 October

Cadwell 'mini' series suffices

THE THREE-round Cadwell championship concluded with class victories for Roly Nix (1000) and Chris Tyrrell (850), and both winning their respective series titles too

The only variation from single-seater racing was provided by Minis, racing in two classes in a Carters Builders-backed event. In an unusually processional manner the fwd projectiles surprisingly failed to produce their usual close racing. Roland Nix's 1000cc version led all the way as Chris Tyrrell was involved in one of the race's few place changes, when the 850 class winner displaced Tony Wilson's 1-litre car to take second spot •

report courtesy Motoring News



Tony Wilson's Mini 1000 won overall on the 7 May (top)

Photo: J Parish Collection / Ferret Photographics (R Standish)

Oops! Problems for Ben Dutson's Mini 850 (above)

David Abbott leads the Mini 1000s before retiring (left)

Photos: Autosport

* full info in M7RC Archive 1978 issue

RESULTS: 7 May (Lincoln MC&CC)
1000/850 Cadwell series Rd 1 8 Laps*

1	68	Tony Wilson m	15:41.6
2	38	Roly Nix m	
3	4	Chris Tyrrell 7	16:03.0
4	8	Tony Styles 7	
5	34	Tristen Batch 7	
7	49	Bob Sayer m	

FL/m	R Nix	1:51.4 - 72.71 mph
FL/7	C Tyrrell	1:54.4 - 70.80 mph

* race red-flagged & restarted

1275GT Cadwell series Rd 1 8 Laps*

1	4	Malcolm Leggate	17:05.4
2	19	Tom Pitcher	

FL	M Leggate	2:03.4 - 65.64 mph
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* run with special saloons

RESULTS: 25 June (BARC)

1000 National Rd 6 10 Laps
& Cadwell series Rd 2

1	1	Paul Gaymer	18:44.7
2	38	Roly Nix	
3	7	Chris Dobson	
4	14	Mike Fry	
5	10	Rick Cutting	
6	26	Colin Beckwith	

FL	R Nix	1:49.6 - 73.91 mph
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RESULTS: 13 Aug' (Nottingham SCC)
850 National Rd 9 8 Laps
& Cadwell series Rd 2

1	4	Chris Tyrrell	15:39.2
2	10	Patrick Watts	
3	43	Ben Dutson	
4	5	Chris Lewis	
5	6	Julian Cutler	
6	18	Andy Devine	

FL	P Watts	1:55.5 - 70.20 mph
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1275GT Cadwell series Rd 2 8 Laps*
* race cancelled - no entries...

RESULTS: 24 September (BRSCC-N)
1275GT National Rd 13 8 Laps
& Cadwell series Rd 3

1	1	Steve Soper	15:09.5
2	3	Paul Taft	
3	8	Jerry Hampshire	
6	15	Paul Gaymer	
7	4	Malcolm Leggate	
8	32	Peter Baldwin	

FL	S Soper	1:50.4 - 73.36 mph
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1000/850 Graham Hill Rd 6 8 Laps

1	50	Mike Lenton m	15:50.8
2	4	Jeff Vowles m	
3	41	Paul Rowland m	
6	19	Nick Baily 7	16:24.7
7	51	Dave Wale 7	
8	42	Nigel Gaymer 7	

FL/m	T Wilson	1:55.1 - 70.37 mph
FL/7	N Baily	1:57.6 - 68.87 mph

RESULTS: 15 Oct' (Lincoln MC&CC)
1000/850 Cadwell series Rd 3 8 Laps

1	38	Roly Nix m	16:28.5
2	4	Chris Tyrrell 7	16:31.2
3	68	Tony Wilson m	
4	82	Francis Taylor 7	
5	1	Martin Goodall 7	
6	47	Ken Rees 7	

FL/m	R Nix	2:00.2 - 67.38 mph
FL/7	C Tyrrell	2:00.7 - 67.10 mph

2.25-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
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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
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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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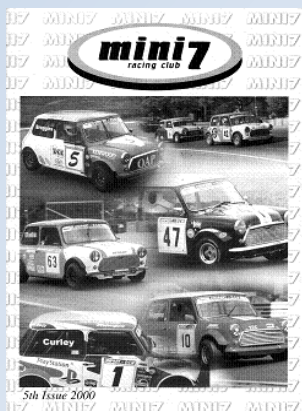
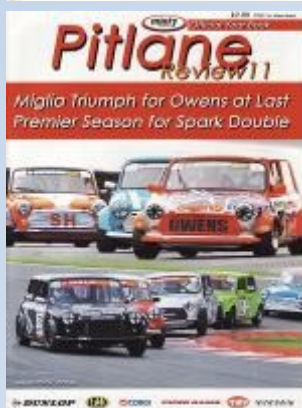
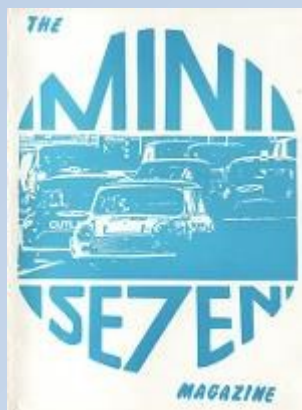
CASTLE COMBE SERIES

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 Ormerod
1984 Dave Banwell
1985 Bill Sollis
1986 Alan Jackson
1987 Steve Cooper
1988 Andy Hack
1989 Bill Boyle
1990 Niven Burge
1991 Tim Stanbridge
1992 Shaun King
1993 Matthew Hayman
1994 John Pearson
1995 James Hayman
1996 Paul Woodbridge
1997 Sarah Munns
1998 Tom Francis
1999 Peter Weston
2000 Duncan Emmett
2001 James Loukes
2002 Max Hunter
2003 Lewis Selby
2004 Alex Myall
2005 Lee Jones
2006 Ricky Horne
2007 Thomas Knight
2008 Neil Robins
2009 Terry Barringer
2010 Mike Rayner
2011 Ashley Davies
2012 Ross Billison
2013 Justin Drury

2014 Shaun Tarlton
2015 Lewis Fox
2016 Leon Oli Window
2017 Joe Thompson

NOVICE AWARD - MIGLIA

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



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

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

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

KNOW YOUR RIVALS



2

www.minispares.com
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

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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

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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
149	Gary Warburton
177	Peter CREWES
186	David FRANKS
222	Ben BUTLER
282	Pieter Van CLEEMPUTTE
500	Rob DAVIS
616	Justin COOPER
666	Jonathan LEWIS
?	Paul THOMPSON
?	Joe THOMPSON



MY GOAL? THE NEXT CHALLENGE.



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