

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 7



[www.mini7.co.uk](http://www.mini7.co.uk)

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE  
supported by MINI SPARES

*Astin & Deeth  
mix up Miglias*

## Cadwell Capers

*Four titles going down to the wire*

### Cadwell Reports

- *Smith top bet for Miglia title*
- *Hunter's Se7en advantage*
- *S-Class: Fine margins*
- *Libre: Harvey or Fraser?*

### Silverstone Preview

**Latest News**

Points update

**Full 2018 Calendar**

Runners & Riders

*From the Archives*

Half a century at Silverstone



*Se7en wins for Wanstall & Hunter*



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## ZERO TOLERANCE?

It might seem these days that the world is going backwards rather than forwards. Major national leaders spout 'cold war' propaganda, 'slave labour' is not uncommon, while racial and gender abuse is still prevalent. On a less political note, but equally retrograde in nature, is the somewhat barmy edict from the MSA that #0 and #00 are prohibited on race cars from 1 January 2019. What did the humble #0 ever do that has earned it a life ban from UK motorsport? Apparently #0 is "not a number", at least according to the MSA panel that decides these crucial acts of 'Blue Book' law. Now, the last time I watched from the sidelines, the M7RC had two cars racing on UK (and continental) circuits with #0, a small but visually stimulating award to both drivers for helping to support, and win their class, at a minor but no less worthy race meeting held in the onset of winter. The idea of the 0-Plate meeting came from the long-held, aspirational award in karting circles, indeed recognised as a major achievement in MSA-approved UK karting championships. Also puts a driver top of the programme entry list for added credo. It's not as if there is an obvious downside, although one or two may feel having a "big fat zero" on their car is not cool. With all cars timed by a transponder number anyway (pen and notepad lap chart volunteers must be an extinct breed nowadays), the physical numbers are surely only there for visual identification; primarily for observers and marshals, but equally for paying spectators to keep track, and commentators to inject life into what otherwise would be like sitting by the side of the road watching 'traffic'. Big, easy-read numbers are a major part of what makes racing cars unique, no matter if a #0 or not. History can teach us about tolerance; back in 1966 a forward-thinking budget Mini racing series challenged deeply held views... •

RW



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# PREVIEW: Rounds 13 & 14

# Silverstone... 6-7 October...



Photos: M7RC Archive (M Barrington + P Waller)

**Miglia  
Lap Record**  
**Rob Howard**  
Time: 1:19.183  
Ave speed: 84.15 mph  
Set: 20 September 2015  
1.8508-mile  
Int. new circuit

**Libre Lap Record  
to be established**  
Time: ...  
Ave speed: ... mph  
Set: ...  
1.8508-mile Int. new circuit

## MINI MIGLIA

There are still five potential Miglia champions on paper, and each of them has gone home at least once this season with a winner's garland to hang on the garage wall. Favourite has to be Aaron Smith, the Kent-based racer with a trio of top spots and six more podium visits that has put him second overall in the standings. With just the one

victory but a 100% finishing rate, Hampshire's Dave Drew has led the standings all year but now faces the prospect of slipping down the rankings as his scores to be dropped are greater than Smith's, who has had two DNFs so just 2 points to give away. London-based Colin Peacock lies third overall but will need the two ahead to have off weekends to realistically overturn the points gap between them, likewise former champions Kane Astin and Rupert

Deeth, although both won last time out at Cadwell Park so are the ones on form. Further down the table, Alfie Brown saw his title hopes finally dashed in Lincolnshire, but will be hoping to trump a second and two thirds so far this season to round out his second season in style. Similarly, Charlie Budd's first season in Migs since moving up in class as Se7en champion has seen him getting ever closer to a podium finish (he was first on the road at Zandvoort in race 2 but docked time due to a yellow flag pass). Both Lee Deegan and Nick Padmore have won in limited appearances so far, and should they run will certainly add some spice to the final outcome! •

## Mini Libre

In just two short seasons, Mini Libre has become a modern day motor racing success story, recreating the spirit of 'Free Formula' special saloon Minis of the late Sixties and early Seventies. Aimed at invitational cars running loosely to Mini Miglia spec, but with an eclectic mix of 'run-what-yer-brung' A-Series power, including 16V heads, 7-ports, etc, the offer of the original Special Tuning (ST) Trophy as a 'mini championship' prize has drawn out a dozen or more contenders. M7RC stalwart, and former Miglia S-Class treble champion, Phil Harvey leads overall but has Ian Fraser only a few points adrift, so whoever finishes in front at Silverstone will likely take the title. David Franks has proved capable of winning in two meetings, likewise Justin Cooper, Gary Warburton, Jonathan Lewis and Peter Hills have all stood on the podium top step as well, the latter having returned in a new car recently after his unfortunate smash at Snetterton •



### PREVIOUS WINNERS:

2017	R Deeth x2
2015	K Astin x2
2013	P Baldwin x2
2011	E Owens
2009	A Hack x2 / C Edgecombe / N Pimenta nc
2007	A Hack
2006	B Sollis
2005	P Baldwin / S Munns / P Brown nc
2004	P Baldwin x2 / S Whiteley / M Hunter nc
2003	B Sollis / M Wager



# ...PREVIEW: ...Rounds 13 & 14

# Silverstone 6-7 October



**S-Class Lap Record**  
**Jim Burrows**  
Time: 1:32.006  
Ave speed: 72.42 mph  
Set: 20 September 2015  
1.8508-mile Int. new circuit

**Se7en  
Lap Record**  
**Darren Thomas**  
Time: 1:25.688  
Ave speed: 77.76 mph  
Set: 20 September 2015  
1.8508-mile  
Int. new circuit

Photos: M7RC Archive (M Barrington + P Waller)

## Mini-7 S-Class

The feeder category to Mini Se7en, these limited tuning 1275cc machines offer a genuine low-cost entry to motor sport. This season has also seen the introduction of the Graham Hill Trophy as an incentive to under-17-year-olds starting out on the circuit racing ladder. At the head of the class there has been intensive competition, with the leading lights now challenging the full-race 1000cc Se7en class for podium places. For Silverstone, the title race is set to be a straight fight between Nick Croydon-Fowler and Scott Kendall, the former scoring several class wins but also having some reliability issues which has allowed the latter to close up on points. Each has scored five wins apiece... Thorburn Astin and James Bull have taken the other class victories, while Andy Dickinson has been a regular top-three finisher too. Of the rest, Stephen Colbran impressed on his debut at Brands, while Stuart Gilby is overdue a decent result •

## MINI SE7EN

If series leader Max Hunter secures his second Mini Se7en crown, 11 years after the first, it would be a true tale of never giving up in the face of adversity. Last time out at Cadwell he came away with a tigering second in the wet, then the following day in the dry survived a trailing exhaust and black/orange warning flag to secure maximum points. A few weeks previous at Brands Hatch he salvaged third in race 2 (which subsequently became second after Andrew Deviny was excluded) having missed the previous day's race due to being in hospital

for a kidney operation! An ongoing medical condition has, at times, seen him contest only part-seasons, but a win at Pembrey early this year and four more podiums has kept his tally strong this time around. Spencer Wanstall has finally found the winning touch twice to be his main rival, with Tom Sanderson making it a three-way contest for top honours. Joe Thompson's second season has seen him progress to regular top-6 performances, including a memora-

ble debut victory in Holland, while Daniel Budd's roller-coaster season has swung from the near-tragic low of Thruxton in which his new-for-2018 car was totalled after a frightening series of rolls, to the unbridled ecstasy of his debut class win at Brands Hatch in the freshly built, new -new-for-2018/19 replacement, endearingly styled and named 'Pink Piglet', in deference to the infamous 'Pink Pig' Porsche 917 Le Mans sportscar of the early 1970s •

### PREVIOUS WINNERS:

2017	D Thomas x2
2015	A Davies / P Spark
2013	M Hunter / A Deviny
2011	M Hunter
2009	K Astin x2
	G Davis x2 nc
2007	M Hunter
2006	A Deviny
2005	M Hunter
	P Brown / P McGarry nc
2004	P Clark / J Hall
	P Brown / J Tandy nc
2003	A Deviny / N Tandy







## BARC FINALS WEEKEND

“A traditional fixture on the motorsport calendar, British Automobile Racing Club brings the curtain down on a majority of championships at Silverstone. Viewed as the BARC’s very own ‘Final’s Weekend’, the Northamptonshire-based circuit will serve as a fitting venue for champions to be crowned after a gruelling and competitive 2018 comes to a close. Titles will be decided in Britcar, MG Owners Club Championship, Michelin Clio Series, BARC Clubmans, Junior Saloons and **Mini Sevens and Miglias**” • [www.barc.net](http://www.barc.net)



## NEWS UPDATE NEWS UPDATE

### PARTY TIME !!!

To celebrate another exciting Dunlop National Challenge of full-on Mini racing action, the M7RC is hosting an end-of-season party at Silverstone circuit on the Saturday evening. With the ‘Wing’ building pit garages at the Club’s disposal, arrangements have been going on behind the scenes for a hip-swinging, tune-tastic disco, hosted by none other than DJ Dave ‘KAD’ Usher, with photographer Matt ‘MB’ Barrington turning his hand to BBQ chef duties. A barrel of beer is promised although members are welcome to bring their own booze (drivers to moderate their intake, of course!), and any donations toward the selected Club charity will be welcome too. Once the day’s racing has concluded, the fun is due to kick off at 7.15pm up until... well, when the Silverstone security decide it’s time for lights out and a power ‘off’ to limit the decibel output! • [www.m7rc.co.uk](http://www.m7rc.co.uk)

# TIMETABLE:

## Rounds 13 & 14

# Silverstone

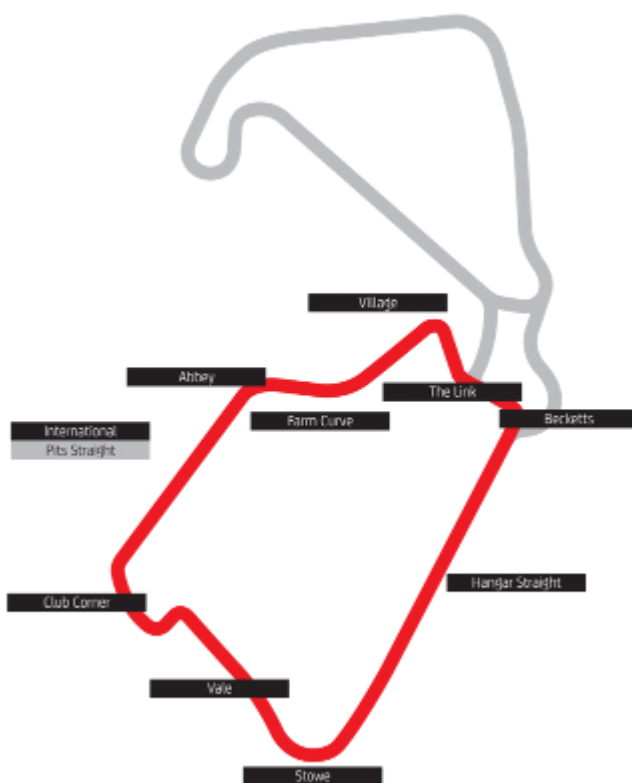
## 6-7 October

### Saturday 6 October 2018

START	FINISH	DURATION	SESSION	CLASS
08.50	08.55	5 mins	Signing-on	All
08.55	10.15	1 hr 15 mins	Scrutineering	All
10.20	10.40	20 mins	Qualifying	All
12.30	12.45	15 mins	Drivers’ Briefing	All
14.45	15.05	20 mins	Race 2 (Rd 13)	Miglia / Libre

### Sunday 7 October 2018

START	FINISH	DURATION	SESSION	CLASS
11.15	11.35	20 mins	Race 8 (Rd 13)	Se7en / S-Class
12.30	12.50	20 mins	Race 10 (Rd 14)	Miglia / Libre
16.40	17.00	20 mins	Race 16 (Rd 14)	Se7en / S-Class



### DRIVERS’ BRIEFING !!!

As with previous race meetings, please be sure to attend the mandatory M7RC Drivers’ Briefing on Saturday, which Clerk of the Course Chris Gibson has provisionally set aside for 12.30 pm, between the end of qualifying and the first Mini Migla race. Chris will host this ‘one-to-one’ in the paddock at the M7RC stand, and any driver who fails to arrive on time or forgets to sign the attendance sheet will be subject to a fine and possibly points on their licence. Furthermore, as per MSA ‘Blue Book’, drivers who haven’t raced at Silverstone before, or on the International circuit, don’t forget you also have to go and speak with the chief Clerk of the Course before you venture out onto the track... •

### CIRCUIT LENGTH:

**1.85 miles (new International)**

Silverstone Circuit, Towcester, Northamptonshire, NN12 8TN

Tel: 0344 372 8200

Email: [enquiries@silverstone.co.uk](mailto:enquiries@silverstone.co.uk)

### Driving there:

Silverstone is conveniently situated right in the heart of the UK, approximately 90 minutes north of central London and 60 minutes south of Birmingham. Road access is exceptionally easy along the A43 dual carriageway from either the M40 (West) or M1 (East) •

[www.silverstone.co.uk](http://www.silverstone.co.uk)







# 2018 CALENDAR

## DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

Rounds 1 & 2	Pembrey	21-22 April ( <i>BARC / Trucks</i> )
Rounds 3 & 4	Snetterton 300	12-13 May ( <i>MSV / Mini Festival East</i> )
Rounds 5 & 6	Thruxton	2-3 June ( <i>BARC / 50th Anniversary</i> )
Rounds 7 & 8	Zandvoort, NL	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> )
<b>Rounds 13 &amp; 14</b>	<b>Silverstone Int</b>	<b>6-7 October (<i>BARC Finals weekend / Britcar</i>)</b>

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 November
Awards / Dinner Dance	Stratford Manor Hotel	26 January 2019

Photo: M7RC Archive (P Waller)

# Rounds 13 & 14

# Silverstone

# 6-7 October

# (BARC Finals weekend)



PIPER CAMS



# NEWS NEWS NEWS NEWS

## MINI-7 S-CLASS IN 2019 MAKEOVER



Revised sporting regulations should bring the S-Class pack closer together in 2019...

## Budget series plans expanded future...

In recognition of its rapidly growing success, and subject to membership approval at the AGM/ATD, the Mini-7 S-Class will get its own championship in 2019, with an all-new points system and separate grid. With increasing numbers of registered drivers and cars being built (projections are for 25+ in 2019) in the limited-tuning, 1275cc 'scholarship' series, and questions raised about cars running right up among the leading full-race 1000cc Mini Se7en pack, there is a very strong consensus that the S-Class should become a fully stand-alone category. The key proposals to Sporting Regulations (SRs), to be put forward at this year's end-of-season AGM/ATD for introduction in 2019, include the following:

- that the Mini-7 S-Class will be structured independently of the main Mini Se7en Challenge;
- that the Mini-7 S-Class adopts a revised scoring system, eg. 20, 19, 18, etc, down to 3 for 18th position, then 2 points for 19th and below, and 1 point for non-finishers;
- that the Mini-7 S-Class forms up on the grid behind the main Mini Se7en category, as per the current arrangement with Mini Libre on the back of the Mini Miglia grid...

In addition, there may be one or more proposals to add or amend Technical Regulations (TRs) for the 2020 season. In the meantime, however, the proposed SR changes for 2019 are seen as incredibly positive moves to enhance the burgeoning appeal of Mini-7 S-Class, which also includes the recently introduced Graham Hill Trophy for Under-17-year-olds. By becoming a stand-alone category, this not only offers greater scoring potential and competition for points right down the field, but gridding the S-Class pack all together behind the Mini Se7en pack or, should numbers continue to rise, potentially in its own race in the future, will also help keep the

whole field more competitive from lights to flag, and further maintain the brand identity of what was always intended to be a much 'cheaper-way-to-get-started-in-motor-racing' introductory formula. Conversely, the full separation of the S-Class from the main Se7en Challenge should also help to reaffirm the status and heritage of the longer-established, core formula, Mini Se7en category which has been the bedrock of the original M7C and later M7RC since 1966, and reassure drivers/entrants who have made the investment in the full-race 1000cc cars that theirs is still the obvious next step up from the feeder series S-Class •

Photos: [www.mbracephotography.com](http://www.mbracephotography.com)



...where current championship regs have seen S-Class cars starting further apart

## PITLANE PROMO'

The latest annual M7RC magazine, *Pitlane Review 2018*, is already in the early stages of production, with lots of race reports and photos waiting to be flowed into the currently blank layouts. However, to help cover printing costs and maintain the high quality production, several pages have been set aside for advertising opportunities, so any car preparation specialists or engine tuners out there who wish to tout their Mini and/or A-Series skills, then please fee free to drop the editor a line •

[richard.williamson@mini7.co.uk](mailto:richard.williamson@mini7.co.uk)



## MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of history in print. Chapter 5 'The Last Years of 850' covers 1986 to 1990, and the swansong of the original 850cc Mini Se7en engine, while Chapter 6 'The Green Revolution', from 1991 to 1995, records a new 1000cc Se7en unit, and a move to 1300cc for Mini Miglia, plus the adoption of unleaded fuel and growing ties with RoverSport and Unipart. Archive copies available from Mike Jackson on the Club stand or via the website 'shop' •





# NEWS NEWS NEWS NEWS

## DUTCH TREAT FOR NEXT JULY



Following the M7RC's hugely popular overseas trip to Zandvoort in July this year, the Dutch organisers have repeated their invitation to the British Festival for 2019, despite the UK's proposed exit from the EU! The date set for next summer's race meeting is 6-7 July and already, as word has

spread, several members have hinted that they will be booking ferries and flights asap, such is the enthusiasm to return. The provisional timetable is actually scheduled to begin on Friday 5 July, with free and open practice sessions planned. Qualifying followed by the first race is on Saturday 6, and then the second,

and maybe even a third, race on Sunday 7. As the M7RC is effectively buying track time in the package, the details of how that time is apportioned over the weekend can be discussed and finalised in the forthcoming months in time for next season's calendar •

Photo: P Waller

## MSA SAYS NO TO '0'

In what can only be described as a bizarre decision, the motorsport governing body, the MSA, has decreed that the use of numbers #0 and #00 are prohibited from next season! The official reason given is that "Door numbers from '1' onwards should be used", which doesn't really explain it either. Having queried why the MSA were dis-

cussing this issue earlier in the season, one comment given was that "0 is not a number." Mathematicians, scientists or engineers may beg to differ, and try using a phone, programming a computer or barcode, or have a look on a roulette wheel! Former world champion Damon Hill famously ran #0 on his F1 Williams, and the black Inter-scope Porsches of Danny Ongain in the USA were notable for carrying

#0 and #00. This decision also means that the 0-Plate meeting in November now has no end prize for the winning drivers to carry into 2019 (Leon Oli Window and Lee Deegan have worn #0 in 2018), although one possible solution could be to rename the 0-Plate the 'Winter Cup', at least in the short term. In the meantime, a challenge may yet be lodged against this decision before next season •

## HAVE CAKE & EAT IT

Abelated Happy 70th Birthday to Mike Jackson, who recently celebrated this landmark at Brands. The occasion was also marked with a rather tasty-looking cake complete with Mini Cooper 'topping', made especially for the occasion by Amanda Proctor. All accompanied by a brew or two from the Club's very own tea urn on permanent boil at the M7RC stand! •

Photo: Mike Jackson



## BARRIE 'WHIZZO' WILLIAMS TRIBUTE

Many of you will have learned of the sad passing recently of motor racing legend Barrie Williams at the age of 79. Affectionately known as 'Whizzo', he made his name in saloon car racing, indeed his very early career was in Minis, including a win on the 1964 Welsh Rally in a Cooper S, and even a one-off Formula Mini-7 race at Silverstone in 1968 (see *From the Archives, 50 Years Ago*). He then went on to become a one-make specialist in Fords and Renaults, followed by Production and Touring cars, before concentrating on Historics in later years. However, he could always be found at true clubbie meetings, ready to offer a word of

advice to newcomers and just generally happy to be around the motor racing paddocks. The M7RC wishes to pass on its deepest sympathies to his family and friends on their sad loss •

Image: courtesy Motor Racing



## IN BRIEF

### AGM/ATD DATE ANNOUNCED

Chairman Nick Cooke along with Awards Evening organizer and Miglia Driver Rep, Mark Sims returned from a recent visit to the Stratford Manor Hotel with a confirmed date for the annual general meeting and technical discussion; it is Saturday 24 November, and time for the 'fun' to begin is 10.30am, or when the hotel stops serving breakfast! •

### WHAT YOU'RE PROPOSING...

In the words of Status Quo... now we have a confirmed date for the AGM/ATD, feel free to start sending in proposals (directly to Chairman Nick Cooke via [nick.cooke@mini7.co.uk](mailto:nick.cooke@mini7.co.uk) or any Committee member) for changes to regs that you wish to submit for discussion and voting. Please think carefully about your proposal/s and especially the wording. Amendments to technical regulations are subject to a 1-year stability rule, so cannot be implemented until 2020 if voted in. Deadline for submissions is midnight on 10 November •

### FAREWELL TO MIGLIA S-CLASS

As a further reminder of the Mini-7 S-Class news story on p8, and the successful introduction of Mini Libre in 2017, please note that the Mini Miglia S-Class is discontinued for next season. Thus, all Miglia S-Class SR/TR references will be deleted in the 2019 Regulations, as approved by the Membership at the 2017 season-end AGM/EGM/ATD. Phil Harvey and Jim Burrows were the only participants in 13 seasons •

### DINNER DANCE DETAILS

Venue for the 2018 end-of-season awards evening is The Stratford Manor Hotel, Warks CV36 0PY. Date is Saturday 26 January 2019. Tickets are £48 from Mark Sims via [mss@clearsons.co.uk](mailto:mss@clearsons.co.uk) or call 07785 114238. Double rooms reserved at £85 to Club members/guests by calling 0845 074 0060, quoting above date and 'Mini 7 Racing Club' •

### RETURN TO LENDER

Please, to save time, cost and potential damage to Club trophies, could the 2017 season recipients return them at Silverstone, looking as polished and brilliant (the trophies, not the drivers!) as they did on the night you received them. The following are due back: x6 Charlie Budd; x5 Rupert Deeth; x3 Alfie Brown; x2 Stuart Gilby; x1 each Gareth Hunt, Peter Vickers, Shaun Tarlton, Dom Burger, Aaron Smith, Dave Drew, Colin Peacock, Oli Window, Joe Thompson and Lewis Selby. Any doubts, please contact via [mike.jackson@mini7.co.uk](mailto:mike.jackson@mini7.co.uk) or call 0121 707 5881 •



# RACE REPORT:

Round 11

Cadwell Park

8 September 2018

Photos: M Barrington + R Jessop

## Wetter the better...

### MINI MIGLIA / LIBRE

With the timetable running late on Saturday due to a big crash in an earlier qualifying session which required a major tyrewall/barrier repair, the opening Mini Miglia race eventually got under way in drizzle. Undaunted, however, the lead battle became a terrific encounter over 11 laps, Kane Astin jubilant to have taken his first win of the season to hold off pole-sitter Aaron Smith and Rupert Deeth. Series leader Dave Drew settled for fourth, with Alfie Brown and Martin Wager (in an iconic red/black TCR Motorsport car last seen

on track a decade and a half ago) completing the top six. Mark Sims had his best run for a while to seventh, and was well clear of Charlie Budd and Colin Peacock who scrapped for eighth spot. Novice Darren Moon had patched up his Brands-damaged machine to come home a worthy 10th ahead of Jason Porter, with James Cuthbertson 13th after a time-consuming spin, and newcomer Stuart Horsfall completing the Miglias in 17th. Meanwhile the Libre class saw an early duel between title rivals Phil Harvey and Ian Fraser before the latter dropped off the pace, with Gary

Warburton recovering from an early moment on the Mountain grass, to nab third ahead of Peter Hills, gradually dialling in his re-shelled car. Bob Humphreys was out once more after his Brands appearance, but pulled off a couple of laps from home, likewise Justin Cooper came in after one tour, and Rob Howard didn't complete the warm-up lap.

### MINI SE7EN / S-CLASS

Conditions worsened for the Se7ens' race, with increasing rain under darkening skies. Having broken his duck at Brands, Spencer Wanstall repeated the feat to maintain the series lead, with title rival Max Hunter not only giving chase but also contending with the battling S-Class pairing of Scott Kendall and Nick Croydon-Fowler in his mirrors before the growing puddles induced a red flag stoppage. Fellow title contender Tom Sanderson had failed to start after engine problems in qualifying, while Dan Budd's 'pink piglet' winner from Brands was credited in fifth, and third Se7en home. Of the rest of the surprisingly small field, Darren Thomas was credited with sixth despite finding the tyres as the reds were thrown, with Leon Window and Darren Eaton having a good scrap over seventh once Leon Wightman dropped

### RESULTS:

Race 1	Miglia / Libre	11 Laps
1 11	Kane Astin	20:29.104
2 21	Aaron Smith	
3 23	Rupert Deeth	
4 29	Dave Drew	
5 81	Alfie Brown	
6 49	Martin Wager	
12 113	Phil Harvey	22:16.137
14 127	Ian Fraser	
15 149	Gary Warburton	

FL/m	A Smith	1:50.156 - 71.47 mph
FL/L	P Harvey	1:58.292 - 66.56 mph
Pole/m	A Smith	
Pole/L	I Fraser	

Race 1	Se7en / S-Class	6 Laps*
1 5	Spencer Wanstall	12:37.425
2 46	Max Hunter	
3 708	Scott Kendall	12:40.317
4 777	N Croydon-Fowler	
5 47	Dan Budd	
6 20	Darren Thomas	
7 0	Leon Oli Window	
8 55	Darren Eaton	
11 779	Andy Dickinson	

FL/7	S Wanstall	2:04.200 - 63.39 mph
FL/S	N Croydon-Fowler	2:04.407 - 63.28 mph
Pole/7	S Wanstall	
Pole/S	S Kendall	

\* race red-flagged - result @ 6 laps  
2.1869-mile circuit

back and Joe Thompson retired. Julian Proctor led home the remaining S-Class pairing of Andy Dickinson and Thorburn Astin, while Lee Roberts also found the tyres to the detriment of his once pristine machine, having been running well up among top six. Simon Jones qualified at the back on his first appearance of the season but was missing come the start •

RW





## RACE REPORT:

### Round 12

## Cadwell Park

### 9 September 2018



## ...drier to the wire

### MINI MIGLIA / LIBRE

Sunday morning was thankfully dry, although the track was still damp in places under the trees. The same leading trio from the day before eventually broke away to vie for Miglia honours, each taking turns off the grey stuff, before another red flag, for Humphreys' stranded car at Barn, gave victory this time to Deeth to keep his title hopes alive. Smith was very happy to bag another second and ramp up the pressure on the title race, with Astin down to third, also with a slim outside chance going to the final rounds. Peacock eventually

sneaked past Drew for fourth, both also title contenders, with Brown slipping out of contention in seventh behind Charlie Budd. Wager plugged on to eighth having been clouted in the passenger door by a 'brakeless' Moon at the Mountain on lap 4, the latter heading straight for the paddock, while Cuthbertson had a more fruitful run this time to ninth ahead of Porter, and a beaming Horsfall in 14th who made it a double finish on his Miglia debut, no mean feat on this challenging circuit. In Libres, Harvey and Fraser again led the way before the latter lost gears, then Cooper stormed through from the

back to clinch the win, with Hills very happy in third. Warburton completed the runners in 15th. Sims was the final DNF on lap 7 when the oil pressure took a dive, and Howard was unable to fix the previous day's problem to compound his disappointing weekend.

### MINI SE7EN / S-CLASS

A hectic Se7en encounter on Sunday afternoon had the spectators on tenterhooks, Hunter narrowly holding on in front despite the intervention of a black/orange flag for a trailing rear bumper that fortunately dropped off just before he was required to pit! Early leader Dan Budd took second, with Kendall again in third overall and the top S-Class runner, including a new class lap record by over 3 secs. Thompson worked his way up to fourth from the fifth row, in front of Wanstall and Croydon-Fowler's S-Class, while Sanderson had stormed up from a back row start before a salvo of A-Series backfire and a blinding flash of exhaust flame signalled his demise, and perhaps his title hopes too. Behind the battling duo of Eaton (who survived a lurid grassy moment at the Goose-neck) and Window, Dickinson again took third in S-Class as Thorburn Astin's first non-finish of the season

### RESULTS:

Race 2	Miglia / Libre	10 Laps*
1 23	Rupert Deeth	17:06.652
2 21	Aaron Smith	
3 11	Kane Astin	
4 83	Colin Peacock	
5 29	Dave Drew	
6 47	Charlie Budd	
11 616	Justin Cooper	18:24.250
12 113	Phil Harvey	
13 126	Peter Hills	

FL/m	K Astin
	1:41.264 - 77.74 mph
FL/L	J Cooper
	1:46.664 mph
Pole/m	A Smith
Pole/L	P Harvey

\* race red-flagged - result @ 6 laps

Race 2	Se7en / S-Class	11 Laps
1 46	Max Hunter	20:37.829
2 47	Dan Budd	
3 708	Scott Kendall	20:38.758
4 8	Joe Thompson	
5 5	Spencer Wanstall	
6 777	Nick Croydon-Fowler	
7 55	Darren Eaton	
8 0	Leon Oli Window	
9 779	Andy Dickinson	

FL/7	T Sanderson
	1:50.040 - 71.54 mph
FL/S	S Kendall
	1:50.680 - 71.13 mph
Pole/7	S Wanstall
Pole/S	N Croydon-Fowler

2.1869-mile circuit

now leaves him as an unlikely long shot for the class title. Wightman rounded out the finishers having done well to recover from a near miss, scenery interface on the run down to Mansfield when running well up the order. Proctor pulled off with mechanical gremlins in lap 4, shortly after Thomas went missing too, while Roberts and Jones didn't make the grid •

RW





Photos: P Waller + A Proctor

# CADWELL GALLERY...







Photos: P Waller + M Jackson

# ...CADWELL GALLERY



PIPER CAMS



# ABOUT US



## About...

### The Mini 7 Racing Club

Since the first Formula Mini 7 race at Brands Hatch in 1966, the Mini 7 Racing Club has always a favourite for race commentators and spectators alike. The race cars offer excellent performance for money, challenging many of today's more modern car formulae on overall pace. The Mini Se7ens and Miglias are guaranteed to give you overtaking, due to equally matched machinery but mainly to the rather un-aerodynamic body that gives the car behind a straightline advantage. Off the track, the Club has a very friendly atmosphere with willingness to help new members become acquainted with the 'tricks of the trade' and where to get the best advice. Most drivers and supporters stay at the circuit at the weekend races, giving an ideal opportunity to discuss the racing. The cars are ideal for the engineering enthusiast as although the rules do strictly stipulate what can be modified on the car, they are specified so that development of the car can be achieved within a tight budget. If you are interested in starting racing, the best advice is to come to a race and chat, then buy yourself an already built car as this is by far the most economic route.

### Mini 7 Racing History

The UK's longest running one-make motor racing championship was introduced in 1966 as Formula Mini 7; restricted tuning 850 engines, control tyres, designed for low-budget racers starting out. It was the brainwave of the original Mini 7 Club (then a social/racing society, mainly for the Mini) and the 750 Motor club (the pioneers of low-cost motor-sport). In 1970, Formula Mini 7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were re-named Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 1275GTs; this lasted five seasons before being superseded by Metros but that's another story... The basic Mini Se7en format remained unchanged for nigh on 25 years before an increase in engine size to 1000cc in 1991. What with the 850cc engine ceasing production in the early 1980s, replacement parts became harder to source and the fact that engines were incredibly highly stressed, the adoption of the more durable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50 plus years; that averages out to nearly 40 new drivers per season... What other single-make race series can claim this strong support over such a long period?

### Mini Miglia

The Mini Miglia is top of the Mini 7 Racing Club ladder. Using a modified 1293cc A-Series engine, the 660kg Mini is propelled from 0-60 in about 4.5 seconds and onto a top speed of around 125mph. On the slick Dunlop rubber the handling is everything you would expect from a Mini and much, much more!



### Mini Se7en

Now in its sixth decade, the Mini Se7en Challenge has been providing great racing at an affordable price. Since 1991 the Se7ens have been using a modified 998cc A-Series engine and the 650kg Minis can reach 60mph in 6.6 seconds, with a top speed of around 110mph. Running on treaded racing Dunlop rubber the cars stick to the road like the proverbial go-kart!



[www.mini7.co.uk](http://www.mini7.co.uk)

### Mini-7 S-Class

The Mini-7 S-Class is aimed at drivers on a budget. Whether you're a complete novice or an experienced driver returning to racing, the S-Class is a feeder series to Mini Se7en. With modifications and improvements strictly limited to the 1275cc engines, the budget for a season in an S-Class car is going to be more affordable. The Graham Hill Trophy is awarded to the leading Under-17-year-old too.

### Mini Libre

Introduced in 2017, Mini Libre is a semi-invitational 'Free Formula' category running on the back of the Miglia grid. Catering for original-shaped racing Minis, cars may utilise any A-Series block and gearbox, run on 10in wheels and mandatory Dunlop tyres. Success ballast may be added. The 'Special Tuning' trophy is awarded to the overall winner •





# POINTS after Rds 11 & 12



## MINI SE7EN

Pos #	Driver	Pts
1 46	Max HUNTER	200
2 5	Spencer WANSTALL	192 (205)
3 19	Tom SANDERSON	169
4 8	Joe THOMPSON	151 (152)
5 47	Dan BUDD	140 (141)
6 777	Nick CROYDON-FOWLER	124 (125)
7 708	Scott KENDALL	122
8 20	Darren THOMAS	117 (118)
9 77	Andrew DEVINY	113
10 28	Dom BURGER	110
11 45	Leon WIGHTMAN	110
12 95	Julian PROCTOR	108 (109)
13 0	Leon Oli WINDOW	103 (104)
14 55	Darren EATON	85
15 736	Thorburn ASTIN	84 (85)
16 22	Graeme DAVIS	71
17 94	Lee ROBERTS	71
18 779	Andy DICKINSON	52
19 30	Tina COOPER	45
20 7	Gareth HUNT	40
21 723	James BULL	38
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
36 71	Simon JONES	0

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

\* Mini Libre scored separately to main Dunlop Challenges



## MINI MIGLIA

Pos #	Driver	Pts
1 29	Dave DREW	189 (202)
2 21	Aaron SMITH	188 (189)
3 83	Colin PEACOCK	173 (174)
4 11	Kane ASTIN	167
5 23	Rupert DEETH	161 (162)
6 81	Alfie BROWN	161
7 47	Charlie BUDD	136 (137)
8 92	Jason PORTER	110
9 37	James CUTHBERTSON	109
10 72	Rob HOWARD	101
11 0	Lee DEEGAN	77
12 88	Kieren MCDONALD	64
13 56	Nick PADMORE	59
14 20	Mark SIMS	56
15 26	Peter ARNOLD	55
16 42	Paul SIMMONDS	54
17 49	Martin WAGER	39
18 46	Steve MAXTED	39
19 44	Darren MOON	39
20 43	Dave EDGEcombe	30
21 64	Alex OSBORNE	27
22 27	Peter HARRIES	26
23 12	Richard SMITH	25
24 17	Richard JESSOP	24
25 69	Tony LE MAY	23
26 28	Bob HIMPHREYS	22
27 85	Sam SUMMERHAYES	18
28 22	Stuart HORSFALL	18
nc 24	Lewis SELBY	-

## MINI LIBRE

Pos #	Driver	Pts *
1 113	Phil HARVEY	68
2 127	Ian FRASER	58
3 186	David FRANKS	38
4 126	Peter HILLS	37
5 149	Gary WARBURTON	34
6 616	Justin COOPER	27
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

## MINI-7 S-CLASS

Pos #	Driver	Pts
1 777	Nick CROYDON-FOWLER	84 (85)
2 708	Scott KENDALL	81
3 736	Thorburn ASTIN	70 (71)
4 779	Andy DICKINSON	42
5 723	James BULL	32
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

## 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 44	Darren MOON	14
3 17	Richard JESSOP	13
4 22	Stuart HORSFALL	4

## S-Class Under-17

Pos #	Driver	Pts
1 736	Thorburn ASTIN	27
2 700	Morgan LEWIS	8





# From the Archives

## 20 years ago - 1998

### Silverstone



The Se7ens of Percival, Cullum and Banwell duke it out on 21 April (left)  
Photo: M7RC Archive (B Ambrose)

David Abbott would clinch the Miglia Winter series title (below)  
Photo: M7RC Archive / Ferret Photographics (M Harvey)

\* articles from M7RC mag, 1st Quarter 1998 issue

NO VISIT IN 2008 BUT TWO DECADES AGO THE M7RC HAD NATIONAL & WINTER MEETS

Winter Series: 7 March

## Lloyd buoyed; in the Hunt

A HEALTHY 32-CAR entry took to the track for the season opener on a damp circuit under cloudy skies with several new faces, and familiar cars with new owners

Jonathan Lewis was soon on the pace, getting down to a rapid 1:09.57, only 6/100ths of a second off his lap record which he set last November. Jonathan's joy proved to be shortlived for in post-qualifying scrutineering his car was deemed marginally underweight and he was banished to the back of the Miglia grid. Inheriting pole was the much improved Kevin Mason, sharing the front row were Jonathan Lloyd and David Abbott... The Se7ens were minus withdrawals Steven Hopper, and Steve Farndon after his Test Day dramas. Heading the times was ex-kartist Mark Hunt in his first ever car race in the ex-Rob Selby car, his time over a second up on the other front row occupants, Rob Cullum and Dave Percival...

The grid lined up minus Con McLaughlin who withdrew his ex-Nick Paddy car, and Niven Burge, whose problematic session saw him complete only two timed laps. Abbott led the pack as they headed for Copse. As expected Lewis was on a charge as soon as the green lights flashed, cutting through the cars in front to lead as the pack

reached Becketts, only to end up in the gravel, along with Mason who was able to extract himself and continue. Cullum initially led Percival as the Se7en field gave chase, as Tom Francis ended his race in the Becketts gravel. Graham Ford slipped inside Abbott at Luffield to take the lead at the end of the first lap. Percival moved up to second Se7en ahead of Cullum and Dave Banwell. Lloyd moved inside Higgins to go second as they crossed the line to start the fourth lap. Paul Brown was making steady progress through the field after his qualifying problems, reaching fourth during lap 3. Percival took the Se7en lead from Hunt at Becketts on lap 5. Their attempts to break clear of the chasing pack were being hampered by the slower Miglias of Mackay and Edgell who were dicing just in front. Brown continued to close on the Se7en frontrunners finally reaching third on the final lap. Lloyd returned to the head of the field at Becketts on lap 10 as the leaders encountered problems lapping the scrapping Se7en backmarkers. Lloyd took the flag from Ford, Higgins,

Abbott, Harvey and Dave Kimberley. Hunt's debut victory saw him open up a large gap on the final lap to finish ahead of Percival, Brown, Banwell, Andrew Deviny and Cullum. On the podium. Lloyd enthused over "a cracking race" despite the problem of overtaking backmarkers in the closing stages. Ford commented on his eventful last lap which saw him sideways at one point and ultimately thwarted from mounting a challenge for the lead by the displayed yellow flags. Higgins spoke of his encouraging start before being overtaken by Lloyd as he swept onto victory. Hunt was delighted with his success and intended to carry on "till the money runs out". Percival was pleased with second and was generous in his praise of the impressive newcomer who took victory. Brown was happy to have overcome the fuel starvation hiccups which beset his qualifying. Apart from the changeable weather, it was a cracking start to the season •

Roy Sisley

Winter Series: 21 March

## Leisurely Lewis; Cullum's calling

ROUND 2 of the Winter Series was thankfully drier than the first

With a dry track it was Jonathan Lewis that set the pace with pole by over 1 sec. Alongside him on the grid would be Jonathan Lloyd who had sorted his engine since the first round...

Like practice, the weather for the race was overcast but dry. Graham Ford was missing from the grid as his clutch had broken in the assembly



RESULT: 7 March (SRC/BRDC)

Miglia/Se7en	Winter Rd 1	10 Laps
1	7 Jonathan Lloyd m	12:21.49
2	24 Graham Ford m	
3	33 Tony Higgins m	
4	29 David Abbott m	
5	13 Phil Harvey m	
6	12 Dave Kimberley m	
8	97 Mark Hunt 7	13:15.06
9	8 Dave Percival 7	
11	75 Paul Brown 7	
12	5 Dave Banwell 7	
13	85 Andrew Deviny 7	
14	2 Rob Cullum 7	
FLm:	6 Ford	1:11.34 - 82.70 mph
FL7:	M Hunt	1:17.15 - 76.47 mph
1.639-mile circuit		







# From the Archives

## 20 years ago - 1998

### Silverstone



Miglia pair of Mike Edgell and Tony Higgins do battle (left)

Newcomer Mark Hunt took the Se7en class win on 7 March (below)

Photos: M7RC Archive (B Ambrose)

\* articles from M7RC mag, 1st Quarter 1998 issue

Tim. As the leaders approach Bridge, Hunt was challenging James. Both were side by side through Priory and Brooklands but Mark had the better line through Luffield and took 2nd. As they crossed the line for the second time the running order was, Matt, Hunt, James, Percival, Tim, Steve Bell, Niven Burge, Dick Hunter, Dave 'Braggo', Rob Cullum, John Hill. Matt was now beginning to pull away from the second place battle. By lap 4, Mark Hunt had broken free from James and was closing on Matt, unfortunately just when there looked like someone being able to challenge Matt, Mark retired to the pits. Due to an accident between Alan Letts and Jason Porter on lap 6 the race was red flagged and the result was declared at the end of lap 4. This was a shame as the action had really began to hot up in the dice for third place on lap 5 and lap 6. A few people were extremely upset that the race had not been restarted. But as Matt 'no life' had been reading prior to the race, 'after the leader has completed over 50% of the race then it does not have to be restarted'. Anyway who was honestly going to catch Matt in the wet. Although, saying that, Matt admitted that he probably wouldn't of been able to complete 10 laps as his alternator had packed up. James confirmed that there were no team orders, and had enjoyed his turn at the front. Percival felt he was lucky to get third as Tim had gone by on lap 5, and felt that "if you come 3rd behind the Haymans in the wet then you've really won". Bell claimed that he was going to win, but the race had been shortened; Hunter felt the race had gone very well; no comment from 'Braggo' as he was in the bar; Cullum had been struggling with revs; Dave Barwell had found the opening lap very interesting as whilst going wide

problems. Lloyd and Manser were now lapping side by side, with Abbott joining in. A slight gap had developed to Higgins with Eady just behind, slipping back due to a loose airbox. On lap 6 Percival took Cullum for the lead. Barwell got back to 3rd with Deviny 4th and Brown just behind. The last time through Brooklands, Manser, Lloyd and Abbott were still all over each other, with Manser just getting 2nd across the line, Abbott 3rd, Lloyd 4th, all 3 were only separated by 0.4s. At the front of the Se7ens, Cullum and Percival were side by side through Brooklands. Percival ran wide which allowed Barwell through for 2nd. Percival bounced back on the track and just managed to hold on to 3rd from Brown. Adams was 5th. The first five Se7ens were only separated by 1 sec, not bad after 10 laps. Francis was 6th, followed by Deviny (spin at Becketts). Lewis had won convincingly and had thoroughly enjoyed himself although he said he was just practicing for the Nationals. Manser enjoyed the race and felt he was improving. Lloyd finished 4th and felt the race was "very

exciting". Higgins was very pleased with 5th, Mason felt the car was down on power. Gathercole found his first race very interesting after grasstracking and then losing oil pressure. After Malc Holdstock's problems in qualifying his clutch went on lap 5 and the race went downhill from then. Cullum had thoroughly enjoyed his first Se7en win. Percival ran out of road and took out a polystyrene sign on the last bend. After a disappointing qualifying session Brown was pleased with a good clean exciting race. Adams also thoroughly enjoyed the race and it had done his confidence a power of good. Francis had a great race, although wasn't sure when it had finished. Deviny was pleased with fastest lap. Thompson finished 8th with Grayson 9th, who suffered brake problems after the race in the paddock. Pearson thoroughly enjoyed the race and had a good dice with Grayson and Curry. Rogers, Edwards, Huck and Buhagiar enjoyed a good dice. Riding finished 16th with Head 17th.

Genny Gunn

## Unipart-DCM National Mini Se7en: 4-5 April

### Haymans earn it

THE OPENING NATIONAL Se7en race was a Hayman brothers' benefit

With only 38 Se7ens being able to race and 45 out in practice, qualifying was very important. Unfortunately the weather conditions were not going to help. 'Mr Wet' (James Hayman) had excelled himself after all his pre-season car preparation, technically known as a 'polish,' by putting in the fastest lap. Second quickest was Tim Sims with his new cylinder head and gearbox. Dave Percival was very pleased that he would be making up the front row...

Due to the poor conditions the Se7ens went out on wet tyres. Oli Perrett was pushed off the grid as his starter motor had jammed. As the lights turned to green it was James who made the best start. There was an incident going into Brooklands for the first time which ended with Mark Sims being shoved into the gravel trap. By the time the leaders had reached Becketts there had already been two changes of lead, as Tim Sims was challenging James. Meanwhile Matt Hayman had made his usual stormer of a start and moved up to 3rd, with Percival and Mark Hunt just behind. Through Bridge for the first time James, Matt and Tim were three abreast, although Matt has the better line and squeezed into the lead for Brooklands. So by the end of the first lap there had been three changes of leader. During lap 2 Hunt and Percival slipped by



#### RESULT: 21 March (Peterboro' MC)

Miglia/Se7en	Winter Rd 2	10 Laps
1	20 Jonathan Lewis	m 11:44.748
2	11 Phil Manser	m
3	29 David Abbott	m
4	7 Jonathan Lloyd	m
5	33 Tony Higgins	m
6	42 Dan Eady	m
12	2 Rob Cullum	7 12:57.220
13	5 Dave Barwell	7
14	8 Dave Percival	7
15	75 Paul Brown	7
16	27 Simon Adams	7
17	17 Tom Francis	7
FLm:	J Lewis	1:09.223 - 85.23 mph
FL7:	A Deviny	1:15.901 - 77.73 mph
1.639-mile circuit		





# From the Archives

## 20 years ago - 1998

### Silverstone



Trevor Hancock leads the Miglia race on 5 April (left)

Out front in Se7ens, Matt and James Hayman took a dominant 1-2 (below)  
Photos: M7RC Archive (B Ambrose)

\* articles from M7RC mag, 1st Quarter 1998 issue

David Gathercole, Mike Bulmer, Dave Kimberley. On the eighth time through the Hairpin the front five were trying so hard they all ran wide, much to the crowd's delight. On lap 9 Wager dislodged his switch panel and dropped to 5th. In the mayhem Manser closed on Curley and challenged for the lead. As they started their last lap Manser and Curley were side by side across the line, however at Copse they encountered back markers and Phil moved into the lead, but with some demon outbraking through Abbey, Curley returned to the front. The two cars then continued to fight all the way to the chequered flag, with Manser going through the finish line on the grass. Curley admitted that his day was made when Wager put his arm out of the window. Phil felt the race was a fantastic start to the season and wouldn't mind if they were all going to be wet. Hancock was very pleased with 3rd, he had lost the lead when he started to suffer misting-up problems; Baldwin felt that there was no grip, and he was too old; Wager had lost the lead when his switch box had become loose and he'd knocked the fuel pump and the wipers off; Jackson was pleased with his new car although he felt the back end was still too loose. Sole finished 7th in what he called an enjoyable 'endurance race'; Eady had a little spin but thoroughly enjoyed himself; Harvey had enjoyed a dice with Lloyd although Jonathan had been suffering from a slow puncture; Holdstock's wet tyres were too old; Higgins and Edgell had enjoyed a good dice; Gathercole had put the race down to experience after his wrong tyre choice (all slicks); Kimberley had been unable to see properly so had gone for a finish. Even through the conditions had

at Maggots he noticed that wet grass doesn't have much grip. Hunt was counted as a finisher in 12th. He'd pulled into the pits after recording the fastest lap when the bolt had come out of his bottom pulley, Mark's fantastic first performance had definitely got the top boys worried. Paul Thompson and Ray Lisles had suffered from poor starts, which they said was due to a rushed light sequence; Hill had suffered when Talbot had gone wide at Luffield putting mud all over his screen; Neil Johnson in his first race for a year had also been napping at the start; Francis had borrowed Paul Hampton's wets which had made a big difference; Chris Huck was still very happy with his car's handling and had enjoyed a good dice with Andrew Deviny; John Pearson made a bad start and spent the race protecting his position; Paul Woodbridge had an exciting excursion in avoiding the crash between Letts and Porter; Sarah Munns' car was still too

hard; George Buhagiar hadn't been able to get full throttle; David Eley thought he was a wet driver until the race; Steven Hopper had a brilliant start but outbraked himself into Becketts and had gone grasstracking; James McComb realised that he's got a lot to learn about racecraft; Andrew Pilkington failed to finish as his clutch had gone. The final comment was from the very emotional Stuart Hayman (Team Manager) "I couldn't of asked for more. I'm so proud of my boys" •

Genny Gunn

### Unipart-DCM National Mini Miglia: 4-5 April Curley's cracker

DESPITE MORE RAIN, the opening National Miglia round was a belter, won by Ian Curley

All drivers had early alarm calls for the damp qualifying session. Yet again Chris Lewis had put in a cracking pole position being 1.777s quicker than the rest of the field. Trevor Hancock who qualified 2nd was very pleased with his new car and engine...

Wets or slicks?" seemed to be the main decision on the Sunday morning. However it soon became apparent once the cars assembled that wets was the correct option. In the mad panic Lewis was only able to change his front tyres to wets, he soon had problems as he spun leaving the collecting area. Hancock and Phil Manser made a good start and were 1st and 2nd by Copse. Into Becketts for the first time Peter Baldwin was up to 3rd, Richard Wager 4th and Ian Curley 5th, Lewis 6th. As they went through Brooklands, Wager took Manser. By the end of the first lap the first five had pulled clear of Mike Jackson, Julian Sole, Graham Ford, Gordon Pocock. On the second approach to Maggotts, Wager moved ahead of Hancock. Meanwhile Lewis retired at Copse, Ford spun off and Colin Peacock retired as his car cuts out. On lap 4 Manser was all over Hancock, and Curley took Baldwin on the inside at the Hairpin for 4th. There was now a four-car battle for 2nd place and Wager had opened up a slight lead. Into the Hairpin for the 5th time Curley made a fantastic manoeuvre taking Hancock and Manser for 2nd. At the end of lap 6 Curley had closed on Wager, with a slight gap to Manser, Hancock, Baldwin then a gap to Jacko, Sole, Pocock, Endaf Owens, Dan Eady, Phil Harvey, Jonathan Lloyd, Malc Holdstock, Mike Edgell, Kevin Mason, Tony Higgins,



RESULTS: 4-5 April (BRDC)			
Miglia	National Rd 1	10 Laps	
1	2 Ian Curley	18:53.246	
2	11 Phil Manser		
3	16 Trevor Hancock		
4	5 Peter Baldwin		
5	57 Richard Wager		
6	9 Mike Jackson		
FL:	I Curley	1:50.145 - 73.60 mph	
Se7en	National Rd 1	4 Laps*	
1	4 Matt Hayman	8:07.918	
2	9 James Hayman		
3	8 Dave Percival		
4	7 Tim Sims		
5	1 Steve Bell		
6	12 Dick Hunter		
FL:	M Hunt	1:58.030 - 68.68mph	
* race red-flagged - result @ 4 laps			
2.252-mile Int. circuit			







# From the Archives

## 20 years ago - 1998

### Silverstone



been terrible, the drivers and crowd had thoroughly enjoyed an exciting start to the season •

*Genny Gunn*

### Unipart-DCM National Mini Miglia: 3-4 Oct'

### Baldwin by default

PETER BALDWIN ROUNDED OFF his season in fine style and reaffirmed his runners up position with his second victory, which was decided in the scrutineering bay. On-road victor Chris Lewis led Peter home by just over half a second after a race long tussle, before being excluded after his car was found to be underweight

An encouraging turnout of 27 drivers arrived to contest this final round... Peter Baldwin headed the times with a 1:38.462 and was the only driver to lap under Bill Sollis' lap record of 1:38.54 set in April last year. Peter spoke of ensuring you get a good tow to achieve a good lap time. Chris Lewis was alongside despite suffering ignition sensor failure late in the session. Phil Manser completed the front row having ended his session in the pits after breaking a clutch plate and sustaining bell housing damage...

Michael Jackson's tale of woe continued when he pulled the car off on the green flag lap at Becketts having lost all drive and suffered another clutch failure. The 25 starters were led away and through Copse by poleman Baldwin. Chris briefly led exiting Becketts, behind them, the dicing was becoming rather fraught particularly through the Becketts and Ire-

land Esses section, which juggled the order around during the hectic first lap. Trevor Hancock went off at Becketts before rejoining at the back of the pack. Colin Ellison became the first retirement after he was hit by Dan Eady at Abbey, the impact pushing the rear offside bodywork into the wheel arch. Manser and Julian Sole went through Becketts side by side as they scrapped over 4th place on lap 2. Martin Meads pulled off at the Bridge to retire on lap 3, as did Malcolm Holdstock who returned to the pits. Lewis took over the lead during lap 4 with Peter being thwarted by the yellow flags at Bridge, whilst marshals retrieved Meads' car. Julian spun at Becketts to drop to 6th. Tony was enduring a frustrating race after climbing as high as 5th on the opening lap before a series of offs saw him slip down the order. Phil Harvey retired his smoking car on the 6th lap whilst in 13th position, Manser retired at the end of lap 9 having lost his oil pressure, safe in the knowledge that third in the Championship was his, promoting

Julian up to 5th. Julian passed Endaf on the final lap to finish fourth on the road. Despite Peter's concerted pressure, Chris kept his cool till the end, taking the flag ahead of Peter, Jonathan and Julian. On the podium, Peter commented on his tussle with Chris which had produced a close and clean scrap between two of the most experience drivers in the race. Chris' subsequent exclusion for being underweight promoted everyone up a place. Jonathan was pleased with his second position having maintained a two second cushion between himself and the duelling placemen behind. Several drivers achieved their highest positions of the season: Graham Ford, Mick Best and Dave Kimberley standing out in particular with their respective final positions of 5th, 6th and 7th •

*Roy Sisley*

### Unipart-DCM National Mini Se7en: 3-4 Oct'

### Perfect Percival



AFTER 50 YEARS Silverstone has seen many changes, but one thing that will never change is the fact that Mini racing keeps the spectators on the edge of their seats. The final round of the Mini Se7ens would not disappoint

On a dry circuit it was James Hayman who set the pace and was pleased with pole. Dave Percival was missing his mechanic (at a wedding) and in his absence had over-tightened the radius arm pin on Friday, luckily Richard Wager had brought along a replacement. Dave Barwell was pleased with 3rd quickest although he felt he could have had pole but got held up.

Poleman James Hayman led the charge into Copse closely followed by fellow front row men, the two Daves. Steve Bell was soon up to third. Robert Cullum and Simon Adams both had an off at Becketts before rejoining. As the closely bunched field filed through Abbey, Tom Francis clipped Mark Hunt's door, Mark undeterred and snatched third as he slipped inside Steve at Brooklands. Steve regained third as Mark slipped down the order. Matt climbed up to fifth ahead of Francis, Dick Hunter, and Paul Frankcom's race ended in the Becketts gravel trap. James and Dave raced side by side through Priory, Brooklands and Luffield as they completed lap 3, with James managing to maintain his slender advantage. John Hill pulled his car off into the infield at Luffield to retire. As the closely bunched train of cars rounded Priory, Tim Sims edged inside Matt to claim 5th on lap 5. Hunt retired into the pits having dropped down to 12th. The leaders continued to swap places with Matt moving even closer to the front reaching 3rd on lap 8 at the

*Smart Se7en of Paul Brown (top)*

*Final Miglia National round was won by Peter Baldwin (below left)*

*Photos: M7RC Archive (B Ambrose)*

*\* articles from M7RC mag,  
1st Quarter 1998 issue +  
4th Quarter 1998 issue*

#### RESULTS: 3-4 October (BRDC)

Miglia	National Rd 13	10 Laps
1 5	Peter Baldwin	16:42.136
2 7	Jonathan Lloyd	
3 3	Julian Sole	
4 21	Endaf Owens	
5 24	Graham Ford	
6 99	Mick Best	
FL:	P Baldwin	1:38.157 - 82.292 mph

Se7en	National Rd 13	10 Laps
1 8	Dave Percival	18:36.503
2 1	Steve Bell	
3 3	Dave Braggins	
4 9	James Hayman	
5 47	Tim Stanbridge	
6 12	Dick Hunter	
FL:	M Hayman	1:49.296 - 74.177 mph

2.252-mile Int. circuit







# From the Archives

## 20 years ago - 1998



### Silverstone

expense of Bell. Matt claimed second a lap later, moving ahead of Dave Percival. As the field raced onto their final lap, Matt showed that he wasn't content to ride shotgun and help brother James protect his lead, closing up as the front runners geared themselves up for one final push, literally in some cases. James left his braking much too late as he ran wide into Becketts before spinning. Bell saw his chance and barged his way up the inside of Matt, who knocked sideways and collected by Dave and Tim, resulting in all three spinning onto the grass with Matt retiring on the spot. Braggins couldn't believe his luck as cars scattered in all directions in front of him. Christmas had clearly arrived early as he moved into third after starting the lap back in 7th. James resumed behind Dave with his bonnet having sprung up, severely restricting his vision. Steve and Dave emerged from Bridge corner side by side, Dave left his braking late to snatch the inside line into Priory to lead the

charge to the line closely followed by Bell. James, who despite his visibility problems had done enough to secure the runners up slot in the Championship. Well after an action packed race Percival was over the moon with his first Mini Se7en win, especially as this was meant to be his last meeting (car is up for sale). After the taste of winning, who wants to bet we will see more of Dave? Bell thought it was an excellent race. Braggins was again propping up the bar, so no comment but I should imagine that from 10th on the grid to podium he was elated. James was not so happy as he done all the donkey work throughout the race and finished 4th. Tim Stanbridge was pleased in 5th. Tim Sims had struggled with a throttle jamming open and thus the brakes overheating. He also suffered in the incident on the last lap when he took to the grass to avoid the drama only to be collected. Paul Thompson had an excellent drive from 27th to 9th; Paul Woodbridge had a great time and was pleased to finish the

last race of the season. Denise Manderseid had a brilliant time fighting her way through the pack after each incident. Turning to the non-finisher's, Matt was thoroughly cheesed off as Bell had performed a move which "was never really on" and had forced him into James; Jonathan Hudson had a brilliant time until he tried to overtake around the outside at Brooklands and ended up in the gravel trap; Sarah Munns had lost drive; John Hill's coil wire had snapped and finally Paul Frankcom decided to visit another gravel trap •

Roy Sisley + Genny Gunn

Winter Series: 7 Nov'

## Lewis' let off; Burge over I'm coming through!

THE GREAT THING about having to do a race report is that you really have to watch the race. This doesn't just mean watching the guys (or gals) that you're supporting, but the whole damn field from pole sitter to back marker. It soon becomes apparent that no matter where a Mini driver is in the race, they are still driving their heart out. The 4th round of the 1998 Winter challenge was a classic, and battles raged all down the order right to the flag

Coming into the fourth round, Dave Abbott and the defending Winter Miglia champion, Tony Higgins, were neck and neck at the top of the table with 52 points apiece; Jonathan

Hectic action among the Winter Se7ens, with Denise Manderseid mid-spin behind Rob Riding (left) Photo: M7RC Archive / Ferret Photographics (M Harvey)

Equally close dicing between the Winter Miglias, led here by Graham Ford and David Abbott (below) Photo: M7RC Archive (B Ambrose)

\* articles from M7RC mag, 2nd Quarter 1998 issue

Lewis lying third, 12 points adrift. In the Se7ens, things looked fairly similar with the two Daves, Percival and Barwell, tied on 56 and Andrew Deviny 11 points behind in third.. At the end of the session, the top five Miglias were Jonathan Lewis, a clear 2 secs ahead of Peter Baldwin, new boy Mike Kearon third, followed by Higgins who'd made significant progress during the latter part of the session to get up to fourth, and Kevin Mason fifth. The rest lined up with Peter Allen ahead of Abbott, Gerald Dale, Mike Jackson, Phil Harvey and Malc Holdstock. Wet weather tyres were clearly the best choice for the Se7ens with Percival on pole and Dave Braggins alongside him on the 'front' row. This pair were a clear two seconds ahead of the rest. The 'second' row was made up with Rob Cullum, Tom Francis and a delighted Sarah Munns who had made the most of her tyre choice. Snetterton winner Barwell had seemed a bit off his normal pace, only putting the Total Oil car in sixth, alongside Andy Burge...

By the time of the race the weather was still cold and cloudy and the track still had a greasy sheen too it. Once again, everyone had been keeping an eye on the Formula First cars, and judging by the lack of spray they were producing this time almost the entire grid had chosen dries for the race. The notable exception was Braggins who had decided to shoe up with his now legendary 'groovy grippers'. At the change of the lights, pole sitter Lewis streaked away, with Baldwin in hot pursuit. Kearon on the other hand sat frustratingly on the line spinning his wheels whilst almost everyone else flew by. Further down the grid, Braggins had got off to a flyer as well and was already putting fresh air between the Motaworld car and the rest of the (Se7en) pack. First time into Brooklands and Baldwin pulls a fine out-braking manoeuvre on Lewis to move into the lead. The rest of the group following with Mason taking Abbott ahead of Allen, Jackson and Dale. No sooner than the Miglias had flown by, than the Se7ens headed up by Braggins, came into sight. A good 10 yards behind Braggio came Percival and Cullum in hot pursuit, closely followed by Barwell and Burge who had both got ahead of Tim Stanbridge, Francis,







# From the Archives

## 20 years ago - 1998



Silverstone

Simon Adams and Munns. Paul Thompson had made a good start moving up from 17th on the grid to 12th, tucked in just behind Andrew Deviny. Unfortunately Denise Manderscheid's good qualifying position was lost as she spun coming through Luffield. The next pack of Se7ens came through with Mike Grayson leading Chris Huck, James Hall, Graham Edwards, David Phillip and Paul McGarry. At the end of the first lap, Pete Weston was gingerly piloting his dad's car round, keeping out of trouble, but already looking quicker than he was in qualifying. Very quickly the Miglias came round again, and once more Lewis was leading into Brooklands, only for Baldwin to put another move on him on the inside line to steal the lead into Luffield. These two had pulled a good gap on third place man Abbott, who was now being chased strongly by Higgins having displaced Jackson into fifth. Mason and Allen were both missing at this point, each having incidents at the other end of the circuit. This left Dale in sixth with Harvey and Holdstock wheel to wheel in 7th and 8th. Kearon by now had

moved down the ranks rapidly and was bringing up the rear in 9th. Braggo was still a good 15 yards up on Cullum, who had taken over second from Percival, in turn being reeled in by Burge and Banwell. Stanbridge was leading Francis and Adams just as Mason reappeared, probably with a little red mist, as he made a complete hash of Brooklands and ended up grasstracking straight across the complex infield. Lap three saw Lewis just ahead of Baldwin, but this time holding the lead into the complex. These two were going at such a pace that already they were lapping Weston at the back of the Se7ens. The front of the Se7ens was still headed up by Braggo, with the following groups still fighting vigorously amongst themselves. Lower down the order Huck and Hall had both got past Grayson, who was now defending his position from Edwards. The pattern of the race continued with Baldwin and Lewis almost inseparable at the front. However, Jackson had now pulled clear of Higgins, Tony suffering from a loose HT lead. Dale also had a recovering Allen

right behind him whilst Holdstock and Harvey were still trading places. What was noticeable about the Se7ens now was that Burge had got the better of both Percival and Banwell and was now chasing down Cullum with what looked like a car very suited to the conditions. So it continued till lap eight, the two front running Miglias were still trading places, but with Lewis seeming to have the upper hand over Baldwin. Jackson was now well clear of Higgins who was still struggling round on 3 1/2 cylinders. Abbott obviously realised he had a chance to reel in his championship rival, as rather than retire with an engine running at over 100 degrees, set off in dogged pursuit. Behind Abbott, Dale seemed to stutter going round Brooklands and promptly collected Allen in his boot lid. This left Allen with a holed radiator that would ultimately cause his demise before the end. It was all happening in the Se7ens now with Burge taking Braggo, on the now overheating wets, into Brooklands, only to lose out on the run to Luffield. Cullum then spun out of third place, just as Burge retook Braggo on the run to Woodcote. Lower down the ranks, Deviny had a big moment at Brooklands, allowing Thompson to move ahead. With the Miglias coming round for their ninth lap they were right in amongst the mid-field Se7ens, Baldwin leading Lewis. In the heat of slicing through the Se7ens, Lewis had failed to spot a waved yellow, and suddenly found himself overtaking a braking Baldwin. Realising his mistake, Lewis signalled to the marshalls and backed off to allow Peter back into the lead hoping his actions would avoid being penalised later. This lead didn't last long enough though. On the final lap Lewis managed to edge in front of Baldwin again and this time held it to the end, just pipping Pete over the line by 0.1s.

Miglia field heads off towards Copse corner in heavy spray (left)

Rob Cullum leads a pack of Se7ens down the Club Straight (below)  
Photos: M7RC Archive (B Ambrose)

\* articles from M7RC mag,  
4th Quarter 1998 issue

Jackson came home in third 15 secs down on the top two, with a now very hot Abbott squeezing his championship rival, Higgins, down to fifth. Dale followed Higgins home, with the race long battle between Holdstock and Harvey being resolved in Malcolm's favour. Kearon rounded off the Miglias in what must have been a disappointing ninth spot. The Se7ens though were not finished yet, and a thrilling final lap saw Burge take a well deserved first victory. Braggins' wet tyres had almost done the job, and brought him home in second, just ahead of the battling Banwell and Percival, who got the better of his rival by some great side by side stuff round the outside of Luffield. Adams then led home Francis, Stanbridge, Thompson and Munns. The big midfield dice went the way of Grayson, who had battled back ahead of Huck, these two finishing only a second ahead of Manderscheid, who had recovered superbly following her early race antics, and Hall. Last home was Weston, two laps down, but happy to have finished with the car in one piece and the first signature on his license. On the podium Lewis sounded slightly embarrassed by his yellow flag *faux pas* but happy nonetheless that he'd won the day. An emotional Burge dedicated his class victory to his father, who had passed away the week before, and to his girlfriend, Sally. So, with two rounds left to go in the Winter championship, the Miglia title race is really hotting up. Abbott leads Higgins by a single point, but with Lewis only nine points behind and in the form that he's in, must be an outside bet as well. The position in the Se7ens is now a 2-horse race with Percival leading Banwell by a single point •

John Hill



### RESULT: 7 November (SRC/BRDC)

Miglia/Se7en	Winter Rd 4	10 Laps
1	20 Jonathan Lewis m	11:54.03
2	5 Peter Baldwin m	
3	9 Mike Jackson m	
4	29 David Abbott m	
5	33 Tony Higgins m	
6	12 Gerald Dale m	
10	11 Andy Burge 7	13:02.95
11	3 Dave Braggins 7	
12	8 Dave Percival 7	
13	35 Dave Banwell 7	
14	27 Simon Adams 7	
15	17 Tom Francis 7	
FLm:	P Baldwin	
	1:09.25 - 85.20 mph (record)	
FL7:	A Burge	
	1:15.63 - 78.01 mph (record)	
1.639-mile circuit		





YouTube

Pit & Paddock 2018: Issue 7



# From the Archives

## 30 years ago - 1988

### Silverstone



**MORE CLOSE MINI ACTION FROM THE THREE MEETS IN NORTHAMPTONSHIRE**

### Austin-Rover National Mini Se7en: 19 March

## Seeking Sollis

THE NATIONAL Mini Se7en season got off to a flyer at Silverstone, a competitive line-up headed home by Bill Sollis ahead of Steve Cooper as the rest tussled for the placings

The Mini 7 race was all about two drivers, Bill Sollis and Steve Cooper; Sollis made the early running but from mid-distance the pair were never more than a few yards apart and swapped the lead throughout in an entertaining dice. Sollis survived a big moment at Becketts and stuck to the dry line for the final rush into Woodcote. Forced with taking to the wet to challenge, Cooper was obliged to slot back into second a few feet behind, Tina Cooper saw off several challenges from Graham Penn to finish third although they had been battling with Peter Brown until he went off at Woodcote on lap 9 after a good drive to recover from a slow start •

*report courtesy Autosport*

### Austin-Rover National Mini Miglia: 19 March

## Grady in the gloom

IN DAMP, DREARY conditions, the opening round of the National Mini Miglia series became a duel between Russell Grady and Chris Lewis, the gap just 0.2s at the flag

With a few spots of rain falling, the Mini 1000 field put on a customary good race as two Mini experts battled for the lead for every inch of the 10 laps. Russell Grady got the jump into Copse and spent the whole race defending his position from Chris Lewis, who pushed all the way trying to find a gap. Everything rested on the final run into Woodcote and Grady held a tight line leaving Lewis no chance of getting through. Various battles raged behind them from which Ian Gunn emerged only to be penalised 10 secs for jumping the start. Jeremy Wheatley inherited the place ahead of Myk Cable who had run third early in the race. This pair, along with Mark Jones, had a narrow escape on lap 8 when they encountered a spinning Peter Moore in the middle of Woodcote but somehow they all missed him although Jones retired at Becketts on the last lap •

*report courtesy Autosport*

### Austin-Rover National Mini Se7en: 30 May

## A Mini 7 marvel

THE MINI Se7ens put on another superb display of close racing, even out-performing a highly entertaining wet Inter-Marque race beforehand - Steve Cooper won by a whisker

Dave Banwell, Dick Grimwood could hardly see a car fore or aft, as he cruised to sixth •

*report courtesy Motoring News*

### Austin-Rover National Mini Miglia: 30 May

## Marvellous Miglias

MATCHING THEIR smaller-engine counterparts for entertainment, the Mini Miglia race became a 3-way contest up front between Russell Grady, Owen Hall and Ian Gunn

If close racing sells cars then Austin Rover must have done itself a world of good, having its name in advance of the Mini series, the Miglia race proving every bit as enthralling as the Se7ens earlier. For two laps there was hardly a gap to be seen in the field. Then three cars had a length or two advantage, they being Russell Grady, Owen Hall and Ian Gunn. The latter had taken second on the second lap, but it was Grady who led, on the completion of each lap at least, for the first five tours. Gunn took the lead at Becketts on lap six, as Grady ran wide dropping to third for a lap



How could you follow that? With the rain gone and the track beginning to dry, the Mini Se7ens did. The top three in the series soon had a gap over their pursuers, Bill Sollis, Malcolm Joyce and Steve Cooper giving a demonstration in door handle-to-door handle manner. It was all decided at Woodcote on the last lap, Cooper emerging victorious with Sollis and Joyce dead-heating for second, not even the eagle-eyed timekeepers could separate them. Michael Jackson (no not that one, silly) held fourth until the constant pressure from Tina Cooper saw the lady ahead on lap five. Following the retirement of

before taking the lead again on lap seven, seeing Gunn lead on lap eight and leading yet again on the penultimate lap, with Hall second and Gunn third. Another 'Silverstone-type finish' saw Grady and

*Se7ens sweep through Woodcote (top) Photo: Autosport*

*Crossed up over the kerbing goes Mike Jackson's SpiderMin (above) Photo: M+A Jackson Collection*

*Tina Cooper holds off Graham Penn in the March meet (left) Photo: Autosport*

*\* full info in M7RC Archive 1988 issue*



# From the Archives

## 30 years ago - 1988



## Silverstone

Hall cross the line side by side. Grady had the thicker chrome on his bumper and was placed first, Gunn was 0.3s behind! •

report courtesy Motoring News

### Austin-Rover National Mini Se7en: 15 Oct'

### Cooper races clear

FOR THE SECOND race in a row, one driver broke clear of the pack to win by a rare 7.2s margin, Steve Cooper well in front of the battling pack headed at the end by Bill Sollis

Once again, one car broke clear on the first lap of the Mini Seven race, Steve Cooper making a decisive break. Malcolm Joyce slid wide from second onto the grass at Woodcote first time through and lost many places. While Cooper ran away and hid in the lead, Bill Sollis, Tina Cooper and novice Andrew Hack battled furiously for second as Joyce worked through a seven-car

pack in fifth. By mid-distance, Joyce had made contact with the battle for second as Hack fell away slightly. It was all down to the final lap, and it was Joyce who led the rush into Woodcote from Sollis and Tina Cooper. Steve Cooper had already taken the flag but Joyce got it all wrong again and understeered off onto the grass for the second time, letting Sollis and Tina Cooper through. Joyce recovered ahead of Hack while Neil Johnson emerged at the front of another big dice to grab fifth from Dave Banwell and Tim Sims •

report courtesy Autosport

### Austin-Rover National Mini Miglia: 15 Oct'

### Hall in good time

THE MINI MIGLIA race was superb, with the top four crossing the line split by just 1.1s! Owen Hall made up for his near miss in the previous round by edging out Russell Grady

report courtesy Autosport



Malcolm Joyce leads Paul Brown into Woodcote (top)

Photo: M7RC Archive (RW)

Pitlane checkover for Mikal Mini (below)

Photo: M7RC Archive (RW)

\* full info in M7RC Archive 1988 issue

#### RESULTS: 19 March (BMRMC)

Mini Se7en National Rd 1 10 Laps

1	2	Bill Sollis	13:12.8
2	10	Steve Cooper	
3	4	Tina Cooper	
4	72	Graham Penn	
5	5	Malcolm Joyce	
6	27	Richard de la Roche	

FL: B Sollis + M Joyce  
1:17.4 - 74.79 mph

Mini Miglia National Rd 1 10 Laps

1	1	Russell Grady	12:06.3
2	5	Chris Lewis	
3	101	Jeremy Wheatley	
4	11	Myk Cable	
5	32	Ian Gunn	
6	102	Michael Waudby	

FL: R Grady 1:11.3 - 81.18 mph

1.608-mile circuit

#### RESULTS: 30 May (BRDC)

Mini Se7en National Rd 6 10 Laps

1	10	Steve Cooper	13:07.1
2=	5	Malcolm Joyce	
2=	2	Bill Sollis	
4	4	Tina Cooper	
5	87	Mike Jackson	
6	6	Dick Grimwood	

FL: M Joyce 1:17.2 - 74.98 mph

Mini Miglia National Rd 6 10 Laps

1	1	Russell Grady	12:06.6
2	7	Owen Hall	
3	32	Ian Gunn	
4	69	Danny Allpress	
5	305	Michael Waudby	
6	12	Peter Tisdale	

FL: O Hall 1:11.0 - 81.53 mph

1.608-mile circuit

#### RESULTS: 15 Oct' (SUNBAC)

Mini Se7en National Rd 13 10 Laps

1	10	Steve Cooper	12:35.1
2	2	Bill Sollis	
3	4	Tina Cooper	
4	5	Malcolm Joyce	
5	54	Andy Hack	
6	9	Neil Johnson	

FL: M Joyce 1:14.2 - 77.80 mph

Mini Miglia National Rd 13 10 Laps

1	7	Owen Hall	11:59.3
2	1	Russell Grady	
3	11	Myk Cable	
4	32	Ian Gunn	
5	106	Tony Sutton-Parker	
6	2	Mark Jones	

FL: M Cable 1:10.5 - 82.11 mph

1.608-mile circuit



# From the Archives

## 40 years ago - 1978

### Silverstone



**EIGHT MINI MEETS, ONE ON THE FULL GP CIRCUIT**

**Leyland Cars National Mini 850: 2 April**

**Wenham roams**

**INITIAL LEADER** Chris Tyrrell's late retirement handed Graham Wenham the 1978 Mini 850 season opener, despite the latter's gear-shift problems throughout

**A**nother five car dice was the feature of the Leyland Mini 850 Challenge. Chris Tyrrell slowly inched clear of Graham Wenham, Chris Lewis, Stephen Hall and Graham Woskett, although Wenham forced his way through briefly at Woodcote on lap two, banging doors with Tyrrell as he did so. On the eighth tour Tyrrell was forced to retire with his fanbelt adrift, so Wenham, despite a missed gearchange as he started his ninth lap, inherited the win from Hall, Woskett, and Martin Goodall, who Tigered (sic!) up from the seventh row of the grid •

*report courtesy Motoring News*



**Leyland Invitation: 14 May**  
**Wildlife antics**

**SUPPORTING THE** Group 5 (WCM 6-Hours) practice sessions on the Saturday were four club races for Formula Fords and for Mini 850, 1000 and 1275s, who were all clubbed together for a Leyland Invitation race. The Mini event started on a jolly note with all the cars carrying the name of a particular animal, for a charity effort organised by *BBC Nationwide*, but it all turned rather sour when the race had to be stopped after just two laps because of a rather distressing accident at the chicane between Tony Styles and Gary Coles. Thankfully neither driver was hurt and Steve Soper trampled the opposition into the ground in the restart

**T**he Leyland ten-lapper saw the top runners from each of the 1275 GT, 1000 and 850cc categories wheeling their Minis around the Grand Prix circuit in aid of the World Wildlife Fund, with the public invited to sponsor competitors in the manner of a

sponsored walk. Unfortunately a nasty collision on the third lap of this charity race ended with Coles' 850 perched atop Styles' 850 on the outside of the chicane and the race was stopped to allow the unlucky drivers, shaken but unhurt, and their wrecked cars to be moved to a



place of safety. The race was re-run with the original grid and, as the lights flashed green, poleman Steve Soper made his second lightning start of the day and soon pulled out a comfortable lead. The rest of the pack was extremely fluid with Malcolm Leggate, Tom Pitcher and Rick Cutting's class-leading 1000 taking turns in the runner-up spot until Leggate became involved in a shunt with John Hopwood and Phil Spurling that eliminated all three cars. This left Pitcher leading Cutting home behind Soper who had been able to ease up over the last few laps to preserve his overheating engine •

*report courtesy Autosport*

**Leyland Cars National Mini 850: 9 July**

**Golden Graham**

**LAP CHARTERS** will never be as busy as in the latest Mini 850 National round, with up to 10 cars in contention for the lead - Graham Wenham got the nod over the chasing mob

**T**he 850 Minis put even the Formula Fords to shame with their place swapping and body-bashing antics, this race being even more difficult to lap chart than usual. Some 10 to 12 drivers were always in contention for a top three spot and invariably they were four or five abreast into Woodcote. It can only have been chance that the gyrations which did take place resulted in only minor body damage. Graham Wenham was the only driver to remain in the top three all race, but by the eighth tour that other veteran of the formula, Chris Tyrrell, had fought his way up to head the pack. Although Wenham regained the lead, Tyrrell led into Woodcote for the final time, only for his bonnet to fly up and totally obscure his vision. Wenham thus took the flag while Chris kept his car going in a straight line and those in pursuit managed to avoid him. Behind

Wenham, just 0.9s covered the next six, in the order Tristan Batch, John Price, Tyrrell (the APG Driver of the Day), Graham Woskett, Jim McDougall and Patrick Watts. Chris Lewis and Russell Grady, who had crossed the line first and second at the end of lap six, took eighth and ninth and set joint fastest lap, while Ben Dutson who led lap one, was excluded for an oversize inlet restrictor •

*report courtesy Motoring News*

*The leaders head towards Copse (top) Graham Wenham in full flight (left) Photos: J Parish Collection / Ferret Photographics (J Gaisford) Malcom Leggate rolled his GT (above) Photo: Autosport*

*\* full info in M7RC Archive 1978 issue*



# From the Archives

## 40 years ago - 1978



Silverstone

### Leyland Cars National Mini 1275GT: 19 Aug'

## Taft triumphs at Marshals' meet

IT WAS a GT victory for Paul Taft at the British Motor Racing Marshals' annual meet

The 1275 GT Mini race ran true to form with Steve Soper and Paul Taft soon detaching themselves from the pack and the order remained this way until Soper's car began to lose water on lap 3. Steve battled on against a steadily rising water temperature but finally slipped back to tenth place. Back in the paddock he found that the radiator cap had been left loose... A titanic battle for what turned out to be second place, after Jerry Hampshire's departure on lap 5, looked to be within the grasp of John Hopwood when he barged inside Peter Baldwin at Woodcote on the last lap. This manoeuvre forced them both to run wide so last year's overall Mini Champion, Paul Gaymer, nipped smartly by on the inside line to take the place from Malcolm Leggate, Hopwood and Baldwin •

report courtesy Autosport

### Leyland Cars National Mini 1000: 3 Sept'

## Roly races clear

IT WAS A HARRIS-tuned benefit at Silverstone with the cars of Roland Nix, Mike Wallaker and Phil Spurling taking a clean sweep of the Mini 1000 podium places

Once again the Mini 1000s provided fine entertainment, dominated by three cars prepared by Steve Harris. After three tours Roland Nix had shrugged off the immediate attentions of Phil Spurling, Paul Gaymer, Mike Wallaker, Chris Dobson and Derek May and a couple of tours later Gaymer departed the scene with a sick engine. Spurling and Wallaker then detached themselves from Dobson and May. The two pairs dived all the way to the flag, the respective victors being Wallaker and Dobson, Wallaker diving for the inside entering Woodcote for the last time and despite running wide managing to deprive series leader Spurling of second spot •

report courtesy Motoring News

### Leyland Cars National Mini 1275GT: 9 Sept'

## Hopwood's Mini stormer

THE FORM BOOK was torn up as John Hopwood came through to win the twelfth round of the 1275 GT Challenge, though Jerry Hampshire retained his title lead

The Leyland Challenge race for 1275 Minis was hotly contested between John Hopwood's Howley Racing Mini and Steve Soper's Longman Mini, Soper having an initial lead but Hopwood closing, passing and taking an advantage in the latter part of the race, the two separated by only 0.1 sec on the line. Jerry Hampshire's Harris Mini came from behind Paul Gaymer's Boopspeed Mini and Paul Taft's Mini to snatch third place after a race-long battle, retaining his overall Championship lead •

report courtesy Autosport

### Paddy Hopkirk Trophy: 7 Oct

## No ifs Mabbutt; Ward's walkover

THE PADDY HOPKIRK Trophy, which is run annually for Minis, only attracted a small field this year, so the organisers decided to run the special saloon contestants in the same event...

Tony Dickinson's Hart-powered Skoda romped away from pole to take an easy win... The Mini scrap was resolved in favour of Dave Mabbutt ahead of Paul Robinson and Hugh Ward took the 1-litre class •

report courtesy Motoring News

### Graham Hill Trophy: 14 Oct'

## Padmore's prize; Finlay to a tee

CLASS WINNERS in this Graham Hill run were Keith Padmore and Roy Finlay

Tony Edmonds led from the start of the Mini race and held a useful second or so's advantage over a dicing Keith Padmore and Ken Brown for much of the race. Over the last couple of laps, however, these latter two joined in the battle for the lead. Entering Woodcote for the final time, Edmonds still held the upper hand but understeered very slightly wide and left Padmore with just the chance he wanted. A grateful Keith nipped through for a very cheeky but well deserved win, Brown completing the threesome with the consolation of fastest lap •

report courtesy Motoring News

Gay Parker was sixth on 7 Oct (top) 10-car lead battle on 7 July (left)

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

\* full info in M7RC Archive 1978 issue

RESULT: 2 April (BARC)  
Mini 850 National Rd 1 10 Laps

1	11	Graham Wenham	12:53.5
2	14	Stephen Hall	
3	9	Graham Woskett	
4	1	Martin Goodall	
5	69	Jim McDougall	
6	5	Chris Lewis	
FL:		C Tyrrell	1:15.4 - 76.77

RESULT: 14 May (BRDC)  
1275/1000/850 N/C 10 Laps

1	46	Steve Soper gt	20:04.01
3	34	Rick Cutting m	20:12.39
10	5	Russell Grady 7	21:21.31
FLgt:		S Soper	1:58.12 - 89.36 mph r
FLm:		R Cutting	1:57.08 - 90.16 mph r
FL7:		R Grady	2:04.91 - 84.30 mph r

RESULT: 9 July (BARC)  
Mini 850 National Rd 7 10 Laps

1	11	Graham Wenham	13:09.6
2	34	Tristan Batch	
3	29	John Price	
4	43	Ben Dutton	
5	4	Chris Tyrrell	
6	9	Graham Woskett	
FL:		C Lewis + R Grady	1:16.5 - 75.67 mph

RESULT: 19 August (BMRMC)  
Mini 1275GT National Rd 10 6 Laps

1	3	Paul Taft	7:17.4
2	15	Paul Gaymer	
3	4	Malcolm Leggate	
4	16	John Hopwood	
5	32	Peter Baldwin	
6	30	Wendy Markey	
FL:		P Taft	1:11.3 - 81.18 mph

RESULT: 3 September (BARC)  
Mini 1000 National Rd 11 10 Laps

1	38	Roland Nix	11:56.5
2	72	Mike Wallaker	
3	2	Phil Spurling	
4	7	Chris Dobson	
5	3	Derek May	
6	14	Mike Fry	
FL:		P Spurling	1:10.5 - 82.11 mph

RESULT: 9 Sept' (SUNBAC)  
Mini 1275GT National Rd 12 10 Laps

1	16	John Hopwood	12:16.0
2	1	Steve Soper	
3	8	Jerry Hampshire	
4	3	Paul Taft	
5	15	Paul Gaymer	
6	30	Wendy Markey	
FL:		S Soper + P Taft + J Hampshire + P Gaymer	1:12.4 - 79.95 mph

RESULT: 7 Oct' (Peterboro' MC)  
1000/850 N/C 10 Laps

9	74	David Mabbutt 7	8 laps
18	65	Hugh Ward m	7 laps
FLm:		H Ward	1:21.6 - 70.94 mph
FL7:		D Mabbutt	1:18.7 - 73.56 mph

RESULT: 14 October (750 MC)  
1000/850 G Hill Trophy Rd 7 7 Laps

1	56	Keith Padmore m	8:39.3
2	152	Tony Edmonds m	
10	46	Roy Finlay 7	9:07.9
11	23	Dick Watkinson 7	
FLm:		K Brown	1:12.3 - 80.07 mph
FL7:		D Watkinson + R Finlay	1:16.7 - 75.47 mph

1.608-mile circuit











# From the Archives

## 50 years ago - 1968

### Silverstone



#### NORTHAMPTONSHIRE CIRCUIT SAW THREE MINI-7 VISITS

#### The Bob Fox Formula Mini-7 Challenge: 4 May

### Mick the quick

JUST WHEN it seemed Graham Hows had established a Bob Fox-like domination, Mick Osborne put in a fighting drive for top spot

Although several of last year's foremost Mini-7 drivers have now gone on to more high-powered racing, the Mini-7 recipe apparently continues to appetise the 24 Mini-munchers who came under starters' orders for the first of the day's four 750MC approved races. Graham Hows led away from pole, while Mick Osborne, who had practiced second fastest, hesitated. However, these two were to make all the race running, for Osborne was right with Hows on the outside as they came through Woodcote for the first time with a howling pack of racers in pursuit, comprising Tom Jay, Mauri Watts, Gordon Line, Trevor Moore, Richard Jockel and another 17 bods for whose names we haven't got space. By lap five some of the gaps had opened up a bit although Osborne was still filling Hows' mirror and Jay was established in third. Unfortunately for those behind him, Watts found himself sideways at Woodcote, which put Moore onto the grass and caused consternation (but no damage) among the closely-assembled followers. Watts was able to rejoin the party far more quickly than the unfortunate Moore and made his way back into sixth place past Richard Jockel, Tony Dickinson and Alan Reardon, who had been locked in combat right from the start. Meanwhile, out front Hows' metallic-gold Austin lost

its lead in a hasty eighth-lap spin at the hairpin although Hows quickly resumed before third man Tom Jay was through. So Mick Osborne takes home 10 points in the 1968 Championship and adds the Silverstone lap record to his Brands mark, having nibbled six-tenths off Mick Walker's 1967 best •

report courtesy *Motoring News*

#### Formula Mini-7: 8 June

### The Whizzo and Os'

THE LEGENDARY Barrie 'Whizzo' Williams had a run out in this very competitive non-points thrash, won overall by Mick Osborne's Mayfield car

The FM7 race was another Mick Osborne benefit, winning this non-championship 10-lapper hands down in his dayglo green 850. Barrie Williams - better known as the driver of the Jaguar Egal - tried his hand at

FM7 in the Jay Brothers' car, and had a very good dice, driving all the way with the quick Graham Hows, finishing third. Michael Smith and Richard Jockel also joined the battle, changing fourth place on three occasions, and Geoff Gilkes finished a good sixth in the Oselli Mini by dint of some well-judged slipstreaming •

report courtesy *Autosport*

#### Formula Mini-7: 3 Aug'

### Mini-7s out of luck in Birkett 6-Hour Relay

UNLIKE THE previous year, the Formula Mini-7 relay team was unable to mount a podium challenge, eventually trailing in a disappointed 12th overall after a number of frustrating problems



A five-car Formula Mini-7 team consisting of Clive Trickey, Graham Hows, Richard Jockel, Mike Smith and Mick Osborne eventually had to settle for 12th overall from a field of 17, having suffered a combination of engine over-heating, clutch and puncture woes during the annual six-hour marathon. Although the team completed two more laps than it had managed in 1967, the mostly drier track conditions and what was a somewhat harsh lap-handicapping system meant that they were always going to struggle against the mostly more powerful opposition. Mick Osborne in his Mayfield Mini proved fastest of the FM-7 five with a lap time 1.5 secs quicker than in previous years on the 1.608-mile Club circuit •

RW

*Williams is back: Barrie Williams is back from Sweden and had his first race of the year in a borrowed Mini 7 Formula. He chased Graham Hows for the complete distance but just failed to get the verdict for second (left) Photo: Motoring News*

*Hand-over: Richard Jockel, of the Mini 7 team, hands his sash over while an energetic team man rushes to hand it to Graham Hows. Photo: Motoring News*

\* full info in *M7RC Archive 1968 issue*

#### RESULT: 4 May (750 MC)

Formula Mini-7 Rd 3 10 Laps

1	51	Mick Osborne	13:25.4
2	48	Graham Hows	
3	39	Thomas Jay	
4	31	Gordon Line	
5	47	Ian Scott (#1)	
6	41	Maurice Watts	

FL: M Osborne  
1:18.6 - 73.65 mph (record)

#### RESULT: 8 June (750 MC)

Formula Mini-7 NC 10 Laps

1	86	Mick Osborne	13:25.4
2	97	Graham Hows	
3	88	Barrie Williams	
4	84	Mike Smith	
5	85	Richard Jockel	
6	92	Geoff Gilkes	

FL: M Osborne 1:19.2 - 73.09 mph

#### RESULT: 3 August (750 MC)

Formula Mini-7 NC 6 Hours  
'Birkett 6-Hour Relay'

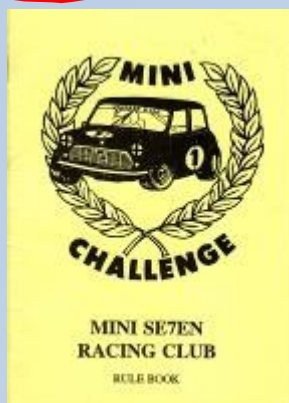
1	7	Nottingham SCC	312 laps
2	3	Team Marcos	307
3	26	Special Builders	306
12	34	Mini-7 Club	260 laps
		Clive Trickey	
		Graham Hows	
		Richard Jockel	
		Mike Smith	
		Mick Osborne	

FL: M Osborne 1:18.0 - 74.22 mph

1.608-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

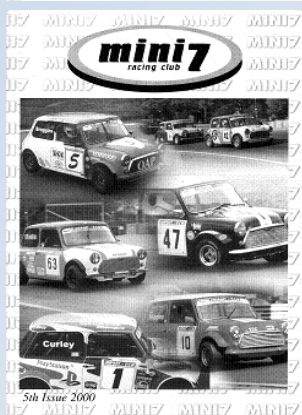
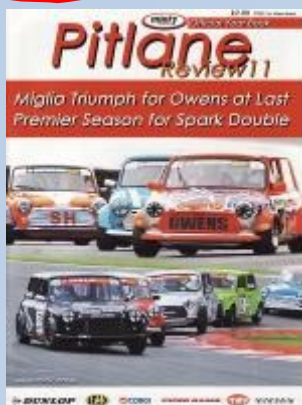
1983	Mike Fry (overall)
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### LYDDEN SERIES - SE7EN / MIGLIA

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/](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](http://www.minispares.com)  
[www.mini7.co.uk](http://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
44	Duncan EMMETT
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




## 0

[www.minispares.com](http://www.minispares.com)  
[www.mini7.co.uk](http://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 n
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](http://www.minispares.com)  
[www.mini7.co.uk](http://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

[www.minispares.com](http://www.minispares.com)  
[www.mini7.co.uk](http://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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