

# Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

2018: Issue 8



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

**DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE**  
supported by MINI SPARES

**Aaron takes Miglia crown!**

## Smoking Silverstone

**Drama-filled finale**

### Silverstone Reports

- **Miglia: success for Smith**
- **Se7en: Hunter's second title**
- **S-Class: Kendall's technical KO**
- **Libre: happy like Harvey**

### Brands Winter Preview

**Latest news**

**Final points**

**Technical updates**

**Runners & Riders**

**From the Archives**

'Winter Warmer' memories

**Sliding Se7ens to the Max!**



**PIPER CAMS**



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### Minispares - LONDON

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Cranbourne Industrial Estate, Cranbourne Rd.  
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## On Second Thoughts

In a recent meeting to discuss policy and updated *Blue Book* regulations, the MSA reviewed its initial decision to annul the use of #0 from next season, and is actively considering a dispensation for the M7RC to continue using #0 into 2019, and beyond. The M7RC had put forward its case for #0 as soon as it learned of the MSA's original edict, based on the grounds of historical use within the Club over several decades, and also pure economic reasons for running a 'special event' deep into the winter months, and that offers an incentive for drivers to enter in the first place. Let's consider the historical perspective, shall we? The idea for #0 is not a new one, and is also a major award in MSA karting circles too. However, we can go further back than last year's 0-Plate at Brands, and before the 'special meeting' held for the 50-Plate at Snetterton back in 2015. Two decades ago the M7RC was probably at its healthiest for registered drivers and close competition among the leading lights, in both formulae.

With several drivers having proved themselves as Mini Se7en champions, the next logical step was to move up in power to Miglia. Not being able to carry their rightfully earned #1 with them, the notion of #0 came to the fore to mark out the transition, and it was a great talking point in programme entries and for the commentators. The likes of Ian Curley, Mike Jackson, Dave Braggins, Steve Bell, Matt Hayman and Tim Sims all gained recognition in print and pictures. Delving way back into the Club's Archive, Touring Car legend, Patrick Watts carried #00 on his Leyland 1275 GT in 1980 having won the 850 (Se7en) title the year before, and in a one-off at Oulton in 1982, Phil Spurling raced a Mig with #1000 on it, so special numbers certainly have a precedent! Let's hope that the MSA will follow through on its positive overtures and allow history to repeat itself •

RW



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# PREVIEW: 0-Plate Winter Cup

# Brands Hatch... 17-18 November...



**Miglia  
Lap Record**  
**Nick Padmore**  
Time: 0:54.331  
Ave speed: 80.03 mph  
Set: 25 August 2018  
1.2079-mile circuit

**Libre Lap Record**  
**David Franks**  
Time: 0:54.800  
Ave speed: 79.35 mph  
Set: 25 August 2018  
1.2079-mile circuit



## MINI MIGLIA

Now that the National Challenges are over, the Dunlop Mini racing circus heads back to Brands Hatch for one last 'winter warmer' to round out the season. Last November's 0-Plate drew a competitive entry, and in the 3-race contest held over two days, it was

Historic F1 exponent, Nick Padmore, and former Saxo champion, Lee Deegan who traded top spot, with overall honours falling to the latter by dint of 2 wins to 1, or by the narrow margin of just 1 point! Teenager Alfie Brown continued his stunning 2017 novice-winning debut season with a trio of thirds behind the lead pair, while James Cuthbertson and Mark Sims were the best of the rest. This year's 0-Plate should see an equally close battle from among the 1298cc machinery, as it was for the National Challenge double-header at the Mini Festival South back in August, with Padmore victorious in both races, and Deegan and this year's National Miglia champion, Aaron Smith taking a second and third place apiece. Should be a belter this time around too! •

### PREVIOUS WINNERS:

2017	0-Plate
	L Deegan x2 / N Padmore
2015	50-Plate
	S Deegan x2 / K Astin

## Mini Libre

Expect to see a few of the invitational class cars out at Brands, and this rapidly expanding 'run-wot-yer-brung' category has included 1380cc 5-port examples through to 16-valve heads and 7- or 8-port variations. Ian Fraser 'won' at last year's event but the likes of 2018 class champion Phil Harvey (top prize is the Special Tuning Trophy) and multi-race winner David Franks could be good bets too. A 'local' entry could also be on the cards from Kent Auto Developments (KAD), whose 16v creation secured 'Fastest Mini in the World' honours at the Mini Festival here back in August, in the hands of Aaron Smith. Mini Libres start behind the Miglias on the grid, and are distinguished by light blue headers and door squares, plus 3-figure numbers •



Photos: M7RC Archive (C Watkins)



# ...PREVIEW: ...0-Plate Winter Cup

# Brands Hatch 17-18 November



**S-Class Lap Record**  
**Shaun Tarlton**  
Time: 1:00.847  
Ave speed: 71.46 mph  
Set: 8 July 2017  
1.2079-mile circuit

**Se7en  
Lap Record**  
**Darren Thomas**  
Time: 0:59.292  
Ave speed: 73.34 mph  
Set: 21 Sept' 2013  
1.2079-mile circuit

## Mini-7 S-Class

The ever-growing budget-tuning feeder category to Mini Se7en should hopefully draw several challengers for class honours, with possible entries from the top three in this year's National Challenge - Scott Kendall, Nick Croydon-Fowler and Thorburn Astin. The latter has also wrapped up the re-introduced Graham Hill Trophy (after 37 years), now in honour of the leading Under-17 driver in the category, while this season's novice champion, Stephen Colbran, may well be out too after his racing debut here just three months ago. Similarly, historic Mini racer Jonnie Kent is trying S-Class for the first time, so be sure to look out for him among the cars denoted with green headers and door squares, and unique numbering in the #700s •

## MINI SE7EN

What was a thrilling encounter among the full-race 1000cc brigade had the crowd on its frozen feet last November, thanks to the efforts of several contenders. Leon Oli Window went home to Wales "over the moon" after a victorious weekend, his two class wins and a second enough to edge out Duncan Emmett by 3 points overall for the right to carry #0 in 2018, a distinction he has been proud to carry, especially as it put him top of the entry lists all year! Lee Roberts took the remaining win, with Emmett, Darren Eaton and Arnold Duncan filling the other podium spots. Traditionally, this kind of 'winter warmer' meet has been a perfect

opportunity for newcomers to try out the sport in a borrowed car with a view to giving it a go in the future, or even for the seasoned racers to bed-in a new car in preparation for the following season. Either way, it is sure to be an intriguing mix to close out another great season of Mini racing - in fact, the 53rd season to be precise! •

### PREVIOUS WINNERS:

2017 0-Plate  
L Window x2 / L Roberts  
2015 50-Plate  
A Davies x3



Photos: M7RC Archive (M Barrington + C Watkins)





## BARC WINTER FINALS

“The curtain is set to fall on another memorable season with Brands Hatch staging the final British Automobile Racing Club meeting of 2018. Encompassing racing that will go into the dark, there is set to be something for everyone as we crown our final set of champions. Britcar's Dunlop Endurance Championship is set to take centre stage with their final two races of the year whilst the Ginetta Junior Winter Series will also be ones to watch. The remainder of the on-track action comes from the Hyundai Coupe Cup, the Club's South East Centre championships -BARC Modified Saloon Car Championship, BARC Tin Tops Championship and Scrapco Metal/Avon Tyres Intermarque Championship - and Minis” •

[www.barc.net](http://www.barc.net)



## NEWS UPDATE NEWS UPDATE

### GRIDS AND POINTS SCORING

The format for the O-Plate meeting should follow that of last season, in that the grids for all three races of the 'mini series' will line up as follows: Mini Miglia to the front with a 1-row gap to Mini Libre, then another 1-row gap to Mini Se7en/S-Class. The Race 1 grid is based on qualifying times, then Races 2 and 3 grids lining up based on fastest lap times in the preceding races. Points scoring for Miglia and Se7en will follow the National Challenge, i.e. 20, 19, 18, etc, with the best 2 scores on aggregate determining the final positions. Any tie-breaks will be decided by the third dropped score. Final S-Class and Libre positions will be determined by their usual 10, 8, 6, 5, 4, 3, etc, scoring method •

[www.m7rc.co.uk](http://www.m7rc.co.uk)

# TIMETABLE: Brands Hatch

## O-Plate Winter Cup 17-18 November

### Saturday 17 November 2018

START	FINISH	DURATION	SESSION	CLASS
09.30	09.35	5 mins	Signing-on	All
09.35	10.35	1 hour	Scrutineering	All
10.55	11.15	20 mins	Qualifying	All
12.30	12.45	15 mins	Drivers' Briefing	All
14.20	14.40	20 mins	Race 1	All

### Sunday 18 November 2018

START	FINISH	DURATION	SESSION	CLASS
11.15	11.35	20 mins	Race 2	All
14.15	14.35	20 mins	Race 3	All



**CIRCUIT LENGTH:**  
**1.2079 miles (Indy)**

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

### Driving there:

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

[www.brandshatch.co.uk](http://www.brandshatch.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> )
Rounds 13 & 14	Silverstone Int	6-7 October ( <i>BARC Finals weekend / Britcar</i> )

All meetings run as double-headers

### ADDITIONAL DATES FOR YOUR DIARY

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

Photo: M7RC Archive (M Barrington)

**The 0-Plate Winter Cup**  
**17-18 November**  
**(BARC)**  
**Brands Hatch**



PIPER CAMS



# NEWS NEWS NEWS NEWS

## CLUB SUCCESS AT SILVERSTONE SHOW



There were plenty of takers for a ride in a full-race Mini...

## MOTORSPORT DAYS LIVE 2018

An all-new event for 2018, Motorsport Days Live at Silverstone aimed to kick-off where the former Brands Hatch race event left some years ago. The Brands version was always popular for the Club, attracting new members and even new drivers, including 2018 Miglia Champ' Aaron Smith no less. The simple format continued here - a wide variety of racing clubs showcase their championships and cars, many offering passenger rides to potential new drivers. It's an extremely convenient

way of sampling different race cars and series for would-be competitors, getting a feel for the comparative costs involved. Keen Club members managed to put on a fantastic display of 10 cars within the F1 wing - four with passenger seats installed, to give a real flavour of racing a Mini Se7en or Miglia on the Silverstone International circuit. It was surprisingly busy for a new event, and will no doubt gain traction year-on-year. Over the two days we were visited by many would-be racers, at least three definite newcomers for 2019 and a promising number of younger karting and junior competitors who seemed very eager to get behind

the wheel of a Mini when the time comes. Most of those interested in joining us managed to get out for a passenger ride or two, and by the look on their faces at the end, they were all hooked! Most passengers couldn't believe quite how agile the cars were on the greasy circuit, and the Miglias looked to be the fastest cars of all during the tin-top sessions. Initial skepticism over the £35 entry fee was diminished when it became clear how much was on offer for visitors. There were indoor trade stands offering anything from nuts and bolts to 2019-model American RVs, some good discounts to be had on race parts and merchandise, expert 'talks', a live band and extras like virtual-reality simulators to play with. That and the chance to go out for passenger rides in many different race cars, mostly free of charge. Thanks to all Club members for making the effort to promote the Club in such a positive light, especially those taking their cars on circuit and offering passenger rides, and not forgetting Oli Window for getting everyone organised. The event is planned to take place at the same time and place next year, and we think all who attended would recommend heading back. Static shows are good for promo', but you can't beat getting newbies out there in the cars for a proper taster of what we do best! •

SC

Photos: S Colbran & O Window



... strapped in and ready for the ride of a lifetime!

## YEARBOOK ADS

The latest annual M7RC magazine, *Pitlane Review 2018*, is well under way, with every blow-by-blow race report in detail and scene-setting photos helping to complete the picture. Several pages have been set aside for advertising opportunities, so if any 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 for details of rates and ad specs required •

richard.williamson@mini7.co.uk



## MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's 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, including 1966 through to 1985, are available from Mike Jackson on the Club stand or via the website 'shop' •





# NEWS NEWS NEWS NEWS

## PARTY PEOPLE !!!



Saturday evening at Silverstone was a chance for the M7RC to let its collective hair down, put on its glad rags and shake a booty or two in the dry, if somewhat chilly, comfort of the pitlane garages! Well, certainly a few of the lady members strutted their stuff to the 'sounds of the 70s' as the menfolk no doubt discussed their collection of 33" vinyl from eras gone by... With BBQ food laid on courtesy of Matt Barrington and various helpers, a 'keg' of ale to whet the whistle and tunes from DJ Dave 'KAD' Usher, it was another great example of the social side of the Club •

Photos: K Williamson



## 2018 CHAMPIONS CONFIRMED

Following post-Silverstone technical checks, the 2018 champions have been confirmed. Max Hunter clinched his second Mini Se7en title, adding to the first from 2007, while Aaron Smith finally secured the Mini Miglia crown after coming close on several occasions. In Mini-7 S-Class, Scott Kendall took overall honours while the invitational Mini Libre category fell to longtime Club racer, Phil Harvey, adding to his trio of Miglia S-Class titles won between 2006-2008. The awards will be presented on 26 January 2019 •

Image: M7RC Archives



## DRIVER EXCLUDED

A serious incident occurred at Silverstone which led to a M7RC driver being excluded from the meeting (MSA G.5.3.6). In addition, the driver received a 30-day suspension from competition and 6 points on their licence. A further review of video evidence, and concerns raised by members, prompted the M7RC Directors and Committee to convene and decide if further action was required. Due to the severity of the incident, involving physical and verbal abuse of a fellow competitor, and witnessed by several onlookers, the panel also had to consider the image of the M7RC and unanimously decided to refuse the driver's membership application from 1 January 2019, with a 6-month review at 1 July 2019 •

## GOTTA GET A GT

Who says the Clubman Minis were ugly? Ian Henshaw's superb black and orange 1275 GT example did the M7RC proud at Silverstone, leading the race cars around to the

start for the later Sunday races. It would have been on pace car duty for the morning races too but apparently broke down on the way to the circuit... something about "a Mini Spares-supplied part!", joked MS' PR man Roland Eckert •

Image: R Eckert



## IN BRIEF

### SEALED WITH A... REMINDER

As a gentle reminder to help prevent anyone being excluded for not reading the Regs (specifically SR.3.2.1), the bulletin for engine sealing requirements issued in May this year has been re-issued in time for the O-Plate meeting at Brands Hatch on 17-18 November. Please ensure your engine/car adheres to the sealing requirements as illustrated on the following News pages 10 and 11, complete with pictures and words to show you exactly where a scrutineer might wish to pass sealing wire or apply some 'magic' sealing paint - it really couldn't be simpler to follow! •

### AGM/ATD ON 24 NOVEMBER!

Don't forget the big annual general meeting and technical discussion is on Saturday 24 November, a week after Brands. Time for the 'fun' to begin is 10.30am, and the 'new' venue is The Stratford Manor Hotel, Warks, CV36 0PY. Promises to be very interesting •

### 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

For any 2017 trophies not yet returned, please give them to Mike Jackson at Brands next week (17-18 November), or send ASAP, looking as polished and brilliant as they did on the night you received them. Apologies to those who may already have done so, but the full list due back was: 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 get in contact via [mike.jackson@mini7.co.uk](mailto:mike.jackson@mini7.co.uk) or call 0121 707 5881 •

### FOR SALE

Mini Se7en Bodyshell: Total front end rebuild by Endaf Owens on James Hall's championship-winning car. Comes with fuel tank, rear subframe, suspension and running gear - £4000  
Mini Se7en 1000cc Engine: Rob Selby's final Se7en engine and gearbox. The most powerful yet. Only a couple of practice laps since last rebuild. Fresh off dyno - £6000 •  
Email: [tim.stanbridge@agrii.co.uk](mailto:tim.stanbridge@agrii.co.uk)



# NEWS NEWS NEWS NEWS



## MINI SEVEN RACING CLUB

### BULLETIN #4\_2018

### RE: ENGINE SEALING UPDATE

***This bulletin has been re-issued in time for the 0-Plate meeting at Brands Hatch on 17-18 November. Please ensure your engine/car adheres to the sealing requirements as illustrated***

To all Club Members and Associates,

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

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

As a reminder, all Challenge-eligible cars will be required to have adopted the above ready for the first Challenge event it competes at during 2018. MSA approved seals may then be applied to one or more cars, on a random basis, at the discretion of the M7RC's appointed MSA Eligibility Scrutineer, and once they have been applied, the seals must remain in place until after the end of the Challenge season, and may then only be removed with the permission of the Eligibility Scrutineer, in accordance with MSA General Regulation J.3.1.5.

When at the circuit during a Challenge meeting, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, and obtain proof of permission to do so (in writing), before undertaking any maintenance/preparation work on the engine.

Similarly, when away from the circuit, competitors must first inform the Eligibility Scrutineer of any seal/seals to be broken, obtaining proof of permission to do so (in writing via Email or by letter) before undertaking any maintenance/preparation work on the engine. Also, any post-event inspection not carried out while still at the circuit will need to be arranged between the competitor and Scrutineer, and no seal/seals may be broken until the Eligibility Scrutineer (or his/her nominated representative) is present.

Failure to comply with part or all of the above SR.3.2.1 will render the competitor liable to SR.4 'Penalties', under SR.4.1 'Infringements', specifically any one or a combination of SR.4.1.1, SR.4.1.2, SR.4.1.3.

To clarify the above, please find (over page) the required bolts or studs to be pre-drilled for the provision of affixing MSA approved seals:

*The 2018 Dunlop Mini Se7en and Mini Miglia Challenge  
supported by Mini Spares*

MSA Championship Permit No: CH2018/R111 (Grade C)



# NEWS NEWS NEWS NEWS



## MINI SEVEN RACING CLUB

### BULLETIN #4\_2018

### RE: ENGINE SEALING UPDATE

**This bulletin has been re-issued in time for the 0-Plate meeting at Brands Hatch on 17-18 November. Please ensure your engine/car adheres to the sealing requirements as illustrated**

Three (x3) adjacent cylinder head studs (*see image 'Sealing 1'*).

Two (x2) rocker cover fixings (*image 'Sealing 2'*).

Two (x2) adjacent flywheel bellhousing/cover bolts (*image 'Sealing 3'*)... OR, note white line across bellhousing/cover (*image 'Sealing 4'*); this may be drilled straight through both sections as an alternative.

Two (x2) adjacent timing cover bolts for chain drive, or equivalent gear drive (*image 'Sealing 5'*), or a pair of two (x2) drilled holes (x4 in total), to allow for sealing wire on opposing edges of equivalent belt drive cover (*image 'Sealing 10'*)... OR, if belt drive without timing cover is fitted, provision must be made for the large camshaft end nut to be marked with scrutineering sealing paint (*image 'Sealing 6'*).

One (x1) manifold/carburettor stud, drilled at both ends to allow sealing wire to pass through both holes (*image 'Sealing 7'*).

Two (x2) adjacent diff housing bolts (*image 'Sealing 8'*).

Two (x2) adjacent speedo drive housing/gearbox end casing bolts (*image 'Sealing 9'*).



'Sealing 1'



'Sealing 2'



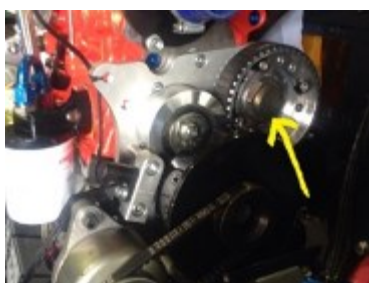
'Sealing 3'



'Sealing 4'



'Sealing 5'



'Sealing 6'



'Sealing 7'



'Sealing 8'



'Sealing 9'



'Sealing 10'

Issued by: Richard Williamson  
Championship Coordinator  
M7RC

Dated: 31 May 2018

The 2018 Dunlop Mini Se7en and Mini Miglia Challenge  
supported by Mini Spares

MSA Championship Permit No: CH2018/R111 (Grade C)



# RACE REPORT:

Round 13

# Silverstone

6-7 October 2018



Photos: P Waller

## Penultimate play ...

### MINI MIGLIA / LIBRE

Rain washed out much of the opening day, with the huge 51-car entry given three familiarisation laps behind the safety car, and the race 1 grids formed on championship points after Brands Hatch. All four of the races were re-scheduled into Sunday, and thankfully the conditions were drier. The opening Miglia race saw up to eight cars vying for the lead, with Aaron Smith in the right spot when it mattered to mathematically wrap up the title. Nick Padmore worked his way through to second from well down the grid with Kane Astin edging out Rupert Deeth, Dave Drew, Charlie Budd and Alfie Brown for the final podium position. Alex Osbourne had been in amongst them

too but on the penultimate lap saw his suspension collapse at the final corner, no doubt after an earlier clash with Drew. Behind the leading group, James Cuthbertson got the better of Jason Porter and Rob Howard who had gradually slipped back from the front pack, with Paul Simmonds next up. An equally intense Libre battle up front went the way of David Franks in 12th overall, once title hopeful Ian Fraser had dropped out due to a popped driveshaft to leave Phil Harvey as provisional class champion, despite the latter's oil cooler bursting on the parade lap. Peter Hills was delighted to take second ahead of Gary Warburton and Steve Baker, while Peter Arnold's Mig was the last unlapped runner in 16th, leaving Peter Harries

and Richard Jessop a lap down, the latter's 2 pts enough to leap-frog to the top of the Novice standings. Colin Peacock and Justin Cooper went out in a first-corner melee.

### MINI SE7EN / S-CLASS

A frantic Mini Se7en opener was shaping up for a rousing finish when red flags halted proceedings after Darren Eaton and Jamie Bull (S-Class) collided. Max Hunter was leading at the time and this also secured him the title, 11 years after his first! Spencer Wanstall's challenge faded with a slow puncture following contact, leaving Joe Thompson and Tom Sanderson to complete the top trio. After Daniel Budd was excluded (see News), Kieren McDonald's return to the class netted a fine fifth from the back row behind Leon Wightman. Gareth Hunt completed the top 6, with Ross Billison eighth, Lee Roberts ninth, then Leon Window 11th from Julian Proctor, Tina Cooper and Wanstall. Steve Trench's second outing of the year netted him 16th from Steven Hooper, while early on Andrew Deviny was nerfed down to an unrepresentative 18th, Dom Burger out on lap 2 from the same incident. Duncan Emmett's first run out this season was also hampered by an early clash which knocked half his exhaust off, thereafter sounding like an old truck! In the S-Class duel for top honours, Scott Kendall (in seventh) chalked up a sixth victory as

A DRAMA-FILLED WEEKEND ON THE INTERNATIONAL CIRCUIT PRODUCED SOME CRACKING RACING TO CLOSE THE NATIONAL CHALLENGES, NOT LEAST A MIGLIA RACE WHICH ENDED WITH SEVERAL CARS CROSSING THE FINISH LINE POINTING IN ALL DIRECTIONS!

### RESULTS:

Race 1	Miglia / Libre	15 Laps
1 21	Aaron Smith	20:41.892
2 56	Nick Padmore	
3 11	Kane Astin	
4 23	Rupert Deeth	
5 29	Dave Drew	
6 47	Charlie Budd	
12 186	David Franks	21:13.597
13 126	Peter Hills	
14 149	Gary Warburton	
FL/m	A Smith	1:18.019 - 85.40 mph
FL/L	D Franks	1:19.041 - 84.30 mph (record)
Pole/m	D Drew	
Pole/L	P Harvey	
Race 1	Se7en / S-Class	10 Laps*
1 46	Max Hunter	14:28.604
2 8	Joe Thompson	
3 19	Tom Sanderson	
4 45	Leon Wightman	
5 88	Kieren McDonald	
6 7	Gareth Hunt	
7 708	Scott Kendall	14:43.004
10 736	Thorburn Astin	
15 766	Stephen Colbran	
FL/7	J Thompson	1:25.291 - 78.12 mph
FL/S	N Croydon-Fowler	1:25.876 - 77.59 mph (record)
Pole/7	S Wanstall	
Pole/S	N Croydon-Fowler	
* race red-flagged - result @ 10 laps		
1.8508-mile International circuit		

title rival Nick Croydon-Fowler dropped out with a split radiator. Thorburn Astin and Stephen Colbran completed the class podium, with former Mighty Mini racer Michael Dryden fourth in class in the car Kendall drove earlier in the season. Jack Shearing and Kelvin Edgar dived for the remaining position, while Andy Dickinson was left in the gravel trap on the opening lap •

RW





# RACE REPORT:

Round 14

Silverstone

7 October 2018



## ... final fling

### MINI MIGLIA / LIBRE

The second Miglia thrash was even more thrilling than the first, and as Padmore and Smith reversed the earlier result in an enthralling dice, behind them on the run in to the flag, Astin's car flew over the kerbs when challenging Deeth through the final curve, ripping off his oil cooler and, in a cloud of smoke, spun on his own lubricant across the line just behind Deeth. This then caused the remaining cars following on behind to either go off into the gravel or to gyrate down pit straight, with one or two clipping the pit wall too. Thankfully there was no serious damage, and the finishing order saw Osborne, Drew, Peacock and Brown classified down to eighth position.

Even as the marshals were beginning to wave flags and run towards the beached cars, the next bunch through found the slippery stuff despite slowing up, Howard, Porter and Cuthbertson all having moments, as did Cooper's winning Libre which crossed the line fishtailing on the oil, with Fraser and Franks doing their best to catch him after an earlier delay in their class lead battle. A lap down came Warburton's Libre, followed by Harries who was one to crunch a front wing on the pitwall, and Arnold. Charlie Budd pulled off after 12 laps, Simmonds after just two, while the Libre trio of Hills, Baker and Harvey also dropped out, the latter splitting another cooler when Franks spun in front of him. Jessop failed to make the grid.

### MINI SE7EN / S-CLASS

With Hunter opting out of this one, content that he had sealed the title on paper, and Daniel Budd excluded from taking the start too, the field was down to 26 starters. More than enough cars however to put on a blinding show, and the Se7ens' finale came down to a straight fight between Deviny and Wanstall, both avoiding any uninvited contact this time around, and the difference between them at the end was just 0.264s, *tres magnifique!* Sanderson again took third, with Hunt, Wightman and Burger next in line after another storming encounter, Thompson initially looking strong too before pulling in. McDonald picked up another useful helping of points in eighth overall by edging out Window and Roberts who were joined by Astin's S-Class, similarly Proctor, Cooper and Hopper chased home Colbran's 1275 in the next entertaining quartet along, having lost the company of Trench, Eaton and Billison at various stages, while Emmett's now re-silenced car plugged on gamely among the remaining S-Class runners. Croydon-Fowler's had crossed the line in fourth overall but post-race was excluded for a technical infringement, promoting Kendall to seventh overall, another maximum score and the provisional class title. Astin thus clocked up another second (and wrapped up the Graham Hill

### RESULTS:

Race 2	Miglia / Libre	16 Laps
1	56 Nick Padmore	21:00.142
2	21 Aaron Smith	
3	23 Rupert Deeth	
4	11 Kane Astin	
5	64 Alex Osborne	
6	29 Dave Drew	
12	616 Justin Cooper	21:40.757
13	127 Ian Fraser	
14	186 David Franks	
FL/m	A Smith	1:17.406 - 86.08 mph (record)
FL/L	D Franks	1:19.325 - 83.99 mph
Pole/m	A Smith	
Pole/L	D Franks	
Race 2	Se7en / S-Class	14 Laps
1	77 Andrew Deviny	20:22.324
2	5 Spencer Wanstall	
3	19 Tom Sanderson	
4	7 Gareth Hunt	
5	45 Leon Wightman	
6	28 Dom Burger	
7	708 Scott Kendall	20:29.217
10	736 Thorburn Astin	
12	766 Stephen Colbran	
FL/7	A Deviny	1:25.242 - 78.16 mph (record)
FL/S	S Kendall	1:26.023 - 77.45 mph
Pole/7	J Thompson	
Pole/S	N Croydon-Fowler	
1.8508-mile International circuit		

Trophy as best Under-17), with Colbran's third enough to secure him the Novice trophy too. While Bull took a clear fourth in class, Dryden began to look at home by the end and secured fifth by a gnat's from Dickinson, with Shearing gradually dropping Edgar to complete the finishers. There was much gleeful recounting of events in *parc fermé* afterwards, marred only by a long wait for engines to be sealed

RW





Photos: P Waller

# SILVERSTONE GALLERY...





Photos: P Waller

# ...SILVERSTONE GALLERY





# 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 been 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 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

For performance, 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 13 & 14



## MINI SE7EN

Pos	#	Driver	Pts
1	46	Max HUNTER	206 (220)
2	5	Spencer WANSTALL	197 (231)
3	19	Tom SANDERSON	193 (205)
4	8	Joe THOMPSON	169 (172)
5	708	Scott KENDALL	149 (150)
6	45	Leon WIGHTMAN	142 (143)
7	47	Dan BUDD	138 (141)
8	77	Andrew DEVINY	135 (136)
9	28	Dom BURGER	126
10	777	Nick CROYDON-FOWLER	123 (126)
11	0	Leon Oli WINDOW	123 (126)
12	20	Darren THOMAS	117 (118)
13	95	Julian PROCTOR	112 (126)
14	736	Thorburn ASTIN	98 (107)
15	94	Lee ROBERTS	91 (93)
16	55	Darren EATON	86 (87)
17	7	Gareth HUNT	72
18	22	Graeme DAVIS	71
19	30	Tina COOPER	59 (60)
20	779	Andy DICKINSON	56
21	723	James BULL	44
22	49	Ross BILLISON	39
23	38	Steven HOPPER	32
24	88	Kieren MCDONALD	29
25	766	Stephen COLBRAN	27
26	69	Steve TRENCH	23
27	84	Rob PEARSON	20
28	796	Mark CHAPPELL	19
29	747	Kelvin EDGAR	16
30	711	Rick SHORTLE	12
31	765	Simon MARTIN	12
32	700	Morgan LEWIS	11
33	31	Ian BRISCALL	10
34	96/795	Stuart GILBY	9
35	722	Jack SHEARING	8
36	792	Kevin O'SHEA	8
37	746	Michael DRYDEN	6
38	44	Duncan EMMETT	4
39	71	Simon JONES	0



## MINI MIGLIA

Pos	#	Driver	Pts
1	21	Aaron SMITH	211 (228)
2	23	Rupert DEETH	194 (197)
3	29	Dave DREW	191 (233)
4	11	Kane ASTIN	188 (202)
5	83	Colin PEACOCK	176 (189)
6	81	Alfie BROWN	174 (188)
7	47	Charlie BUDD	150 (153)
8	92	Jason PORTER	132 (133)
9	37	James CUTHBERTSON	125 (132)
10	72	Rob HOWARD	122 (124)
11	56	Nick PADMORE	98
12	0	Lee DEEGAN	77
13	26	Peter ARNOLD	72
14	42	Paul SIMMONDS	65
15	88	Kieren MCDONALD	64
16	20	Mark SIMS	56
17	64	Alex OSBORNE	44
18	27	Peter HARRIES	43
19	49	Martin WAGER	39
20	46	Steve MAXTED	39
21	44	Darren MOON	39
22	17	Richard JESSOP	31
23	43	Dave EDGEcombe	30
24	12	Richard SMITH	25
25	69	Tony LE MAY	23
26	28	Bob HUMPHREYS	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 (70)
2	127	Ian FRASER	66 (67)
3	186	David FRANKS	54
4	126	Peter HILLS	46
5	149	Gary Warburton	45
6	616	Justin COOPER	38

7	282	Pieter van CLEEMPUTTE	15
8	666	Jonathan LEWIS	11
9	500	Rob DAVIS	11
10	177	Peter CREWES	8
11	115	Steve BAKER	7
12	222	Ben BUTLER	5
13	129	Alex OSBORNE	1

## MINI-7 S-CLASS

Pos	#	Driver	Pts
1	708	Scott KENDALL	100 (101)
2	777	Nick CROYDON-FOWLER	83 (86)
3	736	Thorburn ASTIN	76 (87)
4	779	Andy DICKINSON	46
5	723	James BULL	38
6	766	Stephen COLBRAN	21
7	747	Kelvin EDGAR	19
8	796	Mark CHAPPELL	17
9	765	Simon MARTIN	14
10	771	Rick SHORTLE	13
11	700	Morgan LEWIS	10
12	722	Jack SHEARING	10
13	746	Michael DRYDEN	9
14	792	Kevin O'SHEA	9
15	795	Stuart GILBY	7

## Se7en Novices

Pos	#	Driver	Pts
1	766	Stephen COLBRAN	12
2	700	Morgan LEWIS	11
3	796	Mark CHAPPELL	11
4	722	Jack SHEARING	8

## Miglia Novices

Pos	#	Driver	Pts
1	17	Richard JESSOP	15
2	12	Richard SMITH	14
2	44	Darren MOON	14
4	22	Stuart HORSFALL	4

## S-Class Under-17

Pos	#	Driver	Pts
1	736	Thorburn ASTIN	31
2	700	Morgan LEWIS	8

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







# From the Archives

## 25 years ago - 1993



## Brands Hatch

A QUARTER CENTURY AGO THE WINTER SERIES COMPRISED FIVE ROUNDS OF WHICH TWO WERE HELD IN NOVEMBER AT THE KENT VENUE

Winter Series: 13 Nov

## Lee reigns in rain; Curley's plain sailing

VERY MUCH ON form, Jonathan Lee took another Miglia class win in a wet Winter series race, with Tony Hobbs respectably close throughout. In the Se7ens section, Ian Curley and Matt Hayman ran indecently high up the lap

charts in third and fourth overall

Nobody had an answer to Jon Lee in the Mini 7 Club race. The Miglia driver mastered the rain-

lashed track with only Tony Hobbs able to stay in touch. Ian Curley headed a queue in third in the best of the Mini 7s. Curley was passed by Alan Stacey and Mick Best, but Stacey stopped on lap five

threat for his place and the class from Andy Burge. Andy looked particularly lurid at Surtees, and spun into retirement at this spot on the final lap •

report courtesy Motoring News



### RESULT: 13 November (BRSCC)

Miglia/Se7en Winter Rd 3 10 Laps

1	79	Jonathan Lee m	11:19.86
2	123	Tony Hobbs m	
3	23	Ian Curley 7	11:37.58
4	42	Matt Hayman 7	
5	99	Mick Best m	
6	91	Gerald Dale m	
7	47	Alan Waite 7	
8	20	Bob Humphreys m	
9	30	David Sharp 7	
10	46	Ross Buckingham m	
11	39	Richard Pulley m	
12	33	Mike Acton 7	
13	8	Mike Jordan m	
14	43	Neil Mackay m	
15	68	Peter Major m	
16	41	Ron Graham m	

dnf 64 Andy Burge 7  
dnf 40 Steve Bell 7  
dnf 28 Tony Parker m  
dnf 60 Alan Whittington m  
dnf 9 Alan Stacey m  
dnf 4 Kelly Rogers 7  
dnf 61 David Groom m  
dnf 59 Jason Rolf m

ns 71 Henry Sargent 7  
ns 81 Ashley Meddings 7  
ns 2 Bill Sollis m  
ns 5 Alan Wickenden m

FL/m J Lee  
1:05.43 - 66.24 mph  
FL/7 I Curley  
1:07.69 - 64.03 mph

1.2036-mile circuit



and Best spun on lap eight, lifting Curley back to third. But he was now under

Ian Curley, seen at an earlier summer meet ahead of Mickey Bray, all but secured the Mini Se7en Winter title with another class victory (top)

Richard Pulley's Miglia lifts a wheel in to Paddock (above)

Plugging on at the tail of the Miglias, Ron Graham finished two laps adrift in 'TrickeyMin' (left)

Photos: M7RC Archive (K Ellison)

\* full info in M7RC Archive 1993 issue







# From the Archives

## 25 years ago - 1993



### Brands Hatch

#### Winter Series: 28 Nov'

#### Dale's 1000 farewell; Rogers on aggregate

THE LAST ever race for 1000cc Miglias signed off with a 2-part aggregate victory for Gerald Dale from Jonathan Lloyd, Mike Jordan and new Winter Miglia champion, Jon Lee. Kelly Rogers' Se7en win was not enough to stop Ian Curley winning the class title

Bill Sollis wrapped up the overall Silhouette Specials title with outright victory, but was thwarted in his attempts to challenge Jon Lee in the Mini Miglia encounter. Jon Lee has dominated the Winter Mini 7 Club action at

both Snetterton and Brands, and he looked like doing it again on Sunday. Bill Sollis, an acknowledged master of the art, might have given Lee a hard time in his Miglia, but decided not to race with the odds stacked against him. There was mayhem at

Druids on the first and third laps, and on the fourth runaway leader Lee went skating there and fell to ninth place. This looked like good news for Gerald Dale, but he was demoted from first to third by Jonathan Lloyd and Mike Jordan



just before the red flag appeared, so that oil at the hairpin could be mopped up and abandoned cars collected. The leader on countback, Dale battled with Lloyd for supremacy in the re-run until Lee put them both very rapidly in the shade. But in only five laps Lee did not have time to make up his deficit, and finished fourth behind Dale, Lloyd and Jordan. Kelly Rogers was the Mini 7 winner from Marcus Gavin (brother of Oliver), Ian Curley having fallen victim to the Druids oil slick •

report courtesy Motoring News

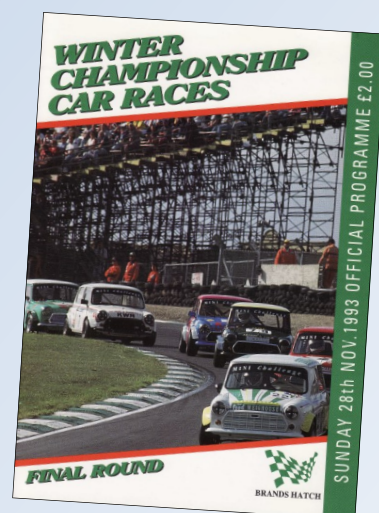
Overall winner Gerald Dale smokes a tyre at Druids (left)

The Lounge Lizard of RW lost oil pressure after qualifying (middle)

Neat Vickers-prepared car of Malc' Holdstock (bottom left)

Photos: Autosport + M7RC Archive (K Ellison / RW)

\* full info in M7RC Archive 1993 issue



#### RESULT: 28 November (BRSCC)

Miglia/Se7en Winter Rd 5 9 Laps\*

1	91	Gerald Dale	m	8:52.10
2	25	Jonathan Lloyd	m	
3	8	Mike Jordan	m	
4	79	Jonathan Lee	m	
5	4	Kelly Rogers	7	9:01.83
6	42	Matt Hayman	7	
7	59	Jason Rolf	m	
8	56	Marcus Gavin	7	
9	47	Alan Waite	7	
10	62	Alan Shields	m	
11	41	Mickey Bray	7	
12	30	David Sharp	7	
13	11	Malcom Holdstock	7	
14	38	Dan Wheeler	7	
15	31	Steve Martin	7	
16	123	Tony Hobbs	m	
17	68	Peter Major	m	
18	141	Ron Graham	m	
19	93	Mark Livermore	m	
20	43	Neil Mackay	m	

dnf	83	Roger Ratley	7
dnf	39	Richard Pulley	m
dnf	28	Tony Parker	m
dnf	99	Mick Best	m
dnf	64	Andy Burge	7
dnf	40	Steve Bell	7
dnf	23	Ian Curley	7

ns	2	Bill Sollis	m
ns	20	Bob Humphreys	m
ns	32	Nick Lemon	m
ns	29	David Abbott	m
ns	15	Rich Williamson	7
ns	66	Alan Wickenden	m
ns	9	Alan Stacey	m

FL/m	J Lee	0:54.32 - 79.79 mph (record)
FL/7	M Hayman	0:57.04 - 75.98 mph (record)

\* red-flagged + restarted

1.2036-mile circuit









# From the Archives

## 50 years ago - 1968

### Brands Hatch

MICK OSBORNE

Star of the Mini Seven firmament is Mick Osborne, the dominant driver of this year's Formula Mini-Seven races who will receive the season's championship trophy this afternoon and richly deserve it — he has won 11 out of the 14 races which he has contested. Twenty-three years old and in the motor trade, Mick is coming towards the end of his first full season of motor racing, having a taste of the sport with a couple of events last year. That he should win this very close-fought competition so soon in his motor racing career is highly creditable. His Mini is self-tuned, for his business at Woolston, Southampton, is a service station primarily, although his successes have persuaded him to adopt the name of 'Mayfield Tune' - for those who are keen to have their cars modified at his Mayfield Service Station. Perhaps customers are attracted by the fact that his Mini racer has been extremely reliable throughout the entire season and nothing expensive has broken. Certainly the car goes, as is proved by the fact that he has broken the Mini-Seven lap records for Brands Hatch, Mallory Park, Silverstone, Llandow and Lydden Hill. Part of its success springs from the tuning ideas of Ray Harris, also of Southampton, whom Osborne describes as a "demon" when it comes to tweaking up the car. Mick's Mini uses a

Fish carburettor which certainly gives plenty of power although, at around 8 miles per gallon, economy is not its strongest point! He has a high regard for his fellow competitors in this class of racing, nearly all of whom he has found to be good sportsmen. He has been helped, too, by the enthusiasm of his wife who with their small daughter, should be here today to see the trophy presentation. Who knows, it might bring him luck for Brands Hatch is one circuit where he has so far not enjoyed any success. In five races here, he has only finished twice, being fifth each time. Now his Mini is up for sale so that he can recoup some of the £600 which he calculates he has spent on it. Ignoring the time which he has put into it to make it go like it does and keep it going, he does not regard this as being a big price for a successful racer, even in this class noted for its low cost racing. Next year he hopes to be driving somebody else's car in a higher class of competition. The rest of the Mini-Seven Circus

will tell you that his progress should be worth watching •  
M7C programme, 8 Dec' 1968

Osborne's Mayfield Tune also prepared the car of Roger Colson (bottom left)  
Photo: P Cobbing Collection

Reece Fish ad (below)

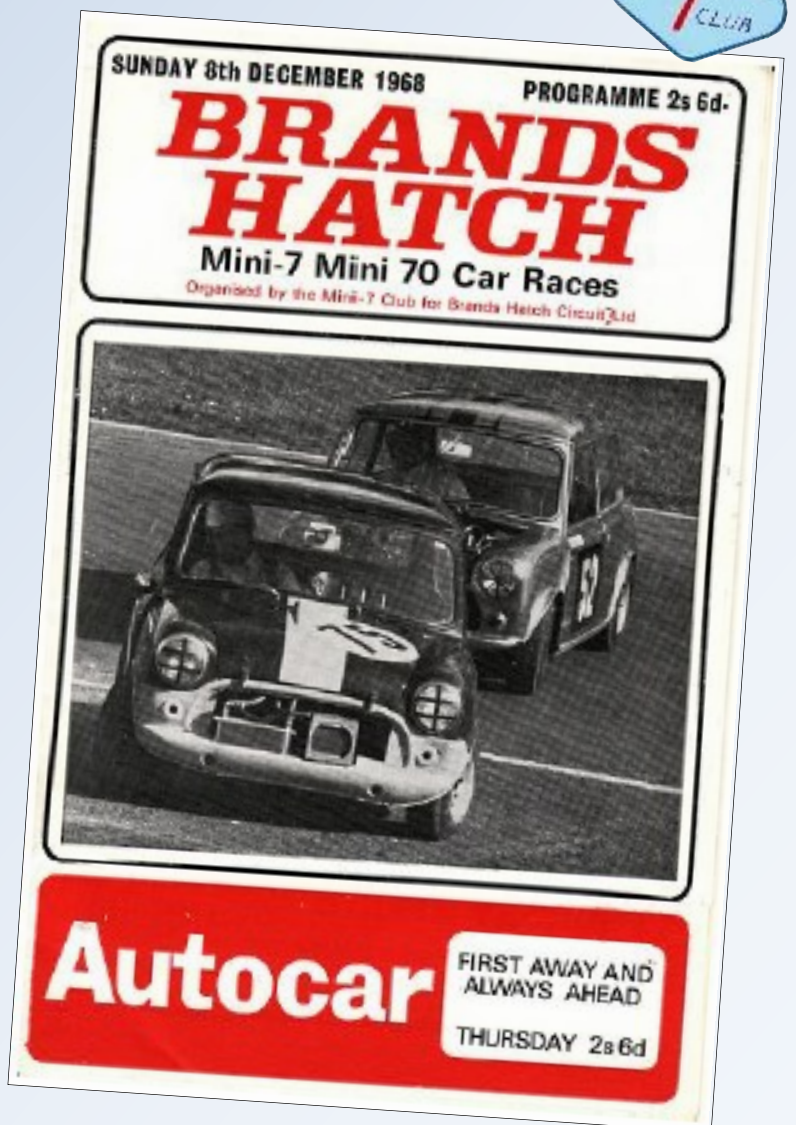
\* full info in M7RC Archive 1968 issue



MINI RACERS HAVE ALWAYS FEATURED IN BRANDS HATCH PRE-RACE PROMO, AND THE 1968 FM-7 CHAMPION MICK OSBORNE MADE IT INTO THE 8 DECEMBER PROGRAMME, AN EVENT HOSTED BY THE MINI 7 CLUB, NO LESS!

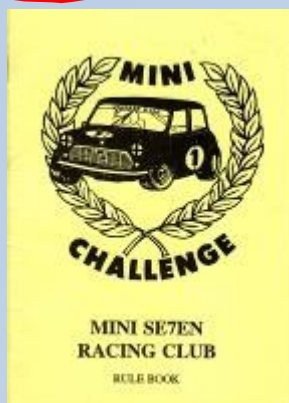
Bob Fox Formula Mini-7 Challenge - 8 November

Brands Hatch  
Dicers





## 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
2018	Max Hunter

### \* 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
2018	Aaron Smith

### 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
2018	Scott Kendall

### MIGLIA S-CLASS

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

### MINI LIBRE Invitational

2017	Peter Crewes
2018	Phil Harvey

### 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
2018	Thorburn Astin (U-17)

### CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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### CASTLE COMBE SERIES

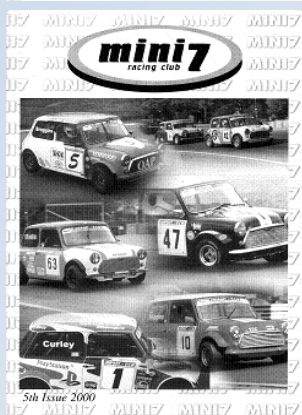
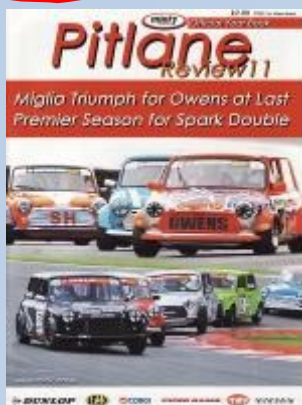
1983	Mike Fry (overall)
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### LYDDEN SERIES - 7 / MIG

1983	B Cowell / P Moore
1984	C Gould / D Titmuss
1985	P Kavanagh / G Munday
1986	C Tyrrell / B Comber
1987	B Sollis / B Comber
1988	B Sollis / M 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  
2018 Stephen Colbran

### 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  
2018 Richard Jessop





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
10	Nigel DAVIES
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




# 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
701	Jonnie KENT
708	Scott KENDALL
711	Rick SHORTLE
722	Jack SHEARING n
723	James BULL
736	Thorburn ASTIN
746	Michael DRYDEN
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




# 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
?	Dave USHER





# 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.

[www.dunlop.eu](http://www.dunlop.eu)

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 **DUNLOP**  
FOREVER FORWARD