

Pit & Paddock

2019

Official Newsletter of the Mini Seven Racing Club

2019: Issue 1



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES



Seasoned pros:
Mini Se7en



LET'S GO ROUND AGAIN

Exciting new season ahead

Top guns:
Mini Miglia



Silverstone Preview

- **Se7en: 54 years and counting**
- **Miglia: Title race wide open**
- **S-Class: Back to basics**
- **Libre: Increasing invitations**

Brands O-Plate Report

- Latest news
- Awards evening
- Technical updates
- Runners & Riders

From the Archives
Seasonal Silverstone



www.minispares.com

Supporting the Mini owner since 1975

Exclusive
engine internals from
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Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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



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Title co-sponsor of the Mini Se7en & Mini Miglia Challenge - a leading Mini aftermarket specialist

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Sponsor of the 'Spax Spectacular' Improver Awards - for most places made up by a Mini Se7en driver in the race from their grid position

www.spaxperformance.com



Sponsor of the Fastest Lap awards

www.pipercams.co.uk



Series partner to Mini Miglia

www.ohlins.uk.com



Series partner to Mini Miglia

www.ohlins.uk.com



Sponsor of the Race Trophy awards

...see News on page 9...

BETTER LATE THAN...

There is a well-used phrase in publishing, usually from an over-bearing editor; "I don't want it good, I want it yesterday!" That's the trouble with deadlines, someone will always push them to the limit. When a race organiser states a closing date on the entry form, that should strictly be the cut-off point for anyone trying to sneak in to an over-subscribed meeting. Back in the day, that scenario was commonplace, as hordes of Mini racers tried to wangle themselves a place in qualifying where the grid capacity was way smaller than those trying to get a race. Eliminator heats sorted most of these issues, but as time moved on, entry fees rose and timetables got ever more compact, so the luxury of extra races became less likely. Periods of economic cutback also had an effect, and looking back in the M7RC's records it is easy to pinpoint the highs and lows of economic growth or recession. The term 'boom and bust' has never quite been on the M7RC vocabulary, however! For over a decade or more, the Club has

arguably been in a consolidation and rebuilding process, with 'only' the singular National Challenge to aim for, albeit with the two traditional Se7en and Miglia classes gradually accompanied by new projects, such as S-Class and Libre. Talk of re-introducing a secondary championship in recent seasons was perhaps premature, but as race promoters have looked to ensure high-yield returns on running meetings with fuller entries, so more 'special' invitations such as the O-Plate have appeared. The cost of entering a non-points event nowadays though seemed to be a wasted opportunity, and so the notion of bringing back the Winter Challenge after a 16-year hiatus was one worth a punt. With 'close of entries' for Silverstone looming it seemed that optimism might be misplaced but true to form, Mini racers have again pushed the deadline to the 11th hour... as it has always been!

RW



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PREVIEW: Spring Cup

Silverstone... 30 March...

THE 2019 M7RC SEASON KICKS OFF AT SILVERSTONE WITH THE RE-INTRODUCED WINTER CHALLENGE, ROUNDS 1 & 2 IN A 5-RACE SERIES THAT BOOK-ENDS THE NATIONAL CHAMPIONSHIP

**Miglia
Lap Record**
Tony Le May
Time: 1:08.137
Ave speed: 86.60 mph
Set: 7 April 2007
1.639-mile circuit

MINI MIGLIA

It is a decade and a half since the Winter Challenge was last run, but with healthy numbers in the National championship it now seems a good time to make use of extra race dates offered up in the calendar. Encouragingly, entries for the MG Car Club's Spring Cup meeting look to be

very strong in the top-tier Miglia category, with a pair of former champions on the list. Kane Astin has twice won a National title (2015 Miglia and 2009 Se7en), while having concentrated on various engineering projects - including a motorbike-engined Mini racer - Jonathan Lee makes a return to the Winter series he won as far back as 1993. One name down who has amassed

many victories before is Richard Wager, making a comeback to the formula after a couple of decades away. Son Martin has been racing Miglias over the past couple of seasons, and famously won his debut race in the 1996 Winter Challenge, in dad's car! Others who will be in with a shout include Colin Peacock, Rob Howard, Mark Sims and Tony Le May, so expect to see a close contest for overall race honours •

Mini Libre

Going into its third season as a stand-alone championship class, this semi-invitational 'Free Formula' offers an A-Series alternative or indeed stepping stone to the Miglias. Already with well over double figures signed up, the 'run-wot-ya-brung' category has seen traditional 5-port examples ranging from 1293cc upwards taking on 16-valve heads, and 7- and 8-port variations. Indeed, Phil Harvey triumphed overall in 2018 using 5-port motivation. With its own scoring structure, top prize is the ST Trophy, originally donated to the M7RC by BMC's Special Tuning department back in the late 1960s. To encourage closer competition from the off, Libres start behind the Miglias and are distinguished by light blue headers and door squares plus 3-figure numbers •

Libre Lap Record to be established

Time: ...
Ave speed: ... mph
Set: ...
1.639-mile National circuit



PREVIOUS WINNERS: National Circuit

- 2013 Peter Baldwin x2
- 2007 Andy Hack
- 2005 Sarah Munns
- 2004 Peter Baldwin x2 / Max Hunter
- 2003 Bill Sollis / Martin Wager
- 2001 Rob Cullum / Kelly Rogers

Photos: M7RC Archive (M Barrington)



**...PREVIEW:
...Spring Cup**

**Silverstone
30 March**



**Se7en
Lap Record**
Andrew Deviny
Time: 1:14.398
Ave speed: 79.30 mph
Set: 22 March 2003
1.639-mile circuit

Photos: M7RC Archive (M Barrington)

Mini-7 S-Class

First introduced in 2006, the burgeoning budget-tuning feeder category to Mini Se7en is, from 2019 onwards, a fully stand-alone class from the main championship. The revised scoring structure offers greater points further down the ranks and, with the cars now gridded behind the main Se7en pack, is intended to help keep the competition closer together from the green light! A further incentive for young hopefuls looking to get on the motor racing ladder is the Graham Hill Memorial Trophy, re-introduced last season after a gap of over three decades, and now rewarding the leading Under-17 driver. Early entries include former Mighty Mini contenders, Jo Polley and Charlie Brisker, plus Jonnie Kent who won an O-Plate race at Brands in November •

S-Class Lap Record

Ian Deviny

Time: 1:16.472

Ave speed: 77.16 mph

Set: 9 June 2013

1.639-mile National circuit

MINI SE7EN

The last name that was etched onto the Mini Se7en Winter trophy back in 2003 was a young driver by the name of... Nick Tandy. Just over a decade later he would be standing on the winners' podium at Le Mans having helped guide Porsche to another overall victory in the 24-hour classic. It is that kind of career prospect that keeps attracting drivers to the original low-cost saloon car formula, now into its 54th season. Of the early entries for these opening two rounds, Darren Eaton has been making good progress up the ranks since his debut in 2017.

Scheduled to make his first ever start in Se7ens is Glen Woodbridge, son of 1996 Se7en Novice champion, Paul. A more established name on the motor racing ladder, however, is Jeff Smith, the former BTCC driver easing his way back into competitive action following his jarring crash in the major tin-top category a couple of years ago, so it will be inter-

esting to see how he goes on his Se7en debut. Other entries of note are from ex-National champions, Tina Cooper (1993) and Andrew Deviny (2006/13/14). Before that triple success though, the latter took the Se7en Winter title back in 2000 and is the current class lap record holder for the shorter layout, a time which has stood for 16 years! •

**PREVIOUS WINNERS:
National Circuit**

- 2013 Max Hunter / Andrew Deviny
- 2007 Max Hunter
- 2005 Paul Brown
- 2004 Paul Clark / James Hall / Joe Tandy
- 2003 Andrew Deviny / Nick Tandy
- 2001 Dave Banwell / Paul Spark





MGCC SPRING CUP

“Spectators are welcome at all the MG Car Club race meetings, and tickets are available from the individual circuits... We operate with open paddocks, pits and grandstands, allowing visitors to get the full motorsport experience. Parade laps take place during the lunch break, giving car club members the opportunity to drive their beloved MG around the circuit •

www.mgcc.co.uk



NEWS UPDATE NEWS UPDATE

ABSOLUTE ATTENDANCE !

A Winter Mini Challenge Briefing will be held at 10.45 PROMPT on Saturday morning, in Garage #5 Welcome Centre (subject to Brexit allowing!). Please pay close attention to the *Final Instructions* issued by the MGCC. Any latecomers may be subject to *Motorsport UK 2019 General Regulation G5.3.8*, with a maximum fine of £200. This also applies to anyone new to a circuit (even if only part of the track has changed since last raced at a particular circuit) and who does not attend an MGCC first-time drivers' briefing before going out on track, which is totally separate to our championship briefings; the times for this should be published in the *Final Instructions*. This applies for the whole of 2019 and is being rigidly enforced. I do not think any Clerk of the Course likes to do this but if rules are not adhered to... I would personally suggest any fines that can be avoided go into car preparation, motorsport is expensive enough! •

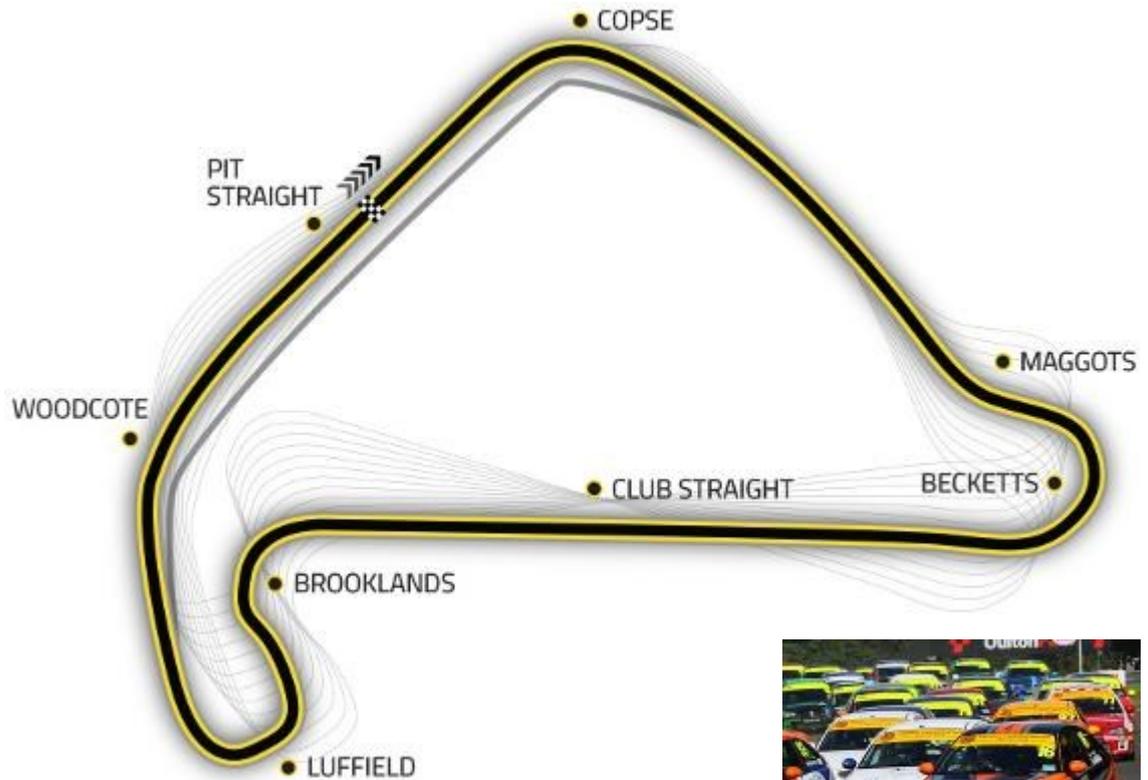
Chris Gibson
M7RC Clerk of the Course
www.m7rc.co.uk

TIMETABLE: Silverstone

Winter Series Rds 1+2 30 March

Saturday 30 March 2019

START	FINISH	DURATION	SESSION	CLASS
07.20	07.35	15 mins	Signing-on	All
07.35	09.00	1 hour	Scrutineering	All
09.20	09.35	15 mins	Qualifying	All
10.45	11.00	15 mins	Drivers' Briefing	All
12.10	12.30	20 mins	Race 2 (Rd 1)	All
17.05	17.25	20 mins	Race 9 (Rd 2)	All



The MGCC meeting will feature several of its own championships, including classic roadsters and more modern saloons (right) Photo: courtesy MGCC

CIRCUIT LENGTH:
1.639 miles (National)

Silverstone Circuit, Towcester, Northants, NN12 8TN
Tel: 0344 372 8200
Email: 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 or M1 •

www.silverstone.co.uk



2019 CALENDAR

DUNLOP MINI CHALLENGE SUPPORTED BY MINI SPARES

National 1+2	Croft	13-14 April (BARC)	
National 3+4	Thruxton	18-19 May (BARC / TOCA BTCC)	
National 5+6	Silverstone (GP Historic)	15-16 June (MGCC / MG Live!)	Cancelled!
National 5+6	tbc	tbc	
National 7+8+9	Zandvoort, NL	5-7 July (CZL-CPZ / British Race Festival)	
National 10+11	Brands Hatch	20-21 July (MSV / Mini Festival South)	
National 12+13	Cadwell Park	31 August-1 Sept' (BARC)	
National 14+15	Castle Combe	13-14 October (CCRC)	

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2	Silverstone (National)	30 March (MGCC / Spring Cup)
Winter Series 3+4+5	Brands Hatch	9-10 November (BARC / 0-Plate Trophy)
AGM / ATD	Stratford Manor Hotel (tbc)	November or December
Awards / Dinner Dance	Stratford Manor Hotel (tbc)	January 2020

Photo: M Smith Collection

The Spring Cup / Winter Series 1+2 **Silverstone**



30 March

MGCC

NEWS NEWS NEWS NEWS

SILVERSTONE MG LIVE! IN JUNE CANCELLED...



...SEARCH IS ON FOR REPLACEMENT MINI CHALLENGE RACES

The ongoing saga of Silverstone Circuit's track surfacing problems has resulted in the cancellation of MG Live! on 15/16 June. With Rounds 5 & 6 of the National Mini Challenges due to have taken place at the MG Car Club-run event, various options are now under consideration to replace the lost Mini races. One possible alternative could be an earlier meeting in June, which would not be too close to Rounds 3 & 4 at Thruxton on 18/19 May, and

equally freeing up extra preparation time for those travelling abroad to Zandvoort in Holland for rounds 7, 8 & 9 on the 5-7 July. A second option could be much later in the year, maybe in late September or early October, while a third possible scenario is to cut losses and revert to a shortened National calendar of just 13 rounds, with 3 scores to be dropped from the final total. Both the middle and latter options would obviously create a bigger window for pre-Zandvoort preparation following the Thruxton BTCC-support event. Discussions are continuing between the M7RC and various race organisers, so hopefully a solution will be reached in time for the start

of the National Challenges, at Croft in North Yorkshire on 13/14 April. As the world's largest MG show, MG Live! was set to be a massive event for the MG Car Club, and in celebration of the Abingdon-based marque's 95th birthday! Alongside the many attractions, a full racecard had been planned for various MG championships, with the M7RC invited to run a pair of combined grid races on the Historic 3.64-mile circuit layout. Following the resurfacing work carried out at the Northamptonshire circuit in 2018, there were mixed reactions from the F1 circus at last season's British GP in July, but the subsequent abandonment of the rain-swept Moto GP event a month later in August due to severe flooding - widely accepted to have been caused by poor drainage of the new track surface - has led to Silverstone Circuits being forced to take steps to prevent a repeat this time around. Despite insurance covering the huge ticket refunds to all the spectators who never got to see any Moto GP racing all weekend, the decision for a second resurfacing operation in as many years was only confirmed in early March, leaving few options for the work to be carried out, and which is expected to take the contractors up to four weeks to complete •

Photos: courtesy MGCC + C Watkins

NEW PITLANE MAG

The M7RC's annual, full colour, 72-page *Pitlane Review 2018* magazine was released for the Awards evening in late January, so if you haven't yet received a copy there will be plenty available on the M7RC stand on race weekends. Or if you can't make it in person, then contact mike.jackson@mini7.co.uk for posting details •



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 www.m7rc.co.uk 'shop' section •



Where to race?
Not Rockingham, that's for sure...

NEWS NEWS NEWS NEWS

FAT YANKS (WERE) OVER HERE



A memorable Mini racing connection from the past recently got in touch with the M7RC. Fat Yanks Racing were a colourful bunch of American airmen based in Suffolk who graced the Mini Se7en grids back in the late-1980s, running a patriotic red white and blue car with the number #409, which

represented their US squadron/airbase. Driver Rick Pavek was keen to obtain copies of the M7RC Archive magazines covering the seasons that they raced (1988-1989), and had the following message: "Looks like the Club is doing well. I miss it very much. Desert Storm got in the way. I spent a year in Saudi Arabia then came back, got ready to retire and move back to the colonies. Living in Phoenix, Arizona now. There is no real racing here. All NASCAR cr*p. There is a small road course circuit about 5 miles from my house and they have track days and some good club racing but that's it." Good to hear from you Rick, we would welcome you and the rest of the Fat Yanks Racing 'squadron' back over here in Blighty any time for a catch up, maybe even re-form the team...?! •

Images: courtesy R Pavek



CURLEY CUP COUP

In a rare case of a motor sport personality staying loyal to their roots, leading Historic Mini racer, and former Se7en and Miglia champion, Ian Curley has agreed to sponsor the 2019 race trophy awards. The Kent-based benefactor has always remained close to the M7RC, despite diversifying into historic racing in recent seasons, and previously Renault Clios as well as a brief foray into BTCC with Lexus. His last Club outing was in the experimental 'Mini-7 Classic' class back in 2014, but still provides much of the M7RC field with his carbonfibre/composite panels through the Curley Specialised Mouldings operation. To celebrate the trophy-tastic union, a special sticker is being readied to go on the cars, in time for the opening rounds of the 2019 Challenge •

POLLEY PUT THE METTLE ON

Newcomer to the M7RC, and registered for the 2019 Mini-7 S-Class Challenge, Jo Polley recently won a prestigious British Women Racing Drivers' Club (BWRDC) GoldStar Award. The award, along with various other prizes, were presented to her at Autosport International in January. Having been racing since she was a teenager, and with a hatful of career podiums from both oval and circuit racing, 2018 was arguably her best so far, with a victory plus four podiums and a fastest lap in Super Mighty Minis. Daughter of renowned oval racer, George Polley, Jo has also competed in the modern MINI Challenge, and been involved with BTCC promotion •

Photo: courtesy Motorsport UK



IN BRIEF

CIRCUIT SIMULATION

If anyone would like the use of a simulator for Croft, or any other circuit, Gibson Motorsport are about 15 minutes from the circuit. For full details call 01325 720993 or click on www.gibson-motorsport.com •

HISTORIC MINIS GOOD' TO GO

A decade after the last all-Mini race at Goodwood, and to mark sixty years of the Mini, the Betty Richmond Trophy is scheduled for the 77th Members' Meeting on 6-7 April. The likes of Nick Padmore, Nick Swift and Jonathan Lewis are touted for the huge 60-car entry, which will necessitate two eliminator heats and a final for the pre-66 Historic category •

THE BENEFIT SEASON

Motorsport UKs enhanced member benefits package has subscription offers from Autosport, Motorsport News and F1 Racing mags, plus discounts at Grandstand Merchandise, in addition to complimentary competition personal accident cover with JLT plus discounts on: competition and road car tyres at Protyre; Adrian Flux competition/road car insurances; Halfords in-store; personalised GP Racewear overalls; apparel/equipment at outdoor retailer Ellis Brigham; DFDS ferry travel. Details from: membership@motorsportuk.org •

VOLUNTEERS ADD VOLUME

According to Motorsport UK, the number of officials registered in 2019 has risen by 10% compared to last year's figures. Even more encouraging, marshal numbers are also on the up, with a rise of almost 7% compared to early 2018. Without these volunteers where would club motor racing be? •

DONINGTON HISTORIC FESTIVAL

Circuit action, displays, exhibitions and parades, including F1 cars, historic karts, classic and supercar dream rides, car clubs with hundreds of vehicles and a shopping trade village, all with improved circuit entrance and layout, on 3-5 May. Details: www.doningtonhistoric.com •

NEWS NEWS NEWS NEWS

NEW M7RC SCRUTINEERING TEAM FOR 2019

INTRODUCING STEVE WOOD & JULIAN AFFLECK AS TECHNICAL ELIGIBILITY OFFICERS - DOUBLE THE A-SERIES EXPERTISE TO ENHANCE REGULATION CONFORMITY CHECKS



It all stopped when I married, but started again when my children grew up - both of them having a Mini as first cars, injection Coopers, and they have both navigated for me in the past. I have a 1964 Cooper S (*bottom left*) that I have owned for about 30 years, using it for road and stage rallying; my last rally was Rally Barbados in 2008, winning the Historic section. I now have a few veteran cars, travelling at a slightly slower pace (*that's me in the driving seat, left!*)

I do have a love of Minis, and have spent many nights taking engines and gearboxes apart, tuning and generally enjoying them. However, I have a learning curve to get to grips with your regulations but with Julian's knowledge and help I should be up to speed very quickly.

I am here to help you race safely and fairly within your rules, striving to maintain a level playing field, and am looking forward to a happy, helpful racing season with you all. Good luck for the coming year •

Steve Wood



JULIAN AFFLECK: Deputy Motorsport UK Eligibility Scrutineer

After leaving school and training in a BMC dealership, it was the early 1970s when my love affair with the iconic Mini came to fruition, and after attending several race meetings I gained the inspiration to have a go myself.

In 1976 my first race Mini 850 (Se7en) was ready and was entered in the 8 Clubs meeting at Silverstone. A blown head gasket put paid to any significant result but I was out there and that's what mattered.

Over the next couple of years it was a steep learning curve, keeping the car off the green stuff and finishing a race in one piece. In 1979, competing in the Graham Hill Memorial series, the car and driver began to show signs of competitiveness, finishing 6th in class and 10th overall in the championship. Unfortunately, the car suffered several mechanical failures after that

and it was sold. I then spent several years competing in the 750 Motor Club's Formula 750 Championship, with limited success.

Family matters took over at this point and a temporary break from competing was necessary. However, I was working at a dealership who were running Toyotas in the Tricentral British Saloon Car Championship (now BTCC), and I was involved in the development and build of the car which taught me a lot about putting cars together at a professional level. I was then fortunate enough to secure a teaching position in a further education college, teaching automotive technology to apprentice mechanics, again gaining valuable experience that furthered my knowledge.

It was 2004 before I was able to return to competing and the Mighty Minis Championship seemed the way to go at that stage. At the time there was a 4-year rule for racing in any one class and I really wanted to get back into Mini Se7en so, when the four years was up, the Mini-7 S-Class was the way for me to go.

My first engine blew itself to bits in the first outing at Oulton Park, so it was back to the drawing board and a new engine was built from scratch, ready for the 2009 season. At last the car was performing really well, success was on the horizon and I managed to win the championship in 2009, 2010 and 2011 (below). This was my real claim to fame and I am very grateful to everyone who contributed to make this happen. In 2012 I decided to return to the Mini Se7en championship but, with little success, the car was converted back to an S-Class for 2016/2017. In 2016, and with the realisation that I may be losing my competitive edge, I decided to become a scrutineer with the MSA (now Motorsport UK), because I love motor racing and don't want to lose contact with the sport. So, after a period of training, this is where I am now.

I am really pleased that the Mini 7 Racing Club has invited me to be an eligibility scrutineer for the championships; I have had to undergo additional training to do this and am looking forward to working with the Club alongside Steve Wood and all the competitors in the coming seasons •

Julian Affleck



STEVE WOOD: Motorsport UK Eligibility Scrutineer

For 2019, eligibility scrutineering will be undertaken by myself and Julian Affleck (with the principle of 'four eyes are better than two'). As eligibility scrutineers we are the 'policemen' that enforce the rules, so if you all play by the rules our job is easy.

I like to think of myself as a fair but firm scrutineer, with a zero-tolerance approach. I have been scrutineering for 20 years, and have looked after several championships, including Legends, Max 5s, 2CVs, Hyundai Cup, JSCC Saxos, and many more as a stand-in as required. In addition I have acted as a scrutineer at the British GP for many years, and was also invited to help at the Russian GP in Sochi last September, the only British scrutineering official there. A little history about me: I am a self-confessed petrolhead/car nut (ask my wife). My first car was a Mini; I grass-tracked one in my late-teens/early-twenties, then moved on to rallying.



Photos: S Wood + M7RC Archive (O Read)

NEWS NEWS NEWS NEWS

SPECIAL MINI 60TH RACES FOR SILVERSTONE CLASSIC



To help mark the Diamond Jubilee anniversary of the original Mini, the now well-established Silverstone Classic event will feature special double-header races for Historic racers, over the weekend of 26-28 July. The organisers of what is widely regarded as the biggest retro-racing festival in the world are claiming the

weekend will see "The world's biggest-ever grid of racing Minis...", all competing for The Mini Celebration Trophy presented by Adrian Flux. The pre-66 series is run by Masters Historic Racing, and which should feature many well known names associated with the M7RC, including Ian Curley, Jonathan Lewis and Bill Sollis, while a host of Mini sideshows are lined up alongside the many other 'rocking and racing' attractions over the weekend, with 'Early Bird' ticket offers available before April. www.silverstoneclassic.com •

Photos: courtesy Silverstone Classic

IN BRIEF

BREXIT MEANS... REMAIN CALM?

As 'Brexit' drags on, so uncertainty lingers for the M7RC competing on the continent in future. Pointedly, with a scheduled Zandvoort trip in early July, three months beyond the official 29 March 'cut-off' date for UK to leave the EU, and there appears no firm plan of action from either the UK government or the motor sport governing body. Should Brexit become reality, one obvious question is: "Will UK Race National A licences still be eligible?" Having to upgrade to an International Race licence will surely put the kybosh on a viable entry! However, assuming that there is a 'period of grace' on licences, what other legal ramifications could there be for competitors? A road vehicle with Mini race-car-on-trailer in tow would normally be subject to varying insurance and ferry costings but, post-Brexit, several changes are likely. For instance, holders of a UK driving licence may have to obtain an International Driving Permit (IDP), details from the Post Office. Similarly, road vehicle insurance would require a mandatory Green Card, even one for trailers, effectively extending minimum UK third-party cover internationally; each insurer would have specific details, while the Department of Transport has produced guidance notes for a possible post-Brexit scenario. Health cover and personal insurance while abroad is a major consideration too. Many people will have a European Health Insurance Card (EHIC), aka the E111 form, which effectively extends NHS treatment beyond the UK. However, it doesn't cover every potential cost, so additional travel insurance is always advised, especially as post-Brexit, the UK EHIC may become a defunct item. Ultimately, 'Brexit' or 'Remain', it would seem prudent for anyone intending to travel to Zandvoort to do some research, be in contact early with their insurers, and prepare to have a comprehensive set of documents with them, as the notion of 'taking back borders' will likely mean increased customs paperwork checks in whichever direction you are travelling! Watch this space... •

THE CARB' DIET

Some of you may be keen to know, others perhaps are less interested, but the 2019 Race Calendar for the BARC-run Mighty Minis Championship has been released. Now into its 24th season, the Rover Cooper-based 1.3i Standard-tune and 1.3i Super-tune Mighty Mini classes will be joined by a third category catering for carburettor 1.3-litre versions... The M7RC will be on the same bill at the now traditional Brands Hatch Mini Festival, this year on 20/21 July weekend •

CIRCUIT	DATE
Cadwell Park	21/22 April
Silverstone	1/2 June
Thruxton	29/30 June
Brands Hatch	20/21 July
Donington Park	10/11 August
Castle Combe	26 August
Donington Park	28/29 Sept'
Oulton Park	26 October

COMPULSORY COVER DEFERRED

The long-running Vnuk insurance issue that has threatened to cripple motorsport took a positive turn in February after the European Parliament formally adopted a new proposal excluding motorsport from the Motor Insurance Directive (MID). Vnuk is a 2014 European Court judgement, ruling that compulsory insurance should cover any use consistent with the normal function of a vehicle. This though would have required all competition cars in motorsport to have compulsory third party insurance. However, the European Parliament's Internal Market Committee (IMCO) approved a report recommending that motorsport should not be impacted by Vnuk "...as these vehicles are generally covered

by other forms of liability insurance and not subject to compulsory motor insurance when they are solely used for a competition". It also included an important distinction between traffic and non-traffic situations. Further negotiations within the EU Council, also involving the European Parliament and the European Commission, are next on the agenda. Hugh Chambers, the CEO of Motorsport UK, commented: "This is more good news for motorsport in the UK, which has faced an uncertain future ever since the Vnuk judgement was delivered over four years ago. We'll keep working behind the scenes towards the common-sense outcome that secures the future of our sport. Once this has been achieved, our competitors will be able to carry on competing in the safe, fair and suitably insured environment that Motorsport UK provides." •

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MINI SEVEN RACING CLUB

BULLETIN #1_2019

RE: 2019 REGULATION UPDATES

To all M7RC Members and Associates,

The following texts (in red) are key SR & TR amendments to the 2019 Regulations from the M7RC:

All previous references to MSA (Motor Sports Association) are now as **Motorsport UK**.

SR.1.2 OFFICIALS:

SR.1.2.2 Licensed Eligibility Scrutineer is Steve Prior*, who will enforce the Technical Regulations, and who will consult with Mike Garton (Motorsport UK Technical Commissioner) when required. A replacement Scrutineer/s may be co-opted to cover force majeure situations. **Deputy Eligibility Scrutineer is Julian Affleck. A M7RC technical advisor and/or Technical Sub-Committee may also offer advice/assistance to the Licensed Eligibility Scrutineer as and when required.**

*** note. Steve Prior has since been superseded by Steve Wood**

SR.1.5 CHAMPIONSHIP EVENTS:

The 2019 Dunlop National Mini Se7en, Mini-7 S-Class and Mini Miglia Challenge supported by Mini Spares will be contested over 15 Rounds for each formula as follows:

Round:	Date:	Circuit:	Organising Club
1 + 2	13-14 April	Croft	BARC
3 + 4	18-19 May	Thruxton BTCC	BARC / TOCA
5 + 6*	15-16 June*	Silverstone (Historic GP)*	MGCC*
7 + 8 + 9	5-7 July	Zandvoort, NL	CZL-CPZ / M7RC
10 + 11	20-21 July	Brands Hatch	MSVR / M7RC
12 + 13	31 Aug-1 Sep	Cadwell Park	BARC
14 + 15	14 September	Castle Combe	CCRC

*** note. Silverstone on 15-16 June has since been cancelled; replacement TBC**

The 2019 Winter Mini Challenge will be contested over 5 Rounds for each formula as follows:

Round:	Date:	Circuit:	Organising Club
1 + 2	30 March	Silverstone (Spring Cup)	MGCC
3 + 4 + 5	9-10 November	Brands Hatch (0-Plate)	BARC

All race meetings are for Drivers' Championships.

SR.1.6 SCORING:

SR.1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

1st	-	20 points	11th	-	10 points
2nd	-	19 points	12th	-	9 points
3rd	-	18 points	13th	-	8 points
4th	-	17 points	14th	-	7 points
5th	-	16 points	15th	-	6 points
6th	-	15 points	16th	-	5 points
7th	-	14 points	17th	-	4 points
8th	-	13 points	18th	-	3 points
9th	-	12 points	All other finishers	-	2 points
10th	-	11 points	All non-finishers	-	1 point

If a dead heat is declared, all Drivers concerned will score full points for that position. At a meeting where there are Heats and a Final for either formula, points will be awarded for the final down to 18th position only. Finishers and non-finishers points for all other Competitors will be given on Heat results. Should a Consolation or Qualifying race be run for a Challenge round, Competitors will score 2 points for a finish or 1 point for a non-finish. These points will not be in addition to any earned in the main race.

Eligible drivers competing under the S-Class regulations will score points as above. **Mini-7 S-Class will form up on the grid behind the main Mini Se7en Challenge. For double- and treble-race meetings, SR.2.3.3 will apply. Refer also to sections SR.2.3 and SR.2.5.**

A change of eligible car during the Challenges will not affect a Driver's points total.

In order to score points, collect trophies and awards, all cars and Drivers competing in the Challenge will be required to display and wear the Challenge Sponsors' decals and badges in the nominated positions. (See TR.5.17).

SR.1.6.2 The totals from all qualifying Events run, less 4 in the National Challenge and less 1 in the Winter Challenge, will determine final championship points and positions (note the requirements of SR.4)

The 2019 Dunlop Mini Challenges supported by Mini Spares
MSA Championship Permit No: CH2019/R104 (Grade C)



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MINI SEVEN RACING CLUB

BULLETIN #1_2019

RE: 2019 REGULATION UPDATES

- SR.1.7 AWARDS:**
- SR.1.7.2** Per Event:
Trophies to the first three in Mini Se7en and Mini Miglia formulae; trophies to first three in Mini-7 S-Class and, **subject to 5 entries per meeting, trophies to the first three in Mini Libre.**
- SR.1.7.3** Championship:
The Dunlop National Mini Se7en Challenge supported by Mini Spares
1st overall: The Bob Fox Trophy (to be held for 11 months) plus replica
2nd to 10th overall: Trophies.
The Dunlop **National** Mini-7 S-Class Challenge supported by Mini Spares
1st to 3rd overall: Trophies.
The Dunlop National Mini Miglia Challenge supported by Mini Spares
1st overall: The Peter Collins Trophy (to be held for 11 months) plus replica
2nd to 10th overall: Trophies.
The Winter Mini Challenge: In **Mini Se7en & Mini Miglia** - 1st to **6th** overall: Trophies.
In **Mini-7 S-Class** - 1st to **3rd** overall: Trophies.
- Novice award Trophies for both Mini Se7en, **Mini-7 S-Class** and Mini Miglia classes. The awards are open to drivers who:
a) prior to the 2019 season, have not started in more than 4 Mini Se7en, **S-Class** or Miglia races and;
b) at the start of the 2019 season are required to display a novice cross, as defined by Q11.3 (in current Motorsport UK Yearbook).
The Awards will be made to the drivers scoring the most points in both the Mini Se7en, **S-Class** and the Mini Miglia categories. All rounds will count towards the Novice awards, and points can be gained in any Championship or Championship qualifying race in any of the Challenges, on the following basis:
a) 2 points to the lowest Novice finisher in a race as specified above;
b) 1 additional point to each Novice finishing higher than the lowest placed Novice finisher on a 1-point incremental basis;
c) If a qualification race takes place, the scoring system will be in place for both races. If a Novice automatically qualifies for the main race/final, without the need to compete in the qualification race, they will be deemed to have finished in a higher position than those competing in the qualification race;
d) 1 point to each non-finisher Novice.
- SR.1.8 MINI LIBRE (Sporting Guidelines - 2019)**
- SR.1.8.2** Mini Libre will form up on the grid behind the main Mini Miglia Challenge.
For double- **and treble**-race meetings, SR.2.3.3 will apply.
- SR.1.8.3** The best finishing positions from **15** rounds, less **4 in the National invitation**, will determine the overall 2019 classification and the winner of the ST Trophy. **The best finishing positions from 5 rounds, less 1 in the Winter invitation, will determine the overall 2019 classification.**
Finishing positions in each race will be rated in line with the **following** scoring system 10, 8, 6, 5, 4, 3, **then 2** to all other finishers, 1 point for non-finishing starters). See SR.1.6.1.
Points will not be scored in the main Challenges, and for points scoring, Challenge competitors will be ignored.
- SR.3.2 TECHNICAL DISPUTES.**
- SR.3.2.1** The Organisers / Promoters and the Challenge Motorsport UK Technical Commissioner and Motorsport UK 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 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 Motorsport UK 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 affixing of Motorsport UK approved seals at any time during the season (**refer to TR.5.4.3 & SR.6.6**, and competitors will be required to keep the Eligibility Scrutineer informed, in writing, of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with **Motorsport UK General Regulation J3.1.6**. See also **TR.5.1** and TR.5.4.2.

The 2019 Dunlop Mini Challenges supported by Mini Spares
MSA Championship Permit No: CH2019/R104 (Grade C)

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MINI SEVEN RACING CLUB

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RE: 2019 REGULATION UPDATES

TR.5. TECHNICAL REGULATIONS

- TR.5.3.4 Fire Extinguishers: Minimum system 2.25-litre AFFF plumbed to cockpit/engine compartments. Bottles must be securely mounted - 'jubilee clips' or webbing straps are recommended. **See current Motorsport UK Q19.14.7.**
The exterior handle/button should preferably be located at the base of the windscreen in front of the Driver and must be adjacent to the isolator pull/s witch. Both must be clearly identified by the correct 'E' and 'flash' decals. It is prohibited to recess these into bodywork or wings. It is recommended that cockpit nozzles are fitted to the top corners of the main roll hoop aimed diagonally at the foot of the front roll hoop. Under no circumstances must nozzles be directed at the Driver's face.
Refer also to current Motorsport UK K3 (3.1, 3.2, 3.3) and section K. Appendix 3.
- TR.5.3.6 Race seat: It is recommended that seats are to FIA 8855.99 specification or similar construction. It is mandatory that the seat incorporates the wrap-around-type shoulder/head restraints.
The seat must be mounted as low as possible with correct type mounting plates, themselves fixed to a seat frame as recommended or approved. No part of the seat base may overlap the centreline of the car.
When seated the driver's helmet must have maximum clearance to any part of the roll cage. **Refer to current Motorsport UK K1.6.4 (a).**
Any seat subject to severe accident, particularly rearwards, should be returned to its manufacturer for examination or scrapped.
- TR.5.3.12 **All cars must have fitted two external wing mirrors, mounted in the original manufacturer position on the doors; refer to current Motorsport UK Q19.15.1. In addition, cars must have fitted at least one internal rear view mirror.**
- TR.5.3.13 **All cars must be fitted with an operative windscreen wiper, as per current Motorsport UK Q.19.15.3.**
- TR.5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
- TR.5.4.3 **Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the affixing of Motorsport UK approved seals at any time during the season (refer to SR.3.2.1 & SR.6.6).**
- TR.5.7 **ENGINE:**
- TR.5.7.1.5 **MINI-7 S-CLASS ONLY**
iii) Maximum bore oversize 71.12 (0.5mm) / 2.80". Block may be re-lined when worn.
Maximum bore wear tolerance 0.005"
v) Standard production 1275cc EN16 crankshaft (non-replica), may be heat treated, reground and balanced. **Main and big end bearings and journals must remain standard width.**
vii) Camshaft. Only the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015"/0.4mm to check valve lift
Method of camshaft drive is free
x) Magnesium cast or forged pistons are prohibited otherwise pistons are free, **but must feature:**
3 piston ring grooves – fitted with rings.
OEM standard diameter press-fit gudgeon (wrist) pin (20.6mm / 13 / 16 / 0.8125")
Maximum piston skirt diameter: 2.8"
Minimum compression height: 1.498"
xiii) Mechanical **and electric** water pump only permitted
xiv) Single choke Carburettor with a maximum choke size 36mm, mounted directly to the inlet manifold with no spacers or restrictors. 'O' rings (IE 'Misab' carb-mounting 'O' ring plates) only permitted. Fixings are free. A multi-choke carburettor may be used with one choke isolated.
To Clarify: Fuel injection prohibited.
xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII
Mandatory Manifold single steel Weber inlet manifold L154 (with nominal 38.1mm /1.5" Port runner diameter).
To clarify: only the Manifold standard stock 'horseshoe-type' 1.5" O/D outside diameter (nominal 1.4" I/D inner diameter), and marked with 'M7S', is permitted.
- TR.5.7.1.7 **MINI SE7EN ONLY.**
iii) Standard production A-Series 998cc cylinder block is mandatory.
Bore 64.58mm x Stroke 76.2mm (2.543" x 3.00"). **Maximum bore wear tolerance 0.005"**
vi) Camshaft. **Only** the unmodified M7 6648 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015" 0.4mm to check lift.
Method of camshaft drive is free.
- TR.5.7.1.8 **MINI MIGLIA ONLY:**
iii) Standard A-Series 1275cc cylinder block is mandatory.
Bore 70.62mm x Stroke 81.30mm (2.78" x 3.20"). **Maximum bore wear tolerance 0.005"**
vi) Mandatory Camshaft. Only the unmodified MM930 camshaft (obtainable strictly via M7RC) is permitted.
Cam timing is free
Set valve clearance to 0.015"/0.4mm to check valve lift
Method of camshaft drive is free.

*The 2019 Dunlop Mini Challenges supported by Mini Spares
MSA Championship Permit No: CH2019/R104 (Grade C)*



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MINI SEVEN RACING CLUB

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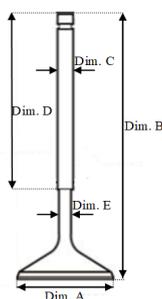
RE: 2019 REGULATION UPDATES

TR.5.7.2 Prohibited Modifications:

- TR.5.7.2.1 i) Mini-7 S-Class only;
 Inlet Valve maximum diameter (Dimension A). 33mm + 1% tolerance.
 Exhaust valve maximum diameter (Dim. A). 29.4mm + 1% tolerance
 Valves to be standard Rover Mini OEM length, as fitted to 1275cc engines.

To clarify:

- Valve overall length (Dim. B) 90.68mm / 3.57" +/- 1% tolerance
 Valve stem minimum diameter (Dim. C) 7.00mm / 0.2784"



'Waisted Stem' valves are permitted but must comply with the following dimensions:
 Minimum length of valve stem before waisted section (Dim. D) 60.20mm / 2.370"
 Minimum diameter of waisted section (Dim. E) 6.30mm / 0.248"

Valve springs must be visually similar in profile to standard production items.
 Spring poundage and spring rates are free. Double valve springs are permitted.
 Non-ferrous valve caps are prohibited (i.e. alloy, titanium).
 Valve spring shims can be used. 'Roller bearing' type (or similar style) valve spring shims are prohibited.

TR.5.9.1.3 i) Mini-7 S-Class;

Original standard production unmodified Rover Cars 'A-Series' transverse 4 synchromesh helical gears are mandatory. The four (4) permitted complete gearset combinations with corresponding gear tooth counts are:

	Gearset	1 st	2 nd	3 rd	1 st Motion	Laygear
(a)	Four-Sync, A+ standard UK ratio	31	26	21	17	15-21-26-30
(b)	Four-Sync, A+ 'Economy' ratio	31	25	20	16	15-21-27-31
(c)	Four-Sync, S/GT ratio	31	26	21	18	15-20-25-29
(d)	Four-Sync, Pre A+	31	26	21	17	15-20-25-29

Original standard production unmodified Rover Cars 'A-Series' helical drop gears in a 1:1 ratio are mandatory. The two (2) permitted drop gear combinations with their corresponding gear tooth count are:

	Drop gear type	Crank Primary Gear	Idler Gear	Gearbox Input Gear
(a)	A+ (with 0.875" idler shaft)	29	37	29
(b)	Pre A+ (with 0.750" idler shaft)	24	31	24

Original standard production unmodified Rover Cars 'A-Series' helical final drive gears in a 3.647:1 ratio are mandatory.
 Crownwheel: 62 tooth
 Pinion: 17 tooth

		Tooth Count	Part Number	Casting number
(a)	Crownwheel (A+)	62	DAM4162	DAM4163
	Pinion (A+)	17	DAM4131	
(b)	Crownwheel (Pre A+)	62	22G940	
	Pinion (Pre A+)	17	22A399	

iii) Mini Miglia;

Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory; 2nd – 1 : 1.568 - 1.486,
 3rd – 1 : 1.1865 - 1.244, 4th - 1 : 1.
 1:1 ratio drop gears are mandatory.
 A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory

The 2019 Dunlop Mini Challenges supported by Mini Spares
 MSA Championship Permit No: CH2019/R104 (Grade C)

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MINI SEVEN RACING CLUB

BULLETIN #1_2019

RE: 2019 REGULATION UPDATES

TR.5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION:

TR.5.17.4.2 Two M7RC decals, one forward-facing & one rearward-facing.

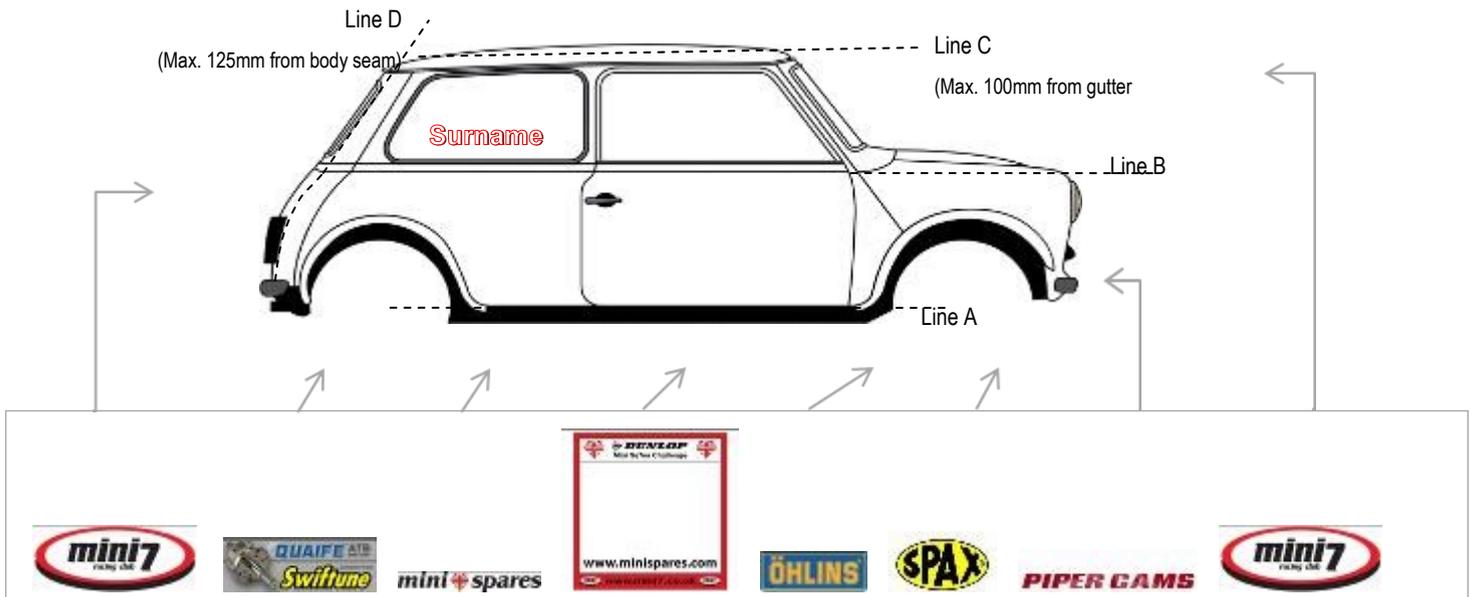
TR.5.17.4.4 "Deleted"

TR.5.17.4.5 "Deleted"

TR.5.17.4.8 One QUAIFE-SWIFTUNE decal, each side of the car, for Mini Miglia only

TR.5.17.4.9 The 'side of the car' is defined as follows;

All areas of the rear quarter, A-panel and door above the sill flange (Line A). Plus the area of the front wing below the projection of the bodyline described by Line B, the area of the roof described by Line C and the area of the rear panel described by Line D (see drawing below).



TR.5.17.5 Driver's names:

i) All classes;

Surname only must appear on each rear quarter light window, letters in white without background (Fluorescent Orange, Pantone reference: 804C2X for Novices and Under-17 category), in Helvetica Bold typeface, upper and lower case (i.e. **Surname**, not **SURNAME**). The maximum height for the uppercase letter is 100mm. The letters should be fitted a minimum 30mm from the lower edge of the window...

iii) Where two Drivers alternate in the same car, the appropriate names may appear on a Perspex panel which must be securely fitted to the inside of the rear quarter light windows of the car. **The unused Driver names must be removed or neatly covered with black tape.**

TR.5.18 MINI LIBRE (Technical Guidelines - 2019)

TR.5.18.1 All cars and drivers must comply with MSA Motorsport UK Safety requirements (see TR.5.3).

TR.5.18.2 Cars must follow the silhouette of the classic saloon Mini; allowances will be made for modifications to the bonnet for clearance. However, spaceframe, van, pick-up and clubman variants will not be eligible.

Grille, surrounds and bumpers must be retained.

Steel roof mandatory.

Door material is free. Any form of modified or lightened door must have a reinforcing panel and either be solid foam-filled or filled with carbon/aluminium honeycomb inserts.

TR.5.18.3 An A-Series engine block and gearbox is mandatory. **The maximum engine capacity shall be 1400cc.**

Forced induction is prohibited (i.e. no turbochargers or superchargers).

Any form of sequential control/gearshift is prohibited (see TR.5.9.2.3).

TR.5.18.6 **The minimum running weight of the car, including driver is to be as follows:**

i) 5-port iron head, as Miglia (i.e. 660 kg).

ii) 7-ports, 8-ports and 16 valves, 20kg above Miglia minimum running weight (i.e. 680kg).

Additional ballast may be added to selected cars, subject to performance

The 2019 Dunlop Mini Challenges supported by Mini Spares
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MINI SEVEN RACING CLUB

BULLETIN #1_2019

RE: 2019 REGULATION UPDATES

SR.6.4 PROMOTIONAL ACTIVITIES:

SR.6.4.1 All Drivers required for Podium Presentations should attend without delay, at the place and time specified by the Championship Co-ordinator or Organisers/Promoters. Sponsors Caps as determined by the Championship Organisers/Promoters must be worn on the driver's head. Failure to do so may mean forfeiting any Championship Prize Monies / Awards or Points gained at that round. **Race drivers should be prepared to be wearing race overalls**

SR6.6: 'SEALING' REFERENCE / IMAGES (refer also to TR.5.4.3 and SR.3.2.1)

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'



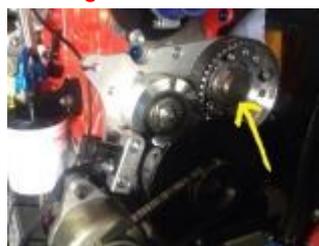
'Sealing 3'



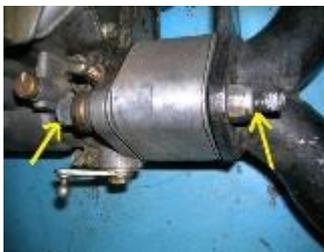
'Sealing 4'



'Sealing 5'



'Sealing 6'



'Sealing 7'



'Sealing 8'



'Sealing 9'



'Sealing 10'

Issued by: Richard Williamson
Championship Coordinator
M7RC

Dated: 24 March 2019

The 2019 Dunlop Mini Challenges supported by Mini Spares
MSA Championship Permit No: CH2019/R104 (Grade C)

**RACE REPORT:
Non-championship**

**Brands Hatch
17-18 November 2018**

Photos: S Colbran + P Waller



Zeroes to Heroes

THE MINI RACING SEASON CONCLUDED AT BRANDS HATCH WITH A LOW-KEY TURNOUT FOR THE 0-PLATE TROPHY MEETING, AND 'ZERO' HONOURS GOING TO RUPERT DEETH AND LEON WIGHTMAN

Uncertainty over the future use of #0 no doubt caused a shortfall in entries for this year's event, but those that braved the November chill at least got to put on a few good battles in bright conditions over the two days.



Rupert Deeth was the early favourite for overall victory in Miglias, and he duly reeled off three wins with very little drama, leaving Mark Sims to take runner-up spot thanks to a pair of tenacious seconds as his best-two-from-three

scores. With a third place apiece after some extremely entertaining battling behind the leader in the first two races, Darren Moon and James Cuthbertson went into the final race looking to secure third overall,

Moon just shading it after another great dice, with Stuart Horsfall completing the 1.3-litre runners despite bringing out the safety car when he beached it in the gravel at the foot of Paddock Hill in Race 2.

Mirroring Deeth's performance, Leon Wightman also led from the front in the 998cc Se7ens, his closest challenge coming in Saturday's opener from Tom Sanderson. The latter was on a repeat charge on Sunday morning before his engine went off song and left him a DNS for the afternoon run. This helped Lee Roberts to second overall, with Nigel Davies (dad of 2016 champion Ashley) next up guesting in Leon Oli Window's 0-Plate winning car of last year. Nick Croydon-Fowler's late conversion from S-Class proved unfruitful as he went out early with overheating.

In the 1275cc S-Class, Michael Dryden took two class victories once Thorburn Astin's car also went on the sick list, while newcomer Jonnie Kent (in the ex-Morgan Lewis machine) won an epic dice with Dryden by a scant 0.425s in the closer. Rick Shortle was third in class in the opener before sitting out the rest of the weekend •

RW

RESULTS: The 0-Plate Trophy

Race 1		22 Laps
1	23 Rupert Deeth m	20:34.304
2	20 Mark Sims m	
3	44 Darren Moon m	
5	45 Leon Wightman 7	21 laps
6	19 Tom Sanderson 7	
7	94 Lee Roberts 7	
9	746 Michael Dryden s	20 laps

FL/m	R Deeth	0:55.259 - 78.69 mph
FL/7	T Sanderson	0:59.935 - 72.55 mph
FL/s	T Astin	1:01.014 - 71.27 mph
Pole/m	R Deeth	
Pole/7	L Roberts	
Pole/s	T Astin	

Race 2		19 Laps
1	23 Rupert Deeth m	20:34.304
2	20 Mark Sims m	
3	37 J Cuthbertson m	
4	45 Leon Wightman 7	20:57.759
5	94 Lee Roberts 7	
6	746 Michael Dryden s	18 laps
7	10 Nigel Davies 7	

FL/m	R Deeth	0:54.774 - 79.39 mph
FL/7	L Wightman	1:00.170 - 72.27 mph
FL/s	T Astin	1:00.666 - 71.68 mph (record)
Pole/m	R Deeth	
Pole/7	T Sanderson	
Pole/s	T Astin	

Race 3		17 Laps
1	23 Rupert Deeth m	15:50.511
2	44 Darren Moon m	
3	37 J Cuthbertson m	
5	45 Leon Wightman 7	16 laps
6	94 Lee Roberts 7	
7	10 Nigel Davies 7	
8	701 Jonnie Kent s	15 laps

FL/m	R Deeth	0:54.926 - 79.17 mph
FL/7	L Wightman	1:00.294 - 72.12 mph
FL/s	M Dryden	1:02.084 - 70.04 mph
Pole/m	R Deeth	
Pole/7	L Wightman	
Pole/s	T Astin	

1.2079-mile circuit

0-PLATE POINTS

Miglia		
1	R Deeth	40 (60)
2	M Sims	38 (39)
3	D Moon	37 (38)
4	J Cuthbertson	36 (37)
5	S Horsfall	34 (35)
Se7en		
1	L Wightman	40 (60)
2	L Roberts	38 (56)
3	N Davies	36 (53)
4	T Sanderson	20 (20)
5	N Croydon-Fowler	1 (1)
S-Class		
1	M Dryden	20 (28)
2	J Kent	18 (23)
3	T Astin	9 (9)
4	R Shortle	6 (6)



FINAL POINTS 2018



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



Photos: O Read

2018 AWARDS EVENING...

The Stratford Manor Hotel
Stratford-upon-Avon
26 January 2019

Celebrating the 2018 season just gone, the Mini Seven Racing Club's much anticipated annual trophy presentations were again held at the Stratford Manor Hotel in late-January. Months of planning and preparation saw full tables (and full glasses!), with the title-winning cars of Max Hunter's Se7en and Stephen Colbran's S-Class on show, along with a smaller-scale 2D representation of Aaron Smith's Miglia! Of the additional attractions, a DJ provided dance music into the small hours, while longtime Club 'snapper' Ollie Read was on hand to capture the evening from behind the lens, recording the trophy handovers for posterity and offering guests their own black tie-and-ballgown prints to take away. Compere for the evening was the Club's very own 'man-with-the-mic', Se7en racer Leon Oil Window, and the ceremonies kicked off with a video of action clips and in-car footage of the season, as a reminder of "just why this is such a great club to be part of..."



MINI SE7EN CHALLENGE 2ND OVERALL

A season-long battle meant that, just as in 2017, the championship was still undecided going into the final meeting. Unfortunately, a low finish in the penultimate race put paid to the title fight, however still a rewarding season with 2x wins, 4x further podiums, 3x poles and 1x fastest lap • **SPENCER WANSTALL** ↑



3RD OVERALL

Superb season consisting of 8x podiums, including a maiden class win at Thruxton, along with 2x poles and 2x fastest laps • **TOM SANDERSON**

4TH OVERALL

A four-place jump overall from 2017, 3x podiums including a win at Zandvoort, along with 7x further top-10 finishes • **JOE THOMPSON**

5TH OVERALL

Not content with securing the S-Class title, he also managed 7x top-10 finishes including a trio of 3rd places in the Se7en championship • **SCOTT KENDALL**



**THE BOB FOX TROPHY & THE ROVER BOWL
1ST OVERALL MINI SE7EN CHALLENGE**

We may well have ran out of superlatives; a driver who excels in the wet and dry, a driver who manages to turn up and put the car on the podium when 24 hours earlier he was lying in hospital having treatment, a truly worthy winner made all the more rewarding by achieving this alongside his personal battle, a season consisting of 3x wins and 6x further podiums, now a twice Mini Se7en Champion • **↑ MAX HUNTER**

Photos: O Read

...2018 AWARDS EVENING...



6TH OVERALL

Back into the top-10 overall after nearly a season's break, with 8x top-10 finishes along with a successful 0-Plate • **LEON WIGHTMAN**

7TH OVERALL

Big jump from last season with 4x podiums, including a win at Brands Hatch; also the recipient of THE PHIL WEST SHIELD for the Best Prepared Mini Se7en • **DAN BUDD**



8TH OVERALL

Fragmented season for the former Mini Se7en treble-champion, still managed 4x wins and a new lap record at Silverstone • **ANDREW DEVINY** ↑

9TH OVERALL

Slight drop from last season's placing, however he still managed 8x top-10 finishes, including a superb 2nd place at Zandvoort • **DOM BURGER**

10TH OVERALL

Consistent season, not only finishing runner-up in the S-Class but also with 4x top-5 places in the Se7en Championship itself • **NICK CROYDON-FOWLER**



MINI MIGLIA CHALLENGE 2ND OVERALL

Sitting 5th overall at the halfway point, however a strong end to the season resulted in him securing Vice-Champion status at the last Challenge meeting; 2x wins and 5x further podiums along with 3x poles and 3x fastest laps, including a new lap record at Pembrey • **RUPERT DEETH**

3RD OVERALL

Solid season resulting in the Most Points Scored Overall, finishing every round, with a win at Thruxton, a further 3x podiums and 2x poles • **DAVE DREW** ↓



4TH OVERALL

Two-place jump from 2017, a season consisting of 1x win, 5x other podiums and a further 6x top-10 finishes, along with a new lap record at Thruxton • **KANE ASTIN**

5TH OVERALL

A welcome return to his own car having waited over 2 years for it to be finished; however, it proved worth the wait as he is now the proud recipient of THE PETER TISDALE PLATE for the Best Prepared Miglia, along with a win at Zandvoort and a further 11x top-10 finishes • **COLIN PEACOCK** ↓



6TH OVERALL

Great start to 2018, unfortunately it was somewhat derailed at Thruxton with a big off, but still bounced back



THE PETER COLLINS TROPHY & THE ROVER BOWL 1ST OVERALL MINI MIGLIA CHALLENGE

A one-place improvement from last season and a worthy champion, on the podium for every race he finished bar one, a season consisting of 4x wins, a further 7x podiums, 5x poles, 5x fastest laps including a new record at Silverstone • **AARON SMITH** ↑

with 3x podiums and a further 9x top-10 finishes • **ALFIE BROWN**

7TH OVERALL

Strong debut Miglia season, denied a maiden win at Zandvoort due to a technicality, still managed no less than 8x top-10 finishes • **CHARLIE BUDD**

8TH OVERALL

Not the best start to the season, testing the tyrewall at Pembrey, but returned with a rebuilt car to claim 9x top-10 finishes • **JASON PORTER**

9TH OVERALL

Steady season with 8x top-10 finish-

es, along with a very strong 0-Plate meeting to end the year • **JAMES CUTHBERTSON**

10TH OVERALL

A drop from 2017, and even beaten overall by James Cuthbertson! Best results were in Wales... • **ROB HOWARD** ↓



Photos: O Read

...2018 AWARDS EVENING...



THEIR CUPS RUNNETH OVER...

THE BRYAN SLARK VALVE

Aka the 'It Can Only Get Better' award, for the Unluckiest Driver of the Season; like a boxer he gets knocked down but this one keeps getting back up again, and again, however if he wins it next year it may be renamed after him! For the 2nd year in a row... • **STUART GILBY** ↑

THE STEVE BELL MEMORIAL TROPHY
For the Most Points after 6 Rounds,

with 4x podiums including 1x win; and the SPAX IMPROVER AWARD, with a gain of 26 places at a wet Brands, plus 7 more at Snetterton • **MAX HUNTER** ↓



THE NORMAN FINN TROPHY
Awarded to the Se7en driver with the Most Pole Positions, and with 4x of them... • **DARREN THOMAS**

THE JAMES ARMSTRONG MEMORIAL 'HARD TRIER' TROPHY
Presented to the Mini Se7en driver finishing in 11th place overall, with 7x top-10 finishes • **LEON OLI WINDOW**

THE GRAHAM EDWARDS MEMORIAL TROPHY
'One Step Away' award for the Mini Se7en driver with the Most-points-that-never-quite-made-the-podium in the Challenge • **LEON WIGHTMAN** ↓



THE SP 'SEMPER PARAVIT' TROPHY
It means 'Always Prepared'; for the Most Reliable Car, which finished every race; and **THE BILL SOLLIS TROPHY** for most 2nd places by a championship runner-up, 3x in total • **SPENCER WANSTALL**

THE FRANK GILLIBRAND MEMORIAL TROPHY
For 'The Spirit of the Mini 7 Racing Club'; testament that hard work doesn't go unnoticed, as voting from all classes gave a clear winner • **TOM SANDERSON** ↓



THE FRED JACKSON MEMORIAL TROPHY
For the Club Person/s of the Year, this is the Members' chance to show recognition for the effort and time given to the M7RC, and yet again these two were a pretty permanent fixture at race weekends, promoting the Club • **MIKE & ALAN JACKSON**



THE MIKE FRY TROPHY
For Most Pole Positions in Mini Miglia; and **THE CHRIS INCH TROPHY**
For Most Fastest Laps Overall in either class; along with **THE NICK COOKE TROPHY**
For the Best Team in the paddock. Securing 5x poles and 4x fastest laps, not to mention 11x podiums from 14 races • **AARON SMITH** ↓
& Triple AAA Racing 'Team Smith'



THE CHRIS TYRRELL MEMORIAL TROPHY
Awarded to the driver from either formula amassing the Most Points Overall before dropped scores; a consistent season, finishing every single race, "even managed to wipe out nearly half the grid at Brands and still take the chequered flag!" • **DAVE DREW**

THE MAURICE LEGGATE TROPHY
'Drive of the Season' went to someone who, at Brands in the wet, provided a masterclass performance under pressure from the first lap to the last, and in the process lapped some very experienced and no doubt embarrassed Miglia drivers • **NICK PADMORE**



THE ST 'SPECIAL TUNING' TROPHY FOR MINI LIBRE 1ST OVERALL - CHAMPION

This year saw very healthy numbers, with no fewer than 13 drivers joining the grids throughout the season and providing some great racing in their own right. With 2x wins and 5x further podiums, the 2018 Mini Libre Champion • **PHIL HARVEY** ↑

2ND OVERALL
With 1x win and 6x further podiums • **IAN 'Slick' FRASER** ↑

3RD OVERALL
With 4x wins and 2x further top-3 places • **DAVID FRANKS**



Photos: O Read

...2018 AWARDS EVENING



**MINI-7 S-CLASS TROPHY
1ST OVERALL - CHAMPION**

Although trailing at the start of the season, a strong finish winning the last four races was enough to secure the title • **SCOTT KENDALL** ↑

2ND OVERALL

A very good start to the season and in front at the halfway stage, with 5x wins and a further 4x podiums • **NICK CROYDON-FOWLER**

3RD OVERALL

A very strong first Mini season with no fewer than 9x top-3 finishes including a maiden win; all of which contributed to also winning the **TOM JARRETT TROPHY** for Best Racing Newcomer • **THORBURN ASTIN**

MINI SE7EN NOVICE CHAMPION

With four new novice drivers it took until the Silverstone finale to find out the worthy winner • **STEPHEN COLBRAN** ↘

THE GRAHAM HILL MEMORIAL TROPHY

The prestigious award has been re-introduced with the blessing of the Hill family, and from 2018 onwards is awarded for the Most Points Scored by a driver Under-17 years of age competing in Mini-7 S-Class. Finishing 13 of the 14 rounds entered, including 2x top-10 places in the main Se7en championship • **THORBURN ASTIN**



THE SEVENOAKS CUPS

Brands Hatch is the venue on which these awards are based, the spiritual home of the M7RC. In both categories, for the Highest Points Scorers in all races at the Kent circuit, including the November O-Plate meeting • **LEON WIGHTMAN (Se7en)** ↘
RUPERT DEETH (Miglia) ↘



THE DUNLOP CUPS

Awarded to the Most Improved Drivers in each class, and this year both made a big step up in form • **JOE THOMPSON (Se7en)** ↘
JAMES CUTHBERTSON (Miglia) ↘



MINI MIGLIA NOVICE CHAMPION

Like the Se7ens, there were four 'greenbacks' this year, and we had to wait until the final race of the Challenge to find out the winner, by a margin of 1 point... • **RICK JESSOP**



M7RC 'OUTSTANDING ACHIEVEMENT' AWARD

This 'Special Award' gives the M7RC an opportunity to acknowledge all of the time, effort and appreciation from someone with the best interests of the Club at heart but who is not necessarily a driver or Committee member. This year the award went to a person who has been a firm supporter of the Club and is pivotal in helping secure some of the great meetings and circuits that the Club is privileged to attend •

IAN WATSON of the BARC ↑

nb. The award was presented to Ian by Nick Cooke at The Autosport Show in Birmingham several days earlier

Photo: M Sims



THANKS TO:

Mark & Dawn Sims, Rob Howard, Mike & Alan Jackson, Oli Window, Ollie Read, Mickey Butler, Roland Eckert, Dan Bell, the raffle ticket ladies and everyone who helped make the evening another great success for the Mini Seven Racing Club •



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TROPHY TALES

The M7RC has introduced many awards over six decades, so we thought a brief recap of their provenance is in order...

THE BOB FOX TROPHY

An obvious one to begin with, it is the Club's longest-established prize that goes to the National Mini Se7en Champion at the end of each season. As most of you may already be aware (simply by looking at the list of past champions), midlander Bob Fox not only won the first ever Formula Mini-7 title in 1966, but repeated the feat the following season. However, what many will not be aware of is that Bob very nearly became posthumous champion in 1967 after a terrible crash at Malory in a separate saloon car event.



Approaching Gerrards bend in qualifying, a wheel centre broke up around the hub studs, sending Bob's Mini hurtling off into the barriers on the outside of the long right-hand sweep – and back in those days there was very little run off! Suffering serious head and neck injuries including a broken jaw, at one point it was feared Bob would not survive for long, and so the then-named Mini 7 Club voted to award the National trophy in his honour. Fortunately, Bob pulled through and was racing again within a year, going on to try Mini Miglias, special saloons and even a foray into the British Saloon Car Championship •



THE PETER COLLINS TROPHY

PRESENTED to the National Mini Miglia Champion, this particular 'pot' only came into use from 1975 in place of the Special Tuning (ST) Trophy that had sufficed since the Miglias' (Mini Mille) debut championship season in 1970, which was won by Mick Osborne. As to Peter Collins, those of you who follow F1 in depth may know he was a former Ferrari Grand Prix driver who was sadly killed at the Nurburgring during the 1958 German GP. As a lasting tribute, Collins' family donated much of his silverware to various motoring clubs, and the one that the M7RC is proud to be

the guardian of was originally awarded to Collins (and co-driver Phil Hill, driving a works Ferrari 335S) as winners of the 1957 Gran Premio de Venezuela, back then the last round of the World Sportscar Championship. It is believed the trophy passed into the hands of the M7RC via the late Graham Hill who was at one-time Vice-President of the original M7C •

THE S-CLASS TROPHY

It does what is says on the tin, and is now established as a prime piece of silverware in the M7RC's awards portfolio. First established in 2006 for the limited tuning 1275cc 'Scholarship' class, aimed at racers on a budget, there have been eight different winners over 13 seasons so far. With a revised points and grid set-up for 2019, a ninth new name on the trophy is a distinct possibility •



THE ST TROPHY

As already mentioned, the 'Special Tuning' Trophy first graced the Club's end of season awards following the Mini Miglia debut season in 1970 (pictured below), having been donated by the Mini parent company, BMC's Special Tuning (ST) department. Replaced by The Peter Collins Trophy after the 1974 season, it was then re-directed to become the main prize for Leyland Cars' new top-tier motorsport category, the National Mini 1275 GT Challenge, which ran from 1976 through to 1980.

After this, the cup found its third target audience within the M7RC, rewarding the driver/team with the best finishing, or reliability, record and it remained so for many seasons until recently when it was suggested as a suitable attraction for the new-for-2017 Mini Libre category. Libre had morphed out of the occasional 'run-wot-ye-brung' Miglia grid-fillers into a promotable semi-invitational series for 'real world' alternatively-tuned A-Series Minis, and arguably recaptures the original spirit of BMC's Special Tuning development that helped the Mini to become a true motorsport marvel •



More trophy tidbits in the next issue of *Pit & Paddock*..



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BRING IT ON!

Pembrey Preview
Full Calendar
Runners & Riders
Latest News
Technical Updates
From the Archives
2017 Final Points
Award Winners
Brands 0-Plate Report



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Welsh Rare Hit!

Pembrey Reports
• Miglia double for Smith
• Thomas & Hunter win Se7ens
• S-Class to Craydon-Fowler
• High ahead in Libres
Snetterton Preview
Latest News
Technical Updates
Full 2018 Calendar
Runners & Riders
From the Archives
50 years at Snetterton



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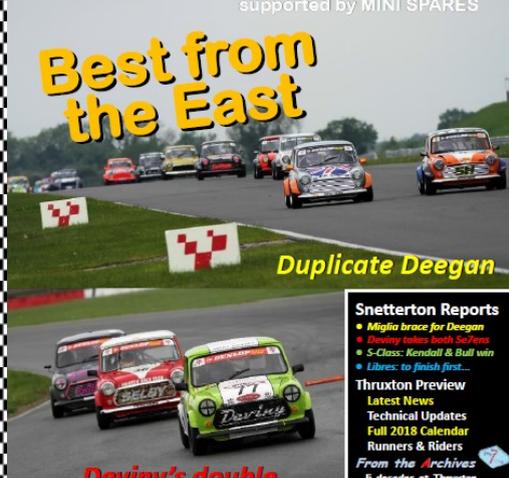
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Best from the East

Duplicate Deegan

Snetterton Reports
• Miglia brace for Deegan
• Deviny takes both Se7ens
• S-Class: Kendall & Bull win
• Libres to finish first...
Thurston Preview
Latest News
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5 decades at Thurston

Deviny's double



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Marvellous Miglias

Thrills & Spills

Thurston Reports
• Drew extends Miglia lead
• Crowder's first Se7en win
• S-Class: All to play for
• Libres: Two new winners
Zandvoort Preview
Latest News
Technical Updates
Full 2018 Calendar
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From the Archives
Different destinations

Superb Se7ens



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Miglia wins for Deeth & Peacock
Thompson & Deviny in Se7ens

Double Dutch Delight

Zandvoort Reports
• Drew maintains Miglia lead
• Hunter is Se7en benchmark
• S-Class: Astin junior in front
• Libres: Harvey goes clear
Brands Hatch Preview
Latest News
Technical Updates
Full 2018 Calendar
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From the Archives
50 years at Brands Hatch

Memorable British Race Festival in Holland



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Two new winners in Mini Se7en!

Festival Frolics

Brands Reports
• Miglia: Padmore's double
• Se7en: Wanstall & Bull finish
• S-Class: Craydon-Fowler leads
• Libres: Franks closes the gap
Cadwell Park Preview
Latest News
Championship Standings
Full 2018 Calendar
Runners & Riders
From the Archives
Occasionally Cadwell!

Miglia title race wide open



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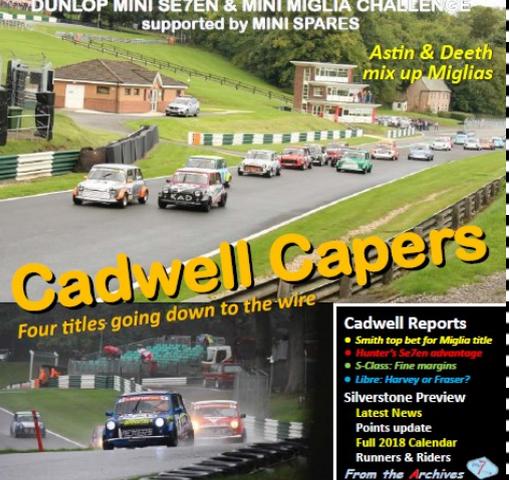
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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Astin & Deeth mix up Miglias

Cadwell Capers

Four titles going down to the wire

Cadwell Reports
• Smith top bet for Miglia title
• Wanstall's Se7en advantage
• S-Class: Fine margins
• Libres: Harvey or Fraser?
Silverstone Preview
Points update
Full 2018 Calendar
Runners & Riders
From the Archives
Half a century at Silverstone

Se7en wins for Wanstall & Hunter



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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
• Libres: 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!



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About us...

The Mini 7 Racing Club

Ever 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 for overall pace. The Se7ens and Miglias are guaranteed to offer 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 for the weekend races, giving an ideal opportunity to discuss the racing. The cars are ideal for the engineering enthusiast as although the rules 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 motorsport). 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 renamed 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+ 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. With 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!

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 •



www.mini7.co.uk



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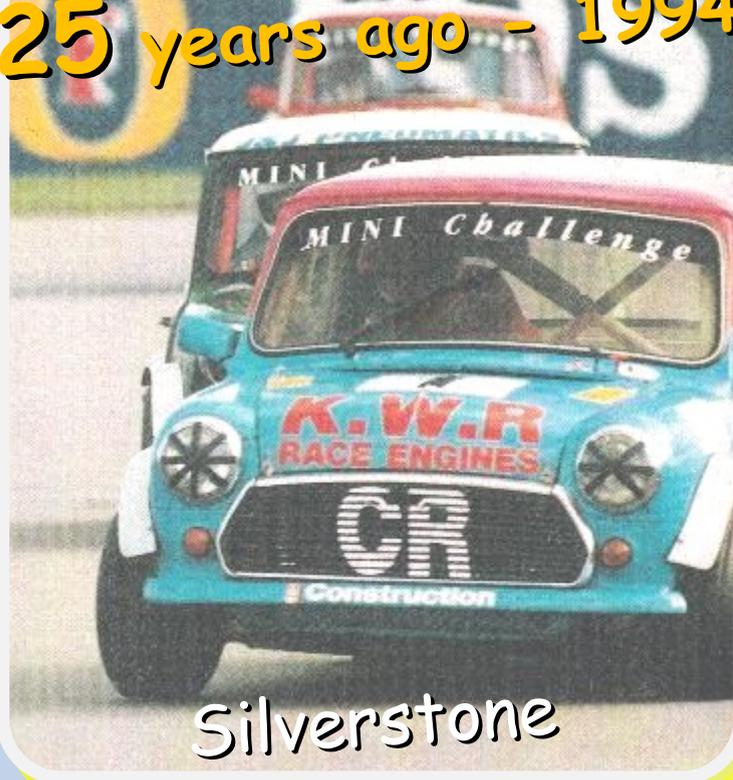
FOR DETAILS:

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T: 07814 790060

From the Archives

25 years ago - 1994



Silverstone

Winter Series: 5 March

Gunn's Winter opener; Rogers leaves them breathless

WITH THE FIRST HINT OF SPRING IN THE AIR, THE 6-ROUND WINTER CHALLENGE OPENED THE 1994 MINI RACING SEASON AT A CHILLY BUT BRIGHT SILVERSTONE

THE WINTER SERIES kicked off at Silverstone with a half-decent entry across both classes; up front the overall victory was fought out between the

Miglias of Ian Gunn and Jonathan Lee, while further back, Kelly Rogers got the nod in a busier Se7en contest

The second race, the first round of the Winter Mini Challenge, was a cracker. Last year's Winter Series winner Jon Lee was on pole with Miglia champ Ian Gunn alongside. Gunn got a good start with Lee coming alongside at Copse, but Gunn just managed to snake through. The battling duo pulled away from the rest of the field at Becketts, with Mike Jordan trailing in third. Excitement was provided by the battling Sevens of Dave Barwell, Matthew Hayman and Kelly Rogers all fighting for fifth place throughout the race, Andy Twyman having worked his Miglia past Barwell at Copse to take fourth spot. Barwell out-braked Rogers at Luffield Two, but Rogers got Barwell back next time around and hung on after a breathtaking race. Up front, the last lap saw Gunn threading his way through the traffic to take a hard earned victory from Lee, the solitary Jordan and Twyman •

report courtesy Motoring News



Slots of fun!

In 1994, slot-car specialist Scalextric released the Mota-world Mini Se7ens of Alan Waite and Kelly Rogers...

Image: courtesy MiniWorld

Ian Gunn and Jonathan Lee fought for overall honours (top)

The Miglia of Malc Holdstock was caught and passed by the leading Se7en pack (below)...

...and had a grandstand view of the finish, as Kelly Rogers led Dave Barwell and Matt Hayman over the line, covered by only 0.57s! (bottom)

Photos: courtesy Autosport + Motoring News

* full info in M7RC Archive 1994 issue



RESULT:		5 March (BRDC MC)	
Miglia/Se7en	Winter Rd 1	10 Laps	
1	1	Ian Gunn m	12:17.31
2	36	Jonathan Lee m	
3	21	Mike Jordan m	
4	72	Andy Twyman m	
5	4	Kelly Rogers 7	13:20.29
6	6	Dave Barwell 7	
7	17	Matt Hayman 7	
8	66	Malc Holdstock m	
9	7	Ian Curley 7	
10	47	Alan Waite 7	
11	55	Paul Stafford 7	
12	64	Andy Burge 7	
13	81	Ashley Meddings 7	
14	76	Paul Frankcom 7	
15	46	Alasdair Wenlock 7	
16	14	Diane Craven 7	
dnf	25	Jonathan Lloyd m	
FL/m		J Lee	1:12.25 - 82.16 mph
FL/7		K Rogers	1:17.84 - 76.26mph

1.649-mile circuit



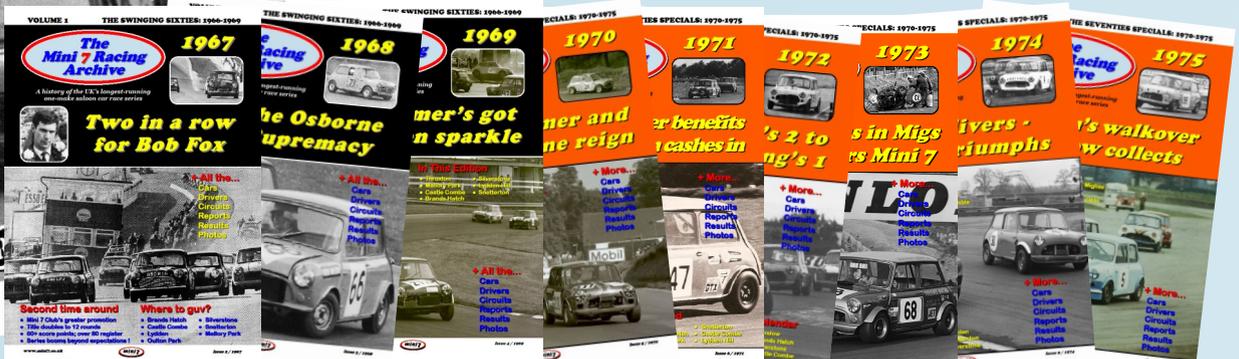
Mini Racing History

at your fingertips!



For over half a century Mini 7 racing has been a bedrock of UK club motorsport, and to celebrate the rich heritage of these on-track Mini marvels, their history is captured in *The Mini 7 Racing Archive* annual reviews. Packed with rare photos, race reports, driver features, regulations, results and full championship standings. No other amateur racing series has been covered in such depth, and the first 30 years are available to order through the M7RC:

Simply logon to: www.mini7.co.uk and click on the **Shop** section for details



Out Now!

10 NEW ISSUES

- Mini Se7en bids farewell to the 850cc engine...
plus
- Going green on unleaded fuel as RoverSport raises the image...

From the Archives

50 years ago - 1969



favourite challenge spot and he got wilder until on the last lap he hurled the Claydon Mini into the back of Gilkes, but Geoff G hung on grimly to win. Behind Rope, Briggs dealt with two opponents and crossed the line in third place. Evan Pringle was next, then Anthony Westbrook and John Digby whose 'Ruptured Duck' looked all in with bonnet and door crunched •

report courtesy *Motoring News*

At Silverstone for a 'saloon' race during the 1969 season, the FM-7s of Paul Beckham and Mike Rope sandwich a similar 850 (left)

Photo: J Parish Collection / Ferret Photographics (S Jones)

In the 14 November FM-7 race, Geoff Gilkes keeps a nose ahead of Mike Rope as they round Woodcote to the finish line for the last time (below)

Photo: courtesy Autosport

* full info in M7RC Archive 1969 issue

OF THE TWO FM-7 VISITS TO SILVERSTONE HALF-A-CENTURY AGO, ONE OF THEM WAS A NON-CHAMPIONSHIP RUNOUT IN THE AUTUMN

Formula Mini-7 - 14 Sept'

Gilkes gets a garland

PLENTY OF excitement in this late-season non-championship thrash...

There were 14 Issigonis sandwich boxes lined up for this thrash, Geoff Gilkes heading them in practice to gain premier grid spot. With him at the front were John Digby ('Ruptured Duck' Mini!), Peter Drane and Mick Rope. Gilkes' Oselli-prepared Min' scabbled off into the distance just ahead of second row man Ian Briggs

who was hotly pursued by Rope and the rest. It was close racing too with two of the field streaming past with body damage after one lap; Drane spun off in the melee and retired, Geoff Newman also went off but regained the course to finish well down. On lap five Rope pulled away from Briggs after some hairy cornering and from then on he closed to bid for the lead. Woodcote appeared to be Rope's

RESULT: 14 September (750 MC)	
Formula Mini-7	Non-championship 10 Laps
1 Geoff Gilkes	13:53.0
2 Mike Rope	
3 Ian Briggs	
4 Evan Pringle	
5 Anthony Westbrook	
6 John Digby	
FL M Rope	1:21.2 - 71.29 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
- 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)

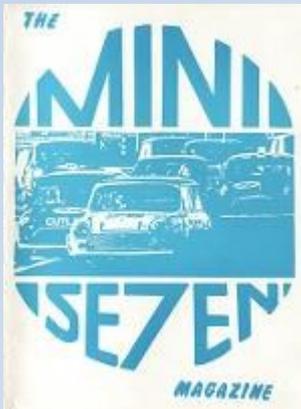
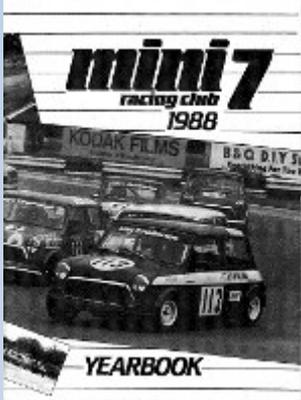
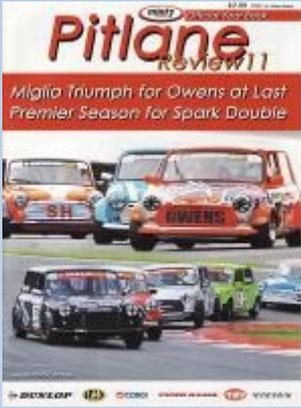
CADWELL PARK SERIES
1978 Chris Tyrrell (overall)

CASTLE COMBE SERIES
1983 Mike Fry (overall)

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 Stark + 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/

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.



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Mini Se7en Challenge

2

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DUNLOP
Mini Se7en S Class

1

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DUNLOP
Mini Libre

9

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Mini Se7en

#	Driver
0	Leon WIGHTMAN
2	Spencer WANSTALL
4	Joe THOMPSON
27	Leon Oli WINDOW
18	Tina COOPER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
28	Dom BURGER
35	Jeff SMITH
38	Steven HOPPER
39	Glen WOODBRIDGE n
46	Max HUNTER
55	Darren EATON
60	Malcolm J KEAT
63	Dave ROBINSON
71	Simon JONES
77	Andrew DEVINY
88	Kieren MCDONALD
94	Lee ROBERTS
95	Julian PROCTOR
31	Ian BRISCALL
44	Duncan EMMETT
49	Ross BILLISON
69	Steve TRENCH
84	Rob PEARSON

Mini Miglia

#	Driver
1	Aaron SMITH
11	Kane ASTIN
12	Richard SMITH
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
28	Bob HUMPHREYS
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
45	Chris MORGAN
49	Martin WAGER
69	Tony LE MAY
72	Rob HOWARD
79	Jon LEE
80	Joe THOMPSON
85	Sam SUMMERHAYES
83	Colin PEACOCK
92	Jason PORTER
99	Richard WAGER
6/81	Alfie BROWN
7/47	Charlie BUDD
22	Stuart HORSFALL n
43	Dave EDGECOMBE
44	Darren MOON
46	Steve MAXTED
48	Lee DEEGAN
56	Nick PADMORE
64	Alex OSBORNE
88	Kieren MCDONALD

Mini-7 S-Class

#	Driver
706	Jo POLLEY
708	Scott KENDALL
715	Jonnie KENT
742	Ben BUTLER
760	Jack SHEARING n
765	Simon MARTIN
778	Charlie BRISKER
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
700	Morgan LEWIS
711	Rick SHORTLE
723	James BULL
736	Thorburn ASTIN
746	Michael DRYDEN
747	Kelvin EDGAR
766	Stephen COLBRAN
771	Julian AFFLECK
779	Andy DICKINSON

Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
123	Huw TURNER
126	Peter HILLS
127	Ian FRASER
133	Les STANTON
149	Gary WARBURTON
171	Dan LEWIS
177	Peter CREWES
186	David FRANKS
500	Rob DAVIS
616	Justin COOPER
122	Dave USHER
129	Alex OSBORNE
132	Brian DAVAGE
222	Ben BUTLER
241	Damon ASTIN
282	Pieter Van CLEEMPUTTE
666	Jonathan LEWIS



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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