

# Pit & Paddock

2019

Official Newsletter of the Mini Seven Racing Club

2019: Issue 2



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

**DUNLOP MINI CHALLENGES**  
supported by MINI SPARES



**Mini Miglia:**  
Scorching pace

# Winter Wow!

**Cracking Season Opener at Silverstone**

**Mini Se7en:**  
As close as ever

**Top  
Mini  
action!**

## Croft Preview

- **Se7en:** Smith sets the pace
- **Miglia:** Tight at the top
- **S-Class:** New faces on form
- **Libre:** More to come

## Silverstone Report

New cars & colours  
Latest news  
Technical updates  
Runners & Riders

*From the Archives*

Croft revisited



BWRDC's leading ladies  
racing head-to-head



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## PAST PRESENT FUTURE

This year marks the 60th Anniversary of the humble Mini, Alec Issigonis' stroke of genius originally doodled on the back of a napkin. The gifted automobile designer may not have envisaged his creation reaching 'pension' age, let alone become one of the most iconic motorsport machines to garner both on- and off-track glory, but even before the Mini was out of 'nursery', it must have been evident that this tearaway 'toddler' had a bright sporting future ahead. Sailing through the snow to rallying success piloted by Hopkirk, Aaltonen et al, or sideways around the circuits in the hands of Rhodes, Handley, Spice, the list goes on, that giant-killing appeal was very soon within the financial reach of the 'mere mortal' clubman racer, and the advent of Formula Mini-7 in 1966. Many a single-make saloon car series has come, been seen, but eventually failed to conquer the hearts and minds of the true motor racing enthusiast. Not so the Mini, and although there have been the lulls over the years when the parent

company was not always on the ball, the basic principle of an honest-to-goodness competition car has never waned. Incredibly, even at this 'senior' age today, Sir Alec's 'mini' marvel is still as fresh on-track as it ever was, with registrations across all four M7RC classes reflecting its innate appeal and adaptability as a modern-day racing machine, despite its classic underpinnings. Equally, the boom in historic racing has seen an amazing rebirth of the Mini in retro guise, and there is no apology for mentioning the fact in these news pages. Some may question this departure from solely Club matters, but when one considers many of the names involved, from drivers, to chassis builders, to engine tuners, it's clear that due to the longevity and influence of the M7RC then the competition Mini as we know it today, and from yesteryear, will be known for many more of our tomorrows •

RW



## ISSUE #2 CONTENTS

- 3 Intro / Contacts
- 4 Preview: Croft National Challenge Rds 1 + 2
- 7 2019 Calendar
- 8 News
- 12 Report: Silverstone Winter Rds 1 + 2
- 15 Trophy Spotlight
- 17 About the M7RC
- 18 From the Archive Croft:
  - 10 Years Ago - 2009
  - 20 Years Ago - 1999
  - 40 Years Ago - 1979
- 24 Roll of Honour: The Champions
- 27 Know Your Rivals

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# PREVIEW: National Challenge Rds 1+2

**Croft...**  
**13-14 April...**



**Miglia  
Lap Record**  
**Chris Lewis**  
Time: 1:35.211  
Ave speed: 80.42 mph  
Set: 2 July 2000  
2.13-mile circuit

FOLLOWING THE OPENING WINTER ROUNDS AT SILVERSTONE ON 30 MARCH THE EXPANDED RANKS OF THE NATIONAL MINI CHALLENGE DESCEND ON NORTH YORKSHIRE FOR WHAT PROMISES TO BE A WEEKEND OF GREAT RACING ACTION...

## MINI MIGLIA

With entries already up on the same time last season, the performance-packed 1.3-litre Mini Miglias are sure to set a scorching pace on the newly resurfaced Croft tarmac. Mini Miglia first raced at Croft 40 years ago, then as 1000cc, but the current class lap record has stood for nearly two full decades (set by Yorkshireman Chris Lewis, a five-time Miglia champion),

but such is the pace among the current crop of frontrunners that new records could well be set. Aaron Smith starts 2019 as reigning champion, having finally secured the title in 2018 after a decade trying. The Kent-based racer is again likely to be up against former champions Rupert Deeth (2014 & 2017) and Kane Astin (2015), with recent Winter round victor Colin Peacock also in the mix. Other previous race winners to have registered again this year include Lee Deegan, Dave Drew and Rob Howard,

while more senior aces like Tony Le May, Richard Wager, Gordon Pocock and Wayne Grayer are back for more, having variously been in the Mini Miglia entry lists going back over four decades, such is the longevity and appeal of the formula! •



### PREVIOUS WINNERS:

2014	R Deeth / D Wheeler
2012	P Baldwin / K Astin
2011	E Owens x2
2009	C Peacock / A Hack
2008	P Thompson
2006	J Hall
2003	B Sollis
2002	C Lewis
2000	P Baldwin
1999	I Curley

## Mini Libre

In two short seasons, Mini Libre has become a racing success story, morphing from occasional invitation grid-fillers into a *bone fide* 'mini' championship run on the back of the Miglia grid. These cars nod-a-wink to the 'Free Formula' days of special saloon Minis in the late-60s and early-70s, serving up A-Series alternatives to Miglias. Traditional 5-port examples ranging from 1293cc upwards have taken on 16-valve heads and 7- and 8-port variations, and indeed it was Phil Harvey's 5-port which triumphed overall in 2018. However, expect the machines of David Franks, Peter Hills and 2017 champion, Peter Crews to be up at the sharp end. 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 Mini heyday. Libres are denoted by light blue headers and door squares, plus 3-figure numbers •

### Libre Lap Record to be established...

Time: ...  
Ave speed: ... mph  
Set: ...  
2.13-mile circuit





# ...PREVIEW: ...National Challenge Rds 1+2

**Croft**  
**13-14 April**

...AND INCREDIBLY IT IS FIVE YEARS SINCE THE M7RC LAST VENTURED TO THE NORTH EAST CIRCUIT FOR WHAT WAS THE FINAL DOUBLE-HEADER IN A 14-ROUND CHAMPIONSHIP

**Se7en**  
**Lap Record**  
**Andrew Deviny**  
Time: 1:45.011  
Ave speed: 72.85 mph  
Set: 21 Sept' 2014  
2.13-mile circuit



## Mini-7 S-Class

**W**ith increasing interest in the budget-tuning 1275cc Se7en feeder category, this season S-Class becomes a fully stand-alone campaign. Greater points further down the ranks, and being gridded behind the main Se7en pack, aim to keep competition closer together from the off. Reigning Super Mighty Mini champ' Connor O'Brien was straight into the winning groove at Silverstone, but another SMM convert and last year's S-Class winner, Scott Kendall will be on his case, not least as his teammate!. Others to look out for include Thorburn Astin who, last season, won at Zandvoort no less, Andy Dickinson who is a relative 'local' from West Yorkshire, and Jo Polley, another to have won in Minis before. Teenage hopefuls looking to get on the motor racing ladder can also aspire to the Graham Hill Memorial Trophy, which rewards the top Under-17 driver •

### S-Class Lap Record

**Tristen Knight**

Time: 1:48.455

Ave speed: 70.60 mph

Set: 10 Sept' 2006

2.13-mile circuit

## MINI SE7EN

**T**he founding formula of budget saloon car racing goes into its 54th season, and the full-tune 1.0-litre cars continue to offer the kind of sideways, door handle-to-door handle, action many other series can only dream of. As ever, there are several title contenders from the 'get-go', and Max Hunter will be looking for a third National crown to follow his second last season, 11 years after the first in 2007! Experience, therefore, can count for a lot, and it has shown in runner-up Spencer Wanstall's graduation to the top step of the podium last season, not once but twice, honing his racecraft from the raw novice of just a few

years ago. Joe Thompson has had an even more meteoric rise from best novice to race winner in just two seasons, including a Miglia win recently, so he may well be doing double stints at this meeting. Three-time champion Andrew Deviny cannot be discounted, and a first and second in class at Silverstone for the Winter openers will have blown away the cobwebs. Similarly, ex-BTCC driver Jeff Smith has proved he is at home in Minis too by mirroring Deviny's result at the same meeting. Of the

rest, Dom Burger and Leon Wightman will be dark horses to improve further on their top-10 overall positions of last season, Wightman also carrying the 'special' #0 •



### PREVIOUS WINNERS:

2014	A Davies / P Spark
2012	P Spark x2
2011	A Deviny / P Spark
2009	M Hunter x2
2008	P Thompson
2006	A Deviny
2003	A Deviny
2002	O Perrett
2000	D Braggins
1999	M Hunt



Photos: M7RC Archive (M Barrington)





## BARC RACEDAY

"The BARC stages its second event of the season at Croft with a raft of championships all set to continue their 2019 campaigns. With the new season in full swing the North Yorkshire venue provides the latest stop on the calendar for three categories whilst one series kicks off their own proceedings... In addition to the BARC categories competing, on-track entertainment is also likely to be provided by the Darlington & District Motor Club and the Mini Se7en Championship, both of whom will race too" •

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



## NEWS UPDATE NEWS UPDATE

### KEEP UP THE GOOD WORK ...

Please note the following observations from Race Control after the Silverstone Winter races:

"I believe that other than the excellent close racing, with no contact reports received (can this be kept up), and other than the mechanical issues, a good day's racing was on show."

### ... FOLLOW INSTRUCTIONS!

Further, it cannot be stressed enough how important it is to read all Final Instructions:

"Looking forward to 13th & 14th April at Croft (all of 13 miles for me) and the new tarmac! Other than the BARC's first-time-at-the-circuit drivers' briefings (which will be in the final instructions), our own briefing will be at 11.45 (don't be late!) at the Mini Seven Racing Club awning, unless the weather is inclement then the Media Centre will probably be used..." •

**Chris Gibson**

M7RC Clerk of the Course

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

# TIMETABLE:

## National Challenge Rds 1+2

# Croft

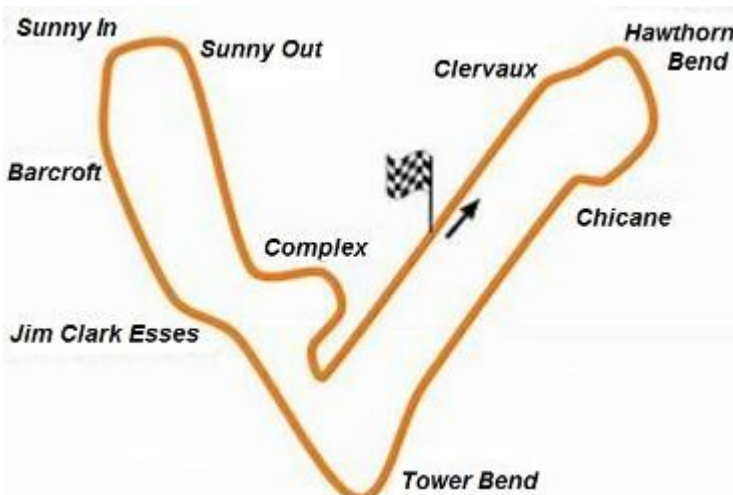
## 13-14 April

### Saturday 13 April 2019

START	FINISH	DURATION	SESSION	CLASS
08.30	08.35	5 mins	Signing-on	Se7en + S
08.35	09.35	1 hour	Scrutineering	Se7en + S
09.30	09.35	5 mins	Signing-on	Miglia + Libre
09.35	10.35	1 hour	Scrutineering	Miglia + Libre
10.00	10.20	20 mins	Practice	Se7en + S
11.00	11.20	20 mins	Practice	Miglia + Libre
11.45	12.00	15 mins	Drivers' Briefing	All
12.30	12.50	20 mins	Qualifying	Se7en + S
14.25	14.45	20 mins	Qualifying	Miglia + Libre
16.25	16.45	20 mins	Race 1 (Rd 1)	Se7en + S
17.35	17.55	20 mins	Race 3 (Rd 1)	Miglia + Libre

### Sunday 14 April 2019

13.45	14.05	20 mins	Race 7 (Rd 2)	Miglia + Libre
15.30	15.50	20 mins	Race 10 (Rd 2)	Se7en + S
17.10	17.25	15 mins	Race 13 (n/c)	Allcomers*



## CIRCUIT LENGTH:

### 2.1 miles

Croft Circuit, West Lane, Dalton-on-Tees, North Yorkshire, DL2 2PL  
Tel: 01325 721815 Email: [info@croftcircuit.co.uk](mailto:info@croftcircuit.co.uk)

### Driving there:

From the North: take junction 58 off the A1(M) signed Darlington. Follow this route through Darlington, then follow the A167 towards Northallerton. Croft Circuit is signposted approximately 2 miles south of Croft on Tees; From the South: take junction 57 off the A1(M) to Darlington. At the second roundabout take the 5th exit - signed Northallerton A167. Continue on this route as above •

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

### \*PLEASE NOTE!

For just £20! BARC is offering anyone who fancies it, a run out in the NSSCC/Allcomers race, the last event on Sunday at 17.10





# 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)
<del>National 5+6</del>	<del>Silverstone (GP Historic)</del>	<del>15-16 June (MGCC / MG Live!)</del> 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

## National Challenge Rds 1+2

Croft

13-14 April

BARC



PIPER CAMS



# NEWS NEWS NEWS NEWS

## RACE SERIES FOR REPLICA 1275 GT MINIS?



### ...SEVERAL CARS BEING BUILT WITHIN M7RC

Such is the appeal of historic motorsport, that the much maligned 'slab front' Clubman Mini 1275 GT could potentially have its own Mini race series once more. Following a request from Mini Se7en driver, Leon Oil Window, as to what the colours may have been on one of the original Leyland-backed 1275 GT Challenge cars, it transpired that he, along with several other M7RC members, are in the process of building replica versions of the cars that raced between 1976 and 1980, as Leyland Cars' top-tier Mini championship, along with Mini 1000 (Miglia) and Mini 850 (Se7en), and administered by the M7RC. The car in question (above) is that of Roger Saunders, who went on to win the inaugural 1976 title in his Wadham Stringer dealer-sponsored machine. Sadly, there are only a couple of black and white images in the Archive, but the closest anyone could recall was Club Treasurer Jeffrey Parish, who noted: "I remember the car as being white with a fairly light blue top, and the stripes being darker blue and red. But that's a 40-year-old memory!"

Leon's alternative choice could be the car of legendary Touring Car

and GT Sportscar driver, Steve Soper, who won the 1275 GT title in 1977, then again in 1979, also securing the overall Leyland Mini Challenge trophy across all three Mini classes. Colour images of Soper's Bunting's of Harrow-backed car do exist (below), while of the other projects in-build, fellow Mini Se7en racer Jabez Dyer is aiming to recreate the Marshalls/Shell Oils car of Peter Baldwin. Previously, Jonathan Lewis had built a replica of brother Chris' yellow McCain chips car, while other notable versions that have been competing over recent seasons are those of tuning experts Richard Longman and Jon Mowatt, although neither actually ran in the Leyland Challenge, but had great

success in the British Saloon Car Championship. The early days of the 1275 GT Challenge didn't go as smoothly as Leyland might have wished, with several issues surrounding the strength and durability of the 12-inch wheels when cornering hard on race rubber. Eventually, however, these problems were addressed by the time Leyland redirected its backing into the Metro Challenge for 1981. With at least half a dozen cars in-build and more rumoured in the pipeline, the obvious question is where they could all race - perhaps a 'mini' invitation series, run by the M7RC once more? That would be fitting after 40+ years since the last time! •

Images: courtesy L Window



## BTCC INVITE TO EX-MINI RACERS

With just over five weeks between Croft and the next meeting at Thruxton on 18-19 May, plans are under-way for the M7RC's supporting role to the main BTCC event. Already a new Club stand has been ordered, with refreshed backdrop and sponsor logos, while it is hoped to invite one or more former M7RC racers who went on to appear in the BTCC. For a start, new race trophy sponsor Ian Curley was already a Mini Se7en and Miglia champion before he eventually found his way into the headline tin-tops over a decade ago. The likes of Patrick Watts (1979 Mini Se7en champion, below) and Steve Soper (1977 & 1979 Mini 1275 GT champion) are probably the most high profile names from the past to make the grade include, while others include Dave

Carvell and Alan and Mike, Cur-now, both of them as Miglia champs in the mid-70s.

Photo: courtesy Autosport



## MGCC MEMENTO

Not only did the MG Car Club host a thoroughly relaxed and enjoyable meeting at Silverstone for the Spring Cup, but they were also generous of spirit to donate their own Driver of the Race awards for the Winter Mini Challenge. The lucky recipients of these attractively alternative gifts, prompted by what the commentators had been watching, were Colin Peacock for his last-lap victory in Race 1, and Dom Burger for a tigring second place in class in Race 2 •

Photo: M Jackson





# NEWS NEWS NEWS NEWS

## CROFT CIRCUIT RESURFACED



**J**ust three weeks before the scheduled BARC race meeting on 13-14 April, Croft Circuit brought in contractors to start resurfacing work on the North Yorkshire track, the first time that the 2.1-mile layout has undergone a blacktop overhaul since the venue re-opened for racing in 1997. Should be interesting to see if it makes any difference to the Mini lap times, or whether any lap records will be broken on what is likely to be a very 'green' track surface. The resurfacing was thought to have been completed by w/e 5 April • Image: courtesy Croft Circuit

## STARTERS ORDERS

**H**aving trialled the new-for-2019 format of starting the S-Class cars behind the Mini Se7ens at last November's O-Plate meeting, it was officially instigated for the Winter rounds at Silverstone on 30 March. There were a few more cars this time and, like before, both classes lined up behind the Miglias, with the addition of a row of Libres in front too. Both combined races got away cleanly, and the only possible quibble could have been the Se7en of Graeme Davis being relegated behind the S-Class cars as he hadn't set a qualifying time, but did do three laps in another session. Should a Miglia fail to set a qualifying time in future cases of combined grids (i.e. at Zandvoort), then M7RC Clerk of the Course, Chris Gibson has provisionally noted that, subject to completing three laps in another session, it may be possible to grid any non-qualified Miglia behind the Libres, and not further back behind all of the Se7ens and S-Class cars. However, a disallowed time would incur a 10s penalty, and an MsUK mandatory delayed start at the very back of a combined grid •



## DECADES ON DUTY

**R**ichard Wager returned to the track for the first time in 10 years, but there was something quite familiar about his comeback. Keen followers of Miglia racing will have instantly recognised the black and red colours of his chosen mount, a car that son Martin drove at Cadwell last season after it had sat in the corner of a workshop for nearly two decades. Still carrying allegiance to Kenwood, and as ever run under the TCR Motorsport banner, Richard was a leading light in the category from the mid-1980s

and through the 1990s (below) into the millenium, scoring several epic race wins and challenging for the title on many occasions. Race rustiness aside, Richard aims to be out again this season, sharing the car with Wager junior •

Photos: mbracephotography.co.uk + M7RC Archive



## NEW PITLANE MAG

**T**he 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](mailto:mike.jackson@mini7.co.uk) for posting details •



## MINI 7 MEMORIES

**T**en 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](http://www.m7rc.co.uk) 'shop' section •





# NEWS NEWS NEWS NEWS



## TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM

### SILVERSTONE: 30 MARCH

#### PARC FERMÉ PROTOCOL

A large number of team personnel entered *parc fermé*, we asked them to leave (do they know *parc fermé* rules? *see sidebar*). No one is allowed unless invited by the scrutineering team to remove parts. Croft has a fenced *parc fermé* but we have to move the cars to the scrutineering bay to weigh etc. The cars are in the open but should not be touched by anyone and team personnel should keep away. We will take notes of the teams that do not conform and pass the information on to Chris Gibson, the Clerk of the Course •

Steve Wood  
Motorsport UK Eligibility Scrutineer

#### SCRUTINEERS' REPORT

I was learning the cars and people, unfortunately not all the cars returned to *parc fermé* after qualifying, so we only did visual checks on the cars there. No issues found. Race 1: The top three cars from each group weighed, no issues found. Race 2: All cars weighed, two cars found to be on the limit (no action needed, but competitors made aware). The three S-Class cars had the distributors checked. No issues found. During the weekend we checked most cars re. stickers, exhausts (have you got more than 6"?). We found a number of non-performance issues, so a chat with a number of competitors re. getting things as they should be for next meeting; only verbal. We will issue a scrutineers' improvement notice at all future race meetings with the competitor signing that they will complete the required changes by the next meeting •

Steve Wood  
Motorsport UK Eligibility Scrutineer

Please note the following excerpt from page 8 of the 2019 M7RC Regulations, which is available to download from [www.mini7.co.uk](http://www.mini7.co.uk)

**SR.2.8.2** Only the driver and/or one other person nominated by the driver, per competing car, is permitted to access *Parc Fermé* and Post-Qualifying Practice or Post-Race Scrutineering unless otherwise notified by the Challenge Technical Scrutineer or his/her nominee •

Scrutineering and *parc fermé* rules should be strictly observed - as it was in the days of the M7RC's long-time MSA Eligibility Scrutineer, Mike Garton, seen here in the mid-1980s observing the Mini Se7en of Russell Grady (below)



Photo: I Fraser Collection (M Higginbotham)



# NEWS NEWS NEWS NEWS

## BMH SUPPORT FOR MINI'S 60TH



Already a major supporter of the classic Mini, British Motor Heritage (BMH) is increasing its related activities in 2019 for the 60th anniversary of one of the world's most cherished cars. To begin with, BMH will be a major sponsor behind the 2019 IMM (International Mini Meet), being held at Washingpool Farm near Bristol over the 8-12 August weekend. In addition to financially backing the event, BMH will have a significant on-

site presence with an array of representative cars, replacement bodyshells and an innovative display panel. In addition, the marvellous Mini will also be the focus of BMH's Goodwood Revival stand over 12-15 September, with a selection of replacement bodyshells and complete vehicles. Among the latter are likely to be the company's own immaculately restored 1275 Cooper S (right), and its FIA Cooper S race car (above) that will be competing in the HRDC

series throughout this season. As the owner of the original Mini tooling, BMH is the only company in the world capable of producing replacement bodyshells and individual panels to exactly the correct specification and, following the addition of the MK1 Mini 'shell' to its portfolio, is now able to support the owners of every mark of classic Mini made between 1959 and 2000. The company acquired the Mini tooling in 2002 and began the manufacture of replacement products soon afterwards, since when demand has grown year on year. So far, literally thousands of individual panels and no less than 773 complete bodyshells have been produced, with many more on the stocks for this year •

Photos: courtesy Newspress/BMH



## WINTER POINTS

after Rds 1+2

### MINI MIGLIA

1	80	Joe Thompson	39
2	83	Colin Peacock	39
3	99	Richard Wager	33
4	20	Mark Sims	19
5	11	Kane Astin	18
6	69	Tony Le May	18
7	79	Jon Lee	0
nc	72	Rob Howard	-

### MINI LIBRE

1	113	Phil Harvey	11
2	149	Gary Warburton	9

### MINI SE7EN

1	35	Jeff Smith	39
2	77	Andrew Deviny	38
3	28	Dom Burger	37
4	0	Leon Wightman	34
5	94	Lee Roberts	30
6	18	Tina Cooper	30
7	39	Glen Woodbridge	27
8	22	Graeme Davis	17
9=	88	Kieren McDonald	0
	55	Darren Eaton	0

### MINI-7 S-CLASS

1	787	Connor O'Brien	40
2	706	Jo Polley	38
3	715	Jonnie Kent	36
4	778	Charlie Brisker	0

## HISTORIC MINIS WOW GOODWOOD

In its 60th anniversary year, the iconic classic Mini was arguably the star of the show at the Goodwood Members Meeting on 6-7 April. No less than a third of the 60-car entry for The Betty Richmond Trophy were pedalled by current or former M7RC drivers, and after a pair of eliminator heats on the Saturday, won respectively by tuning expert Nick Swift from Miglia racer Nick Padmore, and ex-Se7en/Miglia champ' Ian Curley, it

all came down to a 13-lap final on the Sunday for the top 30 qualifiers. Once again, Swift and Padmore battled for the major prize, glory going to Swift on the last bend with former Se7en/Miglia champ' and recent Mini Libre contender Jonathan Lewis completing the podium ahead of Curley. Others to make the final were Jeff Smith, Phil Anning, Patrick Watts, Nick Paddy, Steve Maxted, Leon Window, Steve Jones and Kane Astin, with Jonnie Kent, Tina Cooper, Dan Wheeler, Bill Sollis, Dave Edgecombe, Endaf Owens, and Malcolm and Andy Harrison KO'd in the heats •



Photo: M7RC Archive (M Barrington)

## IN BRIEF

### AUOK CONTACT DETAILS

Justyn Potter of Aurok can be contacted on the following numbers:

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Mobile: 07760 256324

or email: [justyn@aurok.co.uk](mailto:justyn@aurok.co.uk)

His preference would be for orders to be sent to: [info@aurok.co.uk](mailto:info@aurok.co.uk)

Mobile will not be answered outside of office and on weekends when there are no races. There is also a Facebook page and a website, hopefully these options can all help make communications easier for members •

### TINA'S TV MISSION POSSIBLE

Mini Se7en racer and former National champion, Tina Cooper recently appeared in the Channel 4 TV programme, Mission Ignition. Aired at 8.30pm on Saturday 30 March, Tina was part of an all-female racer team that was tasked with rebuilding a Porsche 944 from a pile of parts. Team manager was former Indycar champion, and US-domiciled Scot, Dario Franchitti, and opposition came from an all-male racing instructor trio with a kit-form Lotus Elan, overseen by that 'Howard bloke' from Take That! Want to know the outcome? Speak to Tina... •

### ULTIMATE ITALIAN JOB TOUR

Scheduled between 6-17 October 2019 to commemorate the 50th anniversary of the iconic Mini-based movie, and billed as a 'once in a lifetime' event. It covers 1400 miles, taking in roads and locations, plus stars and cars from the film, including a swarm of red, white and blue Minis plus Jaguar E-type roadster, Lamborghini Miura P400 and Aston Martin DB4 convertible • [www.classicsontheroad.com](http://www.classicsontheroad.com)

### ROUNDS 5 & 6 PENDING

A replacement meeting for the cancelled Silverstone 15-16 June MGLive! event is still under consideration by the M7RC. No definite venue or deal has yet been confirmed, and the possibility of the National Challenge reverting to 13 rounds with the 10 best scores to count may still be the option. Hopefully more will be known at Croft •



## RACE REPORT: Winter Rds 1 + 2

## Silverstone... 30 March 2019...



GLORIOUS SUNSHINE AND SIZZLING MINI ACTION MADE THE SEASON OPENING SILVERSTONE 'SPRING CUP' A GLOWING SUCCESS

## Winter stormer at...

The 2019 Mini 7 Racing Club season kicked off in style on the Silverstone National circuit, the MG Car Club hosting two cracking races for the revived Winter Mini Challenge. An encouraging 24-car entry was whittled down to 19 starters, returning former Winter champ' Jon Lee's Miglia losing all his oil after being fifth quickest, along with the Se7ens of Kieren McDonald in 12th (crank') and Darren Eaton in 19th (valves), plus the S-Class of newcomer Charlie Brisker in 16th (gearbox) all done for the day. Quickest overall was Colin Peacock, the car again prepped by Bill Sollis, 0.114s ahead of Kane Astin. Then

came Joe Thompson and Mark Sims on row 2, followed by Tony Le May and Richard Wager, the latter having his first race for 10 years. Phil Harvey was the quicker of two Libres despite snapping an alternator belt, as Gary Warburton had an oil seal leak. Andrew Deviny took 'Se7en' 'pole' in ninth overall, from Dom Burger, Leon Wightman (carrying the #0), Lee Roberts, Novice Glen Woodbridge (dad Paul was Se7en Novice champion in 1996), Tina Cooper (lost gears), former BTCC driver Jeff Smith (engine change), and Graeme Davis, the latter with two newly painted yellow cars, one which broke in testing on the Friday,

the other grinding to a halt on the opening timed lap to leave him a non-qualifier. He would be allowed to start behind the Mini-7 S-Class cars, which were headed by reigning Super Mighty Mini champion, Connor O'Brien, 14th overall in an identical looking car to 2018 champ' Scott Kendall's, who was on spanner duty himself. Another SMM convert, Jo Polley was next up in the pink ex-Dan Budd car but with new sponsorship, with Jonnie Kent in the ex-Morgan Lewis car now repainted in classic white with contrasting black Cooper roof and stripes. The starting grid order would be: Miglias; Libres; Se7ens; S-Class, with a row gap between each...

In the opening thrash just after lunch, a fabulous four-car battle ensued between Peacock, Astin, Thompson (in his first ever Miglia race) and Sims. When the latter's driveshaft popped out near the end, and then Astin and Thompson got a little out of shape at Becketts on the last lap, Peacock squeezed through to grab the overall win. In the Se7en category, Deviny got the drop on his rivals at the start to hold on out in front to the chequered flag, despite falling oil pressure. Behind him, however, the battle for second was intense, Smith working his way into the runner-up spot ahead of Burg-

er, Wightman and Roberts. O'Brien took Mini-7 S-Class spoils, likewise Harvey in Libre, both setting new class lap records respectively •

### RESULT:

Race 1			18 Laps
1	83	Colin Peacock <span>m</span>	20:50.343
2	80	Joe Thompson <span>m</span>	
3	11	Kane Astin <span>m</span>	
4	113	Phil Harvey <span>L</span>	21:20.437
5	99	Richard Wager <span>m</span>	
6	149	Gary Warburton <span>L</span>	
7	77	Andrew Deviny <span>7</span>	17 laps
8	35	Jeff Smith <span>7</span>	
9	28	Dom Burger <span>7</span>	
10	0	Leon Wightman <span>7</span>	
11	94	Lee Roberts <span>7</span>	
12	787	Connor O'Brien <span>s</span>	17 laps
13	18	Tina Cooper <span>7</span>	
14	706	Jo Polley <span>s</span>	16 laps
15	715	Jonnie Kent <span>s</span>	
16	39	Glen Woodbridge <span>7</span>	
dnf	20	Mark Sims <span>m</span>	14 laps
dnf	69	Tony Le May <span>m</span>	2
dnf	22	Graeme Davis <span>7</span>	1
ns	79	Jon Lee <span>m</span>	
ns	88	Kieren McDonald <span>7</span>	
ns	55	Darren Eaton <span>7</span>	
ns	778	Charlie Brisker <span>s</span>	
wd	72	Rob Howard <span>m</span>	
FL/ <span>m</span>	C Peacock 1:08.302 - 86.46 mph		
FL/ <span>L</span>	P Harvey 1:09.647 - 84.79 mph (record)		
FL/ <span>7</span>	J Smith 1:14.761 - 78.99 mph		
FL/ <span>s</span>	C O'Brien 1:16.065 - 77.63 mph (record)		
Pole/ <span>m</span>	C Peacock		
Pole/ <span>L</span>	P Harvey		
Pole/ <span>7</span>	A Deviny		
Pole/ <span>s</span>	C O'Brien		
1.64-mile National circuit			





# ...RACE REPORT: ...Winter Rds 1 + 2

Silverstone  
30 March 2019



Photos: mbracephotography.co.uk (M Barrington)

## ...scorching Silverstone

It was still gloriously sunny if a little chillier as the clock ticked towards 5.30-ish for the start of the second race. The drama heightened further, however, as firstly Astin's car ground to a halt on the way to the assembly area, its gearbox jammed, and then Woodbridge's Se7en was pushed through a gap in the pitwall, seemingly a non-starter. Red lights out, and we were on for another cracker, as Thompson and Peacock, with Sims shadowing, once again had the commentators in awe, and this is how they eventually finished after 18 laps despite several changes of lead throughout. Super stuff that not

only had the marshals applauding, but the die-hard MG fans too! Having pitted early in the first race thinking he had a puncture, only to find a broken rear bracket, then trying one more lap but deciding the handling wasn't right, Le May's second race proved far more productive, fourth place his reward after a lengthy dice with Harvey's Libre. Meanwhile in fifth, Wager again brought home his iconic black/red Kenwood-liveried car to go third overall on points, but wasn't completely happy with his pace, admitting he was "over-driving the thing...". If the leading Miglia duel had been a crowd-pleaser, then

equally the Se7ens' encounter drew praise for its close but clean duelling, Smith eventually securing the top spot as Burger shuffled Deviny back to third in the closing Luffield section, with Wightman, Davis, Cooper, Roberts, and novice debutant Woodbridge completing the class runners, the latter pair having to nurse their cars to the finish as both suffered a drop off in power. Indeed, Woodbridge junior had the sole aim of getting two signatures on his licence and early points on the Novice table, which made up for the team's efforts to change the cylinder head after bending valves in qualifying, gratefully taking up the offer of Steven Hopper's spare engine bits which he had brought along off the similar D+P Motors team car. O'Brien once more wrapped up maximum S-Class points, dicing confidently with Davis for much of the distance, and looking a dark horse for the National S-Class Challenge, while Polley and Kent once more finished second and third in class respectively. On the 'home' circuit of the BWRDC (British Women Racing Drivers Club), both Polley and Cooper - Mini racing's leading ladies with many past wins to their credit - swapped positions on several occasions, despite being in different classes, which added

another interesting back-story to the day, while unfortunately neither Harvey's or Warburton's Libres were still running at the end •

### RESULT:

Race 2		18 Laps	
1	80 Joe Thompson <span style="color: green;">m</span>	20:51.998	
2	83 Colin Peacock <span style="color: green;">m</span>		
3	20 Mark Sims <span style="color: green;">m</span>		
4	69 Tony Le May <span style="color: green;">m</span>		
5	99 Richard Wager <span style="color: green;">m</span>		
6	35 Jeff Smith <span style="color: red;">7</span>	17 laps	
7	28 Dom Burger <span style="color: red;">7</span>		
8	77 Andrew Deviny <span style="color: red;">7</span>		
9	0 Leon Wightman <span style="color: red;">7</span>		
10	787 Connor O'Brien <span style="color: green;">s</span>	17 laps	
11	22 Graeme Davis <span style="color: red;">7</span>		
12	18 Tina Cooper <span style="color: red;">7</span>		
13	706 Jo Polley <span style="color: green;">s</span>		
14	94 Lee Roberts <span style="color: red;">7</span>		
15	715 Jonnie Kent <span style="color: green;">s</span>	16 laps	
16	39 Glen Woodbridge <span style="color: red;">7</span>		
dnf	113 Phil Harvey <span style="color: blue;">L</span>	15 laps	
dnf	149 Gary Warburton <span style="color: blue;">L</span>	5	
ns	11 Kane Astin <span style="color: green;">m</span>		
ns	79 Jon Lee <span style="color: green;">m</span>		
ns	88 Kieren McDonald <span style="color: red;">7</span>		
ns	55 Darren Eaton <span style="color: red;">7</span>		
ns	778 Charlie Brisker <span style="color: green;">s</span>		
wd	72 Rob Howard <span style="color: green;">m</span>		
FL/m	C Peacock	1:08.251 - 86.52 mph	
FL/L	P Harvey	1:10.062 - 84.29 mph	
FL/7	J Smith	1:14.527 - 79.24 mph	
FL/s	C O'Brien	1:16.339 - 77.36 mph	
Pole/m	C Peacock		
Pole/L	P Harvey		
Pole/7	J Smith		
Pole/s	C O'Brien		
1.64-mile National circuit			







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# TROPHY TALES

The M7RC has introduced many awards over six decades, and in this issue we recount how a few more of them came about...



## THE STEVE BELL MEMORIAL TROPHY

Very much a poignant award that the M7RC members hold in the highest esteem. A tragic accident nearly two decades ago robbed the Club of arguably its most influential character at the time, as Steve had not only achieved double-champion status in both Se7en and Miglia, but was also one of the main driving forces behind the Club's hugely successful promotion and status alongside RoverSport and the BRDC. Always one of the first at the circuits, and at the centre of all paddock activity, Steve was as happy wielding the

spanners for his fellow racers as he was out there mixing it on-track with them, and he had learned his Mini racing trade as mechanic to the Mini master, Chris Tyrrell. His positive outlook and constant encouragement to others, especially newcomers, made him the go-to person, not to mention the ubiquitous pint and a fag at the bar afterwards which marked him out as someone who knew the importance of the social side of our sport. To commemorate his spirit, the 'last orders' bell design trophy is awarded to the Mini Se7en or Miglia driver leading the National Challenge with the greater number of points after 6 rounds, as was Steve on that fateful day at Silverstone in 2001... •

## THE CHRIS TYRRELL MEMORIAL TROPHY

Otherwise known as 'The Mad Miser' or 'The Leatherhead Loon', Chris was very much a larger-than-life character who lived and breathed Mini racing, and regularly proved it could be done on the proverbial shoestring. Having been one of the early Formula Mini-7 racers in the 1960s, his Calbrook Mini would go on to grace programme entries and race reports for over two decades, and on the way he picked up three National titles, firstly in 1974 then back-to-back in 1986/1987. He briefly tried Metros but a big accident at Silverstone left him with head injuries, although he was able to return to Minis before finally bowing out after a couple of seasons in Miglias. However, Chris had always built his own engines, and his tuning prowess continued with the Se7en title-winning successes of Bill Sollis, among others. As Vice-Chairman of the M7RC, he was also very influential behind the scenes, and his legacy



is a tankard-inspired trophy which awards the Highest Points Scorer in the Challenges, before dropped scores, which has often been a title runner-up. Chris retired to Spain in the Nineties, but sadly passed away before the millennium •



## THE NORMAN FINN TROPHY

Another of the early Mini Se7en racers, Norman competed between 1971 and 1976, gaining the occasional podium finish in a car running under the banner of 'Team Castrol'. The aim of any racer is to win a race, so the higher up on the starting grid, the more chance perhaps of that occurring. There is no greater aim in qualifying than to secure Pole position, so for anyone to do so on more than one occasion in a season is worthy of note, and to do so more times than anyone else is especially

worthy of the bowl-inspired trophy bearing Norman's name which he donated to the Mini Se7en category in the mid-1970s •

## THE MIKE FRY TROPHY

Having started out in Mini Se7en between 1973-74, Mike Fry later returned in Miglias from 1977 onwards, soon becoming a frontrunner and eventually a double-champion in 1984, winning both National and Southern titles, and then retaining the National title in 1985. However, when the latter season should have been one to savour over the winter in readiness for 1986, it was marred by a life-changing accident at Brands Hatch in a non-championship event. Duelling for the lead, Mike and a fellow competitor clipped each other and went off, Mike's car unfortunately roof-first into the tyrewall, which left him in a coma initially and later with partial paralysis and speech difficulties. Eventually, Mike stepped down as Chairman of the M7RC, but has kept a keen interest ever since and is one of a select few to have Life Membership. The classically designed trophy named in his honour is awarded to the Miglia driver recording the Most Pole Positions in the National Challenge •



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



# Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 1



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



## 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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Official Newsletter of the Mini Seven Racing Club

2018: Issue 2



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## Welsh Rare Hit!

Pembrey Reports  
• Miglia double for Smith  
• Thomas & Hunter win Se7ens  
• S-Class to Graydon-Fowler  
• Hills 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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2018: Issue 3



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## Best from the East

Duplicate Deegan

Snetterton Reports  
• Miglia brace for Deegan  
• Deegan takes both Se7ens  
• S-Class: Kendall & Bull win  
• Libres: to finish first  
Thurston Preview  
Latest News  
Technical Updates  
Full 2018 Calendar  
Runners & Riders  
From the Archives  
5 decades at Thurston



# Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 4



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Marvellous Miglias

## Thrills & Spills

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



# Pit & Paddock 2018

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2018: Issue 5



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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: Aston junior in front  
• Libres: Harvey goes clear  
Brands Hatch Preview  
Latest News  
Technical Updates  
Full 2018 Calendar  
Runners & Riders  
From the Archives  
50 years at Brands Hatch



# Pit & Paddock 2018

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2018: Issue 6



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Two new winners in Mini Se7en!

## Festival Frolics

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



# Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 7



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Astin & Deeth mix up Miglias

## Cadwell Capers

Four titles going down to the wire

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



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2018: Issue 8



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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



## Why join the Mini 7 Racing Club?

Receive these full-colour newsletters before and after every race weekend, packed with all the latest race reports, pictures, technical updates and much, much more! Get them via email or directly to your phone - it couldn't be simpler, so why not join today..?!

membership@mini7.co.uk  
www.mini7.co.uk



# ABOUT US



## About...

### 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 motor-sport). In 1970, Formula Mini-7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were 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](http://www.mini7.co.uk)



# From the Archives

## Croft

10 years ago: 2009

DOUBLE HEADERS HAD BECOME MORE COMMONPLACE IN THE NATIONAL CHALLENGE, CROFT THE SECOND EXTENDED WEEKEND OF THE SEASON

National Mini Miglia: 22 Aug'

## Peacock's maiden win

AFTER 11 YEARS of trying Colin Peacock recorded his first win in dramatic style, with a last lap manoeuvre that saw him climb from third to the head of the field

The encouraging 19-car entry included Craig Edgecombe and Gordon Pocock, both making their first Challenge appearance of the year. Edgecombe was in Owen Stinchcombe's car whilst Pocock had dispensed with his trademark pink wheel arches.

Poleman Andy Hack led away from Paul Thompson, Mark Sims and Peacock into Clervaux. Peacock rose to third after passing Sims at Tower Bend on the second lap. The leading quartet remained in close formation with Hack not able to break clear of his pursuers. Craig Edgecombe was making rapid progress up the order from the back row, reaching seventh with a daring move up the inside line on the fifth lap to pass both Pocock and Robert Howard, who continued to dice together with Dave Drew joining them. Further back a three-way scrap saw Robert Humphreys, James Lindridge and Phil Harvey disputing 15th in fine style. At the front Hack was finding himself under severe pressure as the race progressed, with both Thompson and Peacock filling his rear view mirrors. Sims held a watching brief in fourth, ahead of Sarah Munns and Paul Brown. Drew climbed to seventh after Craig Edgecombe's fine drive ended as he

pulled off at The Chicane with clutch failure on the penultimate lap. Thompson saved his bid for the lead until the final lap, making a rapid exit out of The Chicane and drawing alongside the lead car on the run into Tower Bend. Hack tried to keep Thompson on the outside line into the turn, which left an inviting gap on the inside, which Peacock took full advantage of to snatch the lead. He headed Thompson and Sims to the chequer to record his first Miglia win and the fastest lap. The points leader was hindered by a late puncture dropping him to fourth, finishing ahead of Munns and Brown •

National Mini Miglia: 23 Aug'

## Hack secures title in style

ANDY HACK CLINCHED his third Dunlop Mini Miglia Challenge title in a row in the best way possible by winning his seventh race of the season, despite the close attention of Paul Thompson right to the flag

At the start, pole position holder Hack led the 19-car grid away followed by Round 7 winner

Peacock, Thompson, Sims, Munns and Pocock. There was contact at Hawthorn between Brown and Howard, which delayed both cars and saw Howard retire at the end of the opening lap. Thompson rose to second place on the second lap, moving ahead of Peacock as Hack held a small lead over the pursuing pack. Humphreys ran wide exiting the Hairpin on lap 3 and pulled off at the end of the main straight into retirement. The leading quartet split into pairs, as Hack and Thompson dived for the lead with Peacock having to defend the final podium position from a very determined Sims. Further down the order battles raged with Paul Simmonds, Nuno Pimenta and Drew disputing eighth, whilst Harvey had Aaron Smith and Dan Wheeler snapping at his rear bumper for 14th. Smith in turn had to defend as Wheeler got alongside through the Complex but the 18-year-old ex-kart champion had to give way as Wheeler went through on the inside on the exit of the Hairpin. Dave Edgecombe was having a better race after suffering disappointment the day before and having started at the back of the grid was climbing up through the field, moving ahead of Lindridge for 10th. Back at the front, Sims was piling on the pressure as he tried to take third away from Peacock, but the Gillette-sponsored driver was determined to add a second podium to his weekend tally. As the race drew to a close Thompson was still close to the leader but he was unable to find a way to get past the Car Medic Miglia and as they rounded the Hairpin for the final time Hack raised his fist in victory as he took the chequered flag to record his seventh win of the year and his third Miglia title in a row, a feat that has only been achieved on two other occasions in the 39-year history of the championship. Peacock managed to fend off Sims to take third behind Thompson, with Sims having the consolation of setting the fastest lap of the race. Dave Edgecombe's excellent drive from the back suffered a setback as he spun

at the final corner, dropping him back to 13th at the flag •

reports from Pitlane Review '09

Top three Miglias at rest after their Race 1 exertions (left)

Dave Drew's car is framed magnificently against the agricultural Croft backdrop (bottom left)

Double finish for Robert Morris (below)

Photos: M7RC Archive (Pitlane)

\* full info in Pitlane Review '09 issue



### RESULT: 22/23 August (BRDC)

Mini Miglia	National Rd 7	10 Laps
1 83	Colin Peacock	16:25.609
2 6	Paul Thompson	
3 4	Mark Sims	
4 1	Andy Hack	
5 10	Sarah Munns	
6 75	Paul Brown	
7 29	Dave Drew	
8 72	Rob Howard	
9 24	Nuno Pimenta	
10 42	Paul Simmonds	
11 21	Aaron Smith	
12 88	Dan Wheeler	
13 74	James Lindridge	
14 13	Phil Harvey	
15 28	Bob Humphreys	
16 14	Robert Morris	
dnf 19	Craig Edgecombe	
dnf 15	Gordon Pocock	
dnf 5	David Edgecombe	
FL	C Peacock	1:36.764 - 79.05 mph

Mini Miglia	National Rd 8	10 Laps
1 1	Andy Hack	16:26.230
2 6	Paul Thompson	
3 83	Colin Peacock	
4 4	Mark Sims	
5 10	Sarah Munns	
6 15	Gordon Pocock	
7 29	Dave Drew	
8 42	Paul Simmonds	
9 24	Nuno Pimenta	
10 74	James Lindridge	
11 88	Dan Wheeler	
12 13	Phil Harvey	
13 5	David Edgecombe	
14 21	Aaron Smith	
15 75	Paul Brown	
16 14	Robert Morris	
dnf 19	Craig Edgecombe	
dnf 28	Bob Humphreys	
dnf 72	Rob Howard	
FL	M Sims	1:37.359 - 78.57 mph
2.125-mile circuit		





# From the Archives

Croft

10 years ago: 2009

National Mini Se7en: 22 Aug'

## Hunter does it again

MAX HUNTER PUT HIMSELF into a strong position in the Se7en Challenge after an inspired drive saw him record his second win in a row, as championship leader Kane Astin ended the race pointless after being excluded from the race for ignoring safety flags

Andrew Deviny was taking part in his first race of 2009, qualifying fourth just 0.517s off the time set by pole man Astin. Niven Burge got the better start to lead from the outside of the front row before being passed by Astin at the Jim Clark Esses. Hunter rose to fifth after passing Ian Deviny at Sunny during an eventful first lap which saw James Coulson running wide into the Hairpin tyrewall. Astin held a narrow lead from Burge, with Paul Spark in third

ahead of Andrew Deviny and Hunter, who was quickly ahead of Deviny at Tower Bend on the third lap to reach fourth, moments before Spark took the lead at the Esses. Hunter then moved ahead of both Burge and Astin during the remainder of the lap before racing side by side with Spark into Clervaux on lap 4. Spark's hold on the lead ended as Hunter completed his rapid progress up the order. The frantic pace of the race saw the leading places change on every lap with Astin holding third from Ian Deviny, Ricky Horne, Andrew Deviny and Nathan Burge at the halfway point. Astin's race continued to see-saw as he raced side by side into Clervaux with Spark on lap 6 as he challenged for second before dropping back to seventh. A dislodged section of bodywork under his car caught the attention of the race steward and an orange and black flag was displayed to the #3 requiring Astin to pit and have the car checked over. Ian Deviny elevated himself up to second as Spark and Andrew Deviny swapped places throughout the last two laps. Spark was able to clinch

third with a tight inside pass through Hawthorns on the final lap. Horne and Nathan Burge completed the top six, with Graeme Davis a deserved seventh after his heavy impact in testing on Friday. Astin opted to remain on track and was excluded from the results for failing to comply with the flag signals. Hunter was able to savour his 31st podium finish as Ian Deviny and Spark both celebrated their best ever race result on the podium alongside the 2007 Champion •

National Mini Se7en: 23 Aug'

## Hunter wins to set up Snett' showdown

MAX HUNTER AND Kane Astin fought out a thrilling race, with Hunter taking his second victory of the weekend, ensuring that the battle for the 2009 championship title will go down to the wire at Snetterton in September

Astin got the best start to lead from pole position into the first corner at Clervaux, from Niven Burge, Spark and Hunter. Andrew Deviny was left stranded on the grid, with cars taking avoiding action, before the engine finally fired up and he got going at the back. Spark moved ahead of Burge on lap 2 with Hunter also demoting the #8 on the run into the first corner on lap 3. Hunter was once again a man on a mission and on lap 4 passed Spark at Tower Bend before closing and passing the leader on the inside at the Complex. However Hunter didn't romp off into the distance as all four drivers remained in close for-

mation as the race unfolded. Ian Deviny held fifth just ahead of Horne and Davis, while Coulson, Andy Ruthven and Nathan Burge were keenly contesting eighth until Ruthven dropped back after a spin at the Complex on the penultimate lap. At the front, Astin kept the pressure on the leader but Hunter wasn't going let his grip slip for his third win of the year and held on to take the flag 1.5s ahead of the #3. Spark's Mini dropped back on the last lap as smoke was seen pouring from under the wheel arch due to an oil leak. The #35 Mini limped home in fifth behind Niven Burge and Ian Deviny •

reports from Pitlane Review '09

Max Hunter twice took the chequered flag in front (left)

The Se7en field is headed by Niven Burge at the start of Race 1 (bottom)  
Photos: M7RC Archive (Pitlane)

\* full info in Pitlane review '09 issue

RESULT: 22/23 August (BRDC)

	Mini Se7en	National Rd 7	10 Laps
1	46	Max Hunter	17:59.584
2	11	Ian Deviny	
3	35	Paul Spark	
4	85	Andrew Deviny	
5	23	Ricky Horne	
6	52	Nathan Burge	
7	22	Graeme Davis	
8	5	Dick Hunter	
9	82	Andrew Ruthven	
10	34	Anthony Towey	
11	60	Malcolm Keat	
12	91	Julian Affleck s	
13	69	Steve Trench	
14	48	Terry Barringer	
15	95	Julian Proctor s	
16	92	Kevin O'Shea s	
dnf	20	Darren Thomas	
dnf	8	Niven Burge	
dnf	9	James Coulson	
dq	3	Kane Astin	
FL		I Deviny	1:46.000 - 72.17 mph

	Mini Se7en	National Rd 8	10 Laps
1	46	Max Hunter	18:01.085
2	3	Kane Astin	
3	8	Niven Burge	
4	11	Ian Deviny	
5	35	Paul Spark	
6	23	Ricky Horne	
7	22	Graeme Davis	
8	9	James Coulson	
9	52	Nathan Burge	
10	82	Andrew Ruthven	
11	20	Darren Thomas	
12	60	Malcolm Keat	
13	85	Andrew Deviny	
14	91	Julian Affleck s	
15	69	Steve Trench	
16	48	Terry Barringer	
17	95	Julian Proctor s	
18	92	Kevin O'Shea s	
19	5	Dick Hunter	
dnf	34	Anthony Towey	
FL		I Deviny	1:46.000 - 72.17 mph
2.125-mile circuit			





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# From the Archives



## Croft

## 20 years ago: 1999

**THIS WAS THE M7RC'S THIRD STRAIGHT VISIT IN AS MANY YEARS SINCE CROFT CIRCUIT RE-OPENED IN 1997**

**National Mini Se7en: 4/5 Sept'**

## Hunt makes his Mark

A DECENT entry for the 1.0-litre class saw victory fall to Mark Hunt by an unusually large gap of 3.064s

Although Dave Braggins had set pole position ahead of Mark Hunt, those positions were reversed come the end of 10 laps, the latter extending his winning margin to over 3s at the chequer. Dave Barwell maintained third from his starting position, with Paul Thompson catching the eye after a fine run to fourth from the fifth row. Other familiar names still to be found in the M7RC paddock two decades later include Jason Porter, Dick Hunter and Mark Sims, while top novice that year was Paul Woodbridge, and whose son Glen makes his Se7en debut in 2019 •

RW

**National Mini Miglia: 4/5 Sept'**

## Curley's Croft cut short

WITH ONLY nine cars, you would think it will be a boring race - not so!

Croft, late in the season mean't only nine Miglias decided to travel to Yorkshire. Practice was the most

boring seen all year, the only highlight being the weather - which was hot! Colin Ellison only managed two laps before 3rd gear selector broke, then two laps later his teammate Julian Sole came in with the same problem. Peter Baldwin changed tyres, did one quick lap then cruised. Steve Bell also did one lap then cruised. Ian Curley also did one lap then came in, thanks to the pre-race testing he knew that lap was pole! The only cars using the session were Phil Manser, Tony Higgins and Mark Chandler.

Race - Curley led the way, Baldwin slotted in behind, then Bell and Hayman. Manser made a very bad start and was down to 8th. Starting lap 2 Peter went inside Ian to take the lead as they braked for Tower. Higgins was also a good starter - he was tagged onto Hayman. Lap 3, the race developed into close 2x2s as Curley chased Baldwin, Hayman chased Bell and Sole chased Higgins. Lap 4, all changed as Curley retook the lead into Clervaux, Peter tried to stay on the outside as Ian defended. At the same place Sole passed Higgins while Manser passed Chandler then Hig-

gins as he completed lap 4. From then on Baldwin showed more speed on the back of the circuit, but Curley stayed on a defensive line. For third place we now had four cars; Hayman's pressure paid off as he drove around the outside of Tower then side-by-side through Clark Curves to take third into Sunny. Sole had tried to follow Matt past Steve but left a gap which Manser dived into - Phil now fifth. Unfortunately Hayman's third place was shortlived. Lap 6, as he came out of Tower, the car jammed in 2nd gear allowing Bell, Manser and Sole past before Sunny. With only nine cars on-track Matt decided to try and finish the race as he approached Hairpin. Lap 7 he was caught by Chandler who had Higgins on his boot; Mark saw a small gap, so decided to dive in on a tight line into the Hairpin as Matt turned in on a wide line. Chandler was locked up at the Apex, making contact with Matt's front wheel, which in turn made Matt's wheel run over Mark's which launched Matt onto his roof. With two cars blocking the hairpin the red flags came out to end the race •

**M7RC mag, issue #5 1999/2000**



*Leading Miglia trio of Ian Curley, Peter Baldwin and Steve Bell (top)... Photo: M7RC Archive (J Carter)*

*...and front-running Se7ens (below) Photo: M7RC Archive*

### RESULT: 4-5 Sept' (BRDC)

	Mini Se7en	National Rd 11	10 Laps
1	97	Mark Hunt	17:42.270
2	5	Dave Braggins	
3	7	Dave Barwell	
4	12	Paul Thompson	
5	53	Niven Burge	
6	15	Jason Porter	
7	44	Oli Perrett	
8	94	Con McLaughlin	
9	13	Stuart Gray	
10	39	Paul Woodbridge	
11	22	Sarah Munns	
12	9	Simon Adams	
13	75	Daniel Johnson	
14	21	Denise Manderscheid	
15	72	Donald Brown	
dnf	8	Dick Hunter	
dnf	99	Mark Sims	
dnf	20	Rob Cullum	
dnf	63	Pete Weston	
dnf	32	Jonathan Hudson	
FL		M Hunt	1:45.152 - 72.82 mph

### Mini Miglia National Rd 11 5 Laps\*

1	1	Ian Curley	8:13.630
2	2	Peter Baldwin	
3	14	Steve Bell	
4	3	Phil Manser	
5	6	Julian Sole	
6	33	Tony Higgins	
7	56	Colin Ellison	
dnf	0	Matt Hayman	
dnf	22	Mark Chandler	
FL:		P Manser	1:36.934 - 78.99 mph

\* red flagged - result declared @ 5 laps  
2.127-mile circuit





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# 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



Croft

40 years ago: 1979

THE NORTH YORKSHIRE TRACK HAD A DIFFERENT LAYOUT BACK THEN, WITH THE 'MIGLIAS' DEBUT THERE IN JUNE, FOLLOWED BY THE 'SEVENS' 3 MONTHS LATER

National Mini 1000: 10 June

## Mini Migs' Croft debut

FOR THE first visit to Croft, the Mini 1000 cars didn't fail to disappoint, and it was reigning Champ' Phil Spurling who secured the inaugural winner's trophy

Surprisingly this was the first time that Mini 1000 cars had been to Croft and a good show they put on in celebration. Phil Spurling and Richard Belcher took turns in the lead and finished only 0.6s apart, with Spurling the victor. Third for much of the way was Roland Nix, who fought off an early challenge from Mike Fry to get within 0.5s of Belcher at the flag, taking fastest lap as he did so. Fourth at the finish was Martin Guidery after various dices, notably with Derek May who was fifth; Fry tangled with either May or Guidery which dropped him to sixth and bent his front bumper •

report courtesy Motoring News

National Mini 850: 9 Sept'

## Watts his name

A SMALL entry of Mini 850s were joined by several Modsports at the northerly venue, with victory in the

Minis going to Patrick Watts from Chris Tyrrell and Gary Hall

The last event was billed as the 850 Mini Challenge race, with the rest of the Renault 5s, but no Renaults appeared as they had all had a run with the prod-saloons. Instead two Elans, a GT6 and a Davrian came out. The real race, therefore, started down in fifth overall, Patrick Watts having an easy win over Chris Tyrrell who spoilt his chances by a last lap spin exiting the chicane. Gary Hall was third while Nigel Gaymer and Russell Grady had a race-long fight which was the high spot of the event with Gaymer just holding off Grady on every lap and over the line. The Mod Sports division went to Moore from Dickens with Steve Holden (GT6) third and Alan Ritchie (Davrian) fourth •

report courtesy Autosport



Mike Fry cocks a wheel ahead of Derek May during the first Mini 1000 race at Croft (left)

Graham 'Gramps' Woskett is seen kicking up the dust, although he was a non-starter at Croft (bottom)

Photos: courtesy Autosport

There were regular adverts for Leyland dealers in the motorsport press (below left)

Club mag was monthly (below)

\* full info in M7RC Archive 1979 issue



**FAST AND FURIOUS - IT'S MINI RACING**

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<b>UNIVERSITY MOTORS LTD</b> Church Street, Hydon, Norfolk Tel: 077-27 26611 <b>Leyland</b>	<b>SOUTHERN BROTHERS LTD</b> HARVEY ROAD, BOSTON, LINCS Tel: 0200-800000 <b>Leyland</b>
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<b>GREENS MOTORS</b> Salutation Square, Haverhill, Cambs Tel: 0427 4511 <b>Leyland</b>	<b>MARSHALLS (Cambridge) Ltd</b> Austin House, Jesus Lane, Cambridge Tel: Cambridge 0222 62211 <b>Leyland</b>

RESULT: 10 June (Nott's Sports CC)

Mini 1000 National Rd 6 12 Laps

1	1	Phil Spurling	16:48.4
2	58	Richard Belcher	
3	2	Roly Nix	
4	60	Martin Guidery	
5	5	Derek May	
6	4	Mike Fry	
7	68	Tony Wilson	
8	18	Bob Addison	
9	28	Peter Calver	
10	24	Ashley Bell	
11	7	Mike Wallaker	
12	73	Nick Lemon	

dnf 6 Chris Dobson  
dnf 75 David Huck

ns 8 David Abbott  
ns 14 Rick Cutting  
ns 25 Robin Morris  
ns 38 Keith Vinycomb  
ns 65 Graham Smith

FL R Nix  
1:22.5 - 76.36 mph (record)

RESULT: 9 September (BRSCC-N)

Mini 850 National Rd 14 10 Laps

1	5	Patrick Watts	14:44.3
2	3	Chris Tyrrell	
3	22	Gary Hall	
4	42	Nigel Gaymer	
5	8	Russell Grady	
6	55	John Williams	
7	41	Jonathan Lewis	
8	90	Geoff Cross	
9	37	Johnny Thorne	
10	78	Arthur Brown	

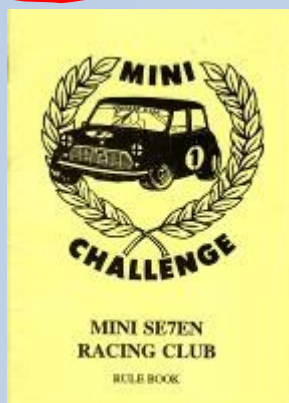
ns 2 Graham Woskett  
ns 34 Steve Taylor

FL C Tyrrell + P Watts  
1:27.4 - 72.08 mph (record)

1.75-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

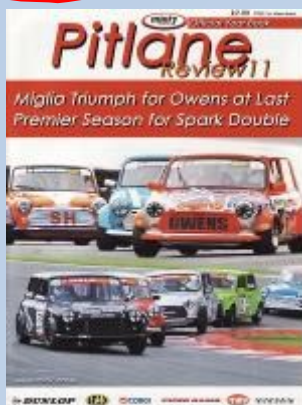
1983	Mike Fry (overall)
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### LYDDEN SERIES - 7 / MIG

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



## Archive Library



# ROLL OF HONOUR

## The Champions

### SOUTHERN/WINTER - SE7EN

1971 Mick Collard  
1972 David Sambell  
1973 Geoff Gilkes  
1974 Geoff Gilkes  
1975 Graham Wenham  
1976 Bob Addison  
1977 Richard Hamlyn  
1978 Jim McDougall  
1979 Roy Finlay  
1980 Gerald Dale  
1981 Richard Hamlyn  
1982 Chris Gould  
1983 Chris Gould  
1984 Chris Gould  
1985 Steve Mole  
1986 Bill Sollis  
1987 Bill Sollis  
1988 Guy Sims  
1989 -  
1990 Alan Rogers  
1991 Kelly Rogers  
1992 Kelly Rogers  
1993 Ian Curley  
1994 Kelly Rogers + Matthew Hayman  
1995 Dave Braggins  
1996 James Hayman  
1997 Alan Waite  
1998 Dave Banwell  
1999 Ian Deviny  
2000 Andrew Deviny  
2001 James Winnifrith  
2002 Andy Hack  
2003 Nick Tandy

### SOUTHERN/WINTER - MIGLIA

1979 Paul Rowland  
1980 John Meale  
1981 John Meale  
1982 Jim McDougall  
1983 Peter Moore  
1984 Mike Fry  
1985 Gerald Dale  
1986 Mark Jones  
1987 Mark Jones  
1988 Mark Jones  
1989 -  
1990 Tony Parker  
1991 Tony Parker  
1992 Chris Lewis  
1993 Jonathan Lee

1994 Dave Hancock  
1995 Peter Baldwin  
1996 Wayne Grayer  
1997 Tony Higgins  
1998 David Abbott  
1999 Jonathan Lewis  
2000 Kevin Mason  
2001 Kelly Rogers  
2002 Paul Brown  
2003 Martin Wager

### NOVICE AWARD - SE7EN

1973 Hugo Shipley  
1974 John West  
1975 Jeremy Wheatley  
1976 Chris Lewis  
1977 Tristan Batch  
1978 Rob Selby  
1979 Jonathan Lewis  
1980 Derek Miller + Peter Lawton  
1981 Mark Cinnamon  
1982 Barbara Cowell  
1983 Jeremy Omerod  
1984 Dave Banwell  
1985 Bill Sollis  
1986 Alan Jackson  
1987 Steve Cooper  
1988 Andy Hack  
1989 Bill Boyle  
1990 Niven Burge  
1991 Tim Stanbridge  
1992 Shaun King  
1993 Matthew Hayman  
1994 John Pearson  
1995 James Hayman  
1996 Paul Woodbridge  
1997 Sarah Munns  
1998 Tom Francis  
1999 Peter Weston  
2000 Duncan Emmett  
2001 James Loukes  
2002 Max Hunter  
2003 Lewis Selby  
2004 Alex Myall  
2005 Lee Jones  
2006 Ricky Horne  
2007 Thomas Knight  
2008 Neil Robins  
2009 Terry Barringer  
2010 Mike Rayner  
2011 Ashley Davies  
2012 Ross Billison  
2013 Justin Drury

2014 Shaun Tarlton  
2015 Lewis Fox  
2016 Leon Oli Window  
2017 Joe Thompson  
2018 Stephen Colbran

### NOVICE AWARD - MIGLIA

1973 Kelvin May  
1974 Gary Cashman  
1975 Colin Davies  
1976 Bryan Dugdale  
1977 Peter Calver  
1978 Paul Earley  
1979 Keith Vinycomb  
1980 Bryan Slark + Marco Del Pizzo  
1981 Gordon Pocock  
1982 Miles Johnston  
1983 Brian Quinn  
1984 Grant Munday  
1985 Mark Jones  
1986 Richard Collins  
1987 Owen Hall  
1988 Steve Holtom  
1989 Eamonn Moran  
1990 Bob Pearson  
1991 Jonathan Lee  
1992 Steve Blunt  
1993 Jonathan Lloyd  
1994 Nick Reynolds  
1995 David Lawrence  
1996 David McGuinness  
1997 Tony Higgins  
1998 Endaf Owens  
1999 Stephen Dalby  
2000 Adrian Young  
2001 Andrew Howard  
2002 Paul Simmonds  
2003 -  
2004 Phil Anning  
2005 Keith Allington  
2006 Paul Baird  
2007 Andrew Worsley  
2008 Owen Stinchcombe  
2009 Dave Drew  
2010 Mark Cowan  
2011 -  
2012 Iain Cameron  
2013 -  
2014 -  
2015 Ian Briscall  
2016 -  
2017 Alfie Brown  
2018 Richard Jessop





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



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



The range is now available to browse and purchase online.

[http://www.dread.cc/shop/category/mini\\_7/](http://www.dread.cc/shop/category/mini_7/)

Please take a look in the next few days

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

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



# KNOW YOUR RIVALS





**Mini Se7en Challenge**

# 2

[www.minispares.com](http://www.minispares.com)

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





**Mini Miglia Challenge**

# 0

[www.minispares.com](http://www.minispares.com)

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





**Mini Se7en S Class**

# 1

[www.minispares.com](http://www.minispares.com)

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





**Mini Libre**

# 9

[www.minispares.com](http://www.minispares.com)

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

## 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
37	Gareth HUNT
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
1	Max HUNTER
10	Nigel DAVIES
17	Nick CROYDON-FOWLER
31	Ian BRISCALL
44	Duncan EMMETT
45	Leon WIGHTMAN
47	Dan BUDD
49	Ross BILLISON
69	Steve TRENCH
84	Rob PEARSON
96	Stuart GILBY



## Mini Miglia

#	Driver
1	Aaron SMITH
11	Kane ASTIN
12	Wayne GRAYER
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
22	Stuart HORSFALL n
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
28	Bob HUMPHREYS
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
44	Darren MOON
45	Chris MORGAN
48	Lee DEEGAN
49	Martin WAGER
64	Alex OSBORNE
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
12	Richard SMITH
43	Dave EDGECOMBE
46	Steve MAXTED
56	Nick PADMORE
88	Kieren MCDONALD



## Mini-7 S-Class

#	Driver
706	Jo POLLEY
708	Scott KENDALL
715	Jonnie KENT
720	Ben CUTLER
736	Thorburn ASTIN
742	Ben BUTLER
760	Jack SHEARING n
765	Simon MARTIN
778	Charlie BRISKER
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
711	Rick SHORTLE
723	James BULL
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 n
149	Gary WARBURTON
171	Dan LEWIS
177	Peter CREWES
186	David FRANKS
474	Josh EVANS
500	Rob DAVIS n
616	Justin COOPER
122	Dave USHER
132	Brian DAVAGE
222	Ben BUTLER
241	Damon ASTIN
282	Pieter Van CLEEMPUTTE
666	Jonathan LEWIS





# MY GOAL? THE NEXT CHALLENGE.



Dunlop tyres are dedicated to real drivers. Those who push themselves to the limit, who never give up and most of all: enjoy the sheer passion of driving.

**SPORT MAXX RT**

 **DUNLOP**  
FOREVER FORWARD