

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 3



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

6
Croft
winners!

Mini Se7en:
New records

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia:
Even quicker

Thruxton Preview

- **Se7en: Thompson takes lead**
- **Miglia: Deegan & Smith tops**
- **S-Class: Kendall goes clear**
- **Libre: Advantage Davis**

Croft Report

Full results
Latest news
Technical updates
Runners & Riders

From the **Archives**
Tales of Thruxton



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IN THE BEGINNING...

For those of you 'starstruck' at the thought of sharing a paddock with the mighty TOCA package in 2019, then a little history lesson is in order - the links between the BTCC and the M7RC are closer than some may think. You see, the invite to Thruxton on 18-19 May is not the once-in-a-lifetime event that many may believe. For sure, the TV coverage and packed spectator banks are these days the equivalent of *The X-Factor* for UK motorsport, but there was a time, in perhaps a less commercial age, when the Minis could be found as a support act to the leading tin-top series. We have to go back before the Millennium, to the early '90s when TOCA hosted end-of-season 'Shootouts' at Donington Park, the first in 1992 at which the Miglias took part in a handicap race against Metros and Fords. The credit laps didn't quite go to form, and no one was more surprised to 'win' overall than Peter Calver in his Cherry Red 'Mini 30' lookalike. A year later and the presence of newly-crowned Indycar Champion, Nigel Mansell no less, drew a whopping 60,000 crowd to ultimately see the 1992 F1 World Champion knocked 'unconscious', after a clash of wheels with motoring presenter and ex-F1 racer Tiff Needell, saw his 'Red 5' Ford Mondeo off into the wall... The Miglias/Se7ens meanwhile had their own combined runout, Chris Lewis race-testing the proposed 1300cc engine spec due to replace the original 1-litre Miglia unit in 1994. Yours truly was the last Se7en home... There were half-a-dozen other meetings between the late '80s and early '90s, at Donington, Silverstone and Thruxton, and before that, one or two events in the early '80s when the series was then

known as the British Saloon Car Championship. It's also surprising just how many BTCC drivers originally cut their tin-top teeth in Minis, notably the likes of Steve Soper ('77 & '79 1275 GT champion), Patrick Watts ('79 Se7en champ'), Paul Taft, Richard Belcher, Dave Carvell and Alan Curnow ('75 Miglia champ'), while more recent M7RC members to try their BTCC hand include former Se7en/Miglia champ Ian Curley, Miglia S-Class titleist Jim Burrows and newly registered in Se7ens, Jeff Smith. The links don't end there, as longtime M7RC preparation expert Peter Vickers was the paint and bodywork specialist behind the hugely successful Listerine BMW M3s in the early '90s which went head-to-head with the Ford Sierra RS500s and Vauxhall Cavaliers. Conversely, legendary Mini tuning experts, Richard Longman and Jon Mowatt were still providing A-Series tuning skills to M7RC competitors while they themselves were winning in the major tin-top category back in the day. Not forgetting the huge, full-colour *Motoring News* feature a decade ago in which BTCC frontrunner Paul O'Neill tested three M7RC machines at Rockingham. But there's another good reason to feel proud about the M7RC's heritage in 2019: the 60th Anniversary of the Mini itself, a car that in the hands of John Rhodes and John Handley, *et al*, originally helped to create the saloon car racing phenomenon that is now the hugely successful BTCC as we know it today •

RW



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PREVIEW: National Challenge

Thruxton... 18-19 May...

ANY TRIP TO THE HAMPSHIRE CIRCUIT ALWAYS PROVIDES GREAT MINI RACING AND SO AN INVITE TO SUPPORT THE MASSIVELY POPULAR BTCC PACKAGE IS SURE TO APPEAL TO THE THOUSANDS OF SPECTATORS EXPECTED FOR A PACKED WEEKEND OF ACTION...

MINI MIGLIA

It seems that the 'leap of faith' introduction of 'stock' performance parts a couple of seasons ago has had a positive effect on Miglia numbers, as entries are now matching and, in some instances, surpassing those of the traditionally healthier Se7en registrations. What it has also achieved is regular trains of cars battling it out for the lead, as

was demonstrated at Croft last month. Both Lee Deegan and reigning champion, Aaron Smith, took a win apiece and come to Thruxton on equal points at the top of the table. In third overall, twice Miglia champ', Rupert Deeth will want to open his 2019 winning tally sooner rather than later, as will 2015 champion Kane Astin, while Colin Peacock and top historic F1 racer Nick Padmore have been first past the flag on more than one occasion. In his first season of

Miglias, Joe Thompson has immediately joined the front-running pace, including a win at the Silverstone Winter opener, so will be one to look out for. Dark horses who could also spring a surprise include Rob Howard and Chris Morgan, the latter a former 1.3i Mini ace. As ever, a host of seasoned Mini racers bring out their cars from time-to-time to join in what promises to be a landmark event for the M7RC, the likes of Niven Burge, Gordon Pocock and Wayne Grayer (a former Winter Miglia champion) having been watching from the sidelines for a few seasons, while another returning champ', Endaf Owens, has been preparing cars for several other people. Mini Miglias and the fastest circuit on the calendar - a potent mix guaranteed to entertain! •

PREVIOUS WINNERS:

2018	D Drew / A Smith
2014	R Deeth / K Astin
2012	P Baldwin / C Peacock
2011	E Owens x2
2010	P Thompson / D Drew
2008	P Baldwin
2007	A Hack
2005	P Baldwin
2003	P Baldwin
2002	B Sollis

Mini Libre

The 'Free Formula' category saw a battle royale at Croft in April, and the entry for this event promises more of the same. Rob Davis leads the standings after a double victory in North Yorkshire, but newcomer Josh Evans will be one to look out for after his pair of second places, both following recovery drives from the tail of the field. Justin Cooper lies third in the standings and will be hoping to add to his trio of victories from last season, while reigning class champion Phil Harvey will be looking to make up the points deficit after a double-DNF last time out. Of the rest, 2017 title winner Peter Crewes is a potential winner too in his 7-port machine, now fully straightened after its Snetterton prang last year, likewise Peter Hills in his re-shelled, 16-valve example. Steve Baker returns after a couple of outings in 2018, while another newcomer, Dan Lewis makes his debut in the category •

Libre Lap Record

Jonathan Lewis
Time: 1:30.104
Ave speed: 94.13 mph
Set: 3 June 2018
2.356-mile circuit



...PREVIEW: ...National Challenge

Thruxton 18-19 May



...FOUR RACES OVER THE TWO DAYS SHOULD PROVIDE PLENTY OF SUPERB FOOTAGE FOR THE ITV CAMERAS, HIGHLIGHTS FROM THE SATURDAY A PRECURSOR FOR BOTH SUNDAY ENCOUNTERS GOING OUT LIVE TO WHAT IS REGULARLY A HUGE ARMCHAIR AUDIENCE

Se7en
Lap Record
Paul Thompson

Time: 1:37.933
Ave speed: 86.60 mph
Set: 21 Aug' 2005
2.356-mile circuit

Mini-7 S-Class

At least a dozen cars are expected in the Se7ens' feeder category, led by 2018 class champion Scott Kendall, who must start as favourite after his opening brace of wins at Croft. Having also made the transition from 1.3i Minis, Connor O'Brien will be aiming to make up for a frustrating start to his National campaign, although two wins at the Silverstone Winter meeting in March show he has the pace. Jo Polley has been a regular podium visitor in her first season, another to have raced 1.3is, and modern MINIS too. Still 16 years old before the season began, Thorburn Astin will no doubt be looking to improve on his third overall in last year's standings, as well as retain the Graham Hill Trophy for Under-17s. Hopefully, novice Jack Shearing will have repaired his heavy Croft damage in time, while new faces include Ben Cutler and Damien Harrington •

S-Class Lap Record

James Bull

Time: 1:38.447

Ave speed: 86.15 mph

Set: 2 June 2018

2.356-mile circuit

MINI SE7EN

Arguably, the Mini Se7ens have been even closer than the Miglias, with more than one headlamp and wheelspat not in the same condition (or place) it started the race! Busier than most in 2019 is Joe Thompson, the old head-on-young shoulders driver attempting to emulate dad Paul's twin category campaign of a couple of decades ago. So far, he isn't doing too bad either, and goes into the Thruxton weekend a couple of points clear having taken a win and a second at Croft. His closest challengers have both won already, former BTCC racer Jeff Smith a Silverstone Winter round, while Dom Burger broke his duck last time out

having been edging closer to a top spot over the past couple of seasons. This trio will have to cope with several strong contenders, not least reigning champion Max Hunter who missed the opening rounds, but is always on the pace when health permits him to compete. Similarly, three-time champion Andrew Deviny will be in the mix, along with Spencer Wanstall, running a brand-new car this season, Darren Thomas and Leon Wightman, the latter carrying the

unique number #0 on his car to denote his three-race O-Plate success at Brands Hatch last November. Of the rest, Kieren McDonald, Lee Roberts and Gareth Hunt are all capable of running near the front, while the Se7ens also feature strength in depth, with a range of experience in the entry, from novice Glen Woodbridge, to Philip Gillibrand, the now retired judge out in his rebuilt car after several seasons planning a comeback •

PREVIOUS WINNERS:

2018	T Sanderson / D Thomas
2014	A Deviny / D Thomas
2012	P Spark x2
2011	P Spark x2
2010	P Spark x2
2008	P Thompson
2007	M Hunter
2005	A Deviny
2003	A Deviny
2002	T Sims



Photos: M7RC Archive (M Barrington + P Waller)


BARC/TOCA BTCC MEETING

"The Kwik British Touring Car Championship heads to Thruxton for the first of two visits this year, with rounds 7, 8 and 9 taking place this weekend. With events at Brands and Donington already in the books, the fastest circuit in the country is one of the standout events on the TOCA calendar... The TOCA support package will once again be in attendance but with a different feel to it, the Michelin Ginetta Junior Championship and the F4 British Championship certified by FIA – powered by Ford EcoBoost the only regular fixtures. Joining the fray for the weekend is the Protyre Motorsport Ginetta GT5 Challenge and the **Mini Se7en Championship**, the latter celebrating its 60th year of the iconic Mini and become the first category since the Super Touring Car Championship to join the well-established TOCA support package" •

www.barc.net


NEWS UPDATE NEWS UPDATE
SIGNING-ON/SCRUTINEERING...

To help alleviate stress over timings on Saturday morning, please note that Anita from BARC Admin' has kindly made herself available to take early driver sign-on registrations between 16.00 and 17.30 on Friday afternoon, in the Signing-On office next to the Scrutineering Bay. Similarly, to reduce vehicle movements in the paddock, the Scrutineering team will come to you in your awning space (it may even be possible to begin checking cars on Friday) but all drivers **MUST** be available with race kit for inspection. The 'special' Drivers' Briefing, which includes team owners/mechanics also, will be held in the Scrutineering Bay at 9 am on Saturday morning SHARP! •

www.m7rc.co.uk

TIMETABLE:

National Challenge Rds 3+4

18-19 May

Friday 17 May 2019

START	FINISH	DURATION	SESSION	CLASS
16.00	17.30	1 ½ hours	Signing-on	All

Saturday 18 May 2019

07.30	07.45...	15 mins...	Signing-on	All
07.45	09.00	1 ¼ hours	Scrutineering	Se7en + S
09.00	09.15	15 mins	Drivers' Briefing	All
09.15	10.30	1 ¼ hours	Scrutineering	Miglia + Libre
10.30	10.45	15 mins	Qualifying	Se7en + S
11.25	11.40	15 mins	Qualifying	Miglia + Libre
14.25	14.40...	10 laps	Race 1 (Rd 3)	Se7en + S
16.55	17.10...	10 laps	Race 4 (Rd 3)	Miglia + Libre

Sunday 19 May 2019

12.50	13.05...	10 laps	Race 8 (Rd 4)	Se7en + S
15.15	15.30...	10 laps	Race 11 (Rd 4)	Miglia + Libre



Following two free practice sessions before lunch and then qualifying on Saturday afternoon, the headlining Kwik Fit-backed British Touring Car Championship will feature three races on Sunday, the first at 12.10 followed again at 14.35 and then the third runout concluding the day's action from 17.15. With live TV coverage, timings will be strictly adhered to, and the paddock **WILL** be busy, so Mini competitors should allow plenty of time to be ready to go to the assembly area, as stragglers may miss the grid • *Image: courtesy Thruxton Circuit*



CIRCUIT LENGTH:

2.356 miles

Thruxton Circuit, Andover, Hampshire, SP11 8NN

Tel: 01264 882222

Email: info@thruxtonracing.co.uk

Driving there:

Thruxton circuit is readily accessible from both the M3 and M4 motorways - 1.5 hours from London, 2.5 hours from Birmingham. Once on the A303 follow the signs for Thruxton Circuit **ONLY**; ignore the signs for Thruxton village. Upon leaving the A303 follow the signs for Thruxton Circuit. Sat-nav users should use postcode SP11 8PN •

www.thruxtonracing.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!) <i>Cancelled!</i>
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 5+6	Brands Hatch GP	10-11 August (MSV / DTM support) new!
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: M7RC Archive (M Barrington)

NEWS NEWS NEWS NEWS

BRANDS HATCH GP TO FILL RACE CALENDAR



...ROUNDS 5 & 6 NOW PLANNED FOR AUGUST

Following detailed negotiations, the 2019 National Mini Challenge has finally been restored to a 15-round championship, with an invitation from MSVR to race on the full Grand Prix circuit at Brands Hatch on 10-11 August. Replacing the Silverstone MGLive! meeting, originally scheduled over the 15-16 June weekend on the Historic GP layout - but cancelled due to resurfacing work required before the British F1 GP and Moto GP events at the Northamptonshire

venue - the new National Rounds 5 & 6 at Brands Hatch will be on the support bill to the DTM (Deutsche Tourenwagen Masters), as the major German-based tin-top series visits the UK for its championship rounds.

With the National Challenge now back up to the original 15 rounds, the number of dropped scores from the final total will also revert to 4, as stated in the published 2019 Regulations, and effectively meaning that the best 11 scores may count. According to the *MsUK Blue Book*, the 2.4432-mile GP track limit at Brands Hatch allows for 46 start-

ers (that's other classes apart from single-seater racing and sports racing cars), with up to 55 allowed for qualifying, so entries will need to be on a strictly first-come, first-served basis, subject to championship regulations regarding guaranteed entries (refer to SR.2.1). The entry forms should be available soon, either online at www.mini7.co.uk or direct via www.msvracing.com within the next few weeks.

For the revised 2019 calendar, turn to page 7 where the full list of dates can be viewed •

Images: M7RC Archive
(C Watkins + M Barrington)



As in 2016, the M7RC will race on the full GP circuit at Brands, including iconic sections at Pilgrims Drop, Hawthorns, Dingle Dell, Sheene Curve and Stirlings

NATIONAL POINTS after Rds 1+2

MINI MIGLIA

1	48	Lee Deegan	39
2	1	Aaron Smith	39
3	23	Rupert Deeth	35
4	11	Kane Astin	34
5	80	Joe Thompson	32
6	92	Jason Porter	28
7	83	Colin Peacock	17
8	45	Chris Morgan	15
9	72	Rob Howard	15
10	37	James Cuthbertson	14
11	20	Mark Sims	13
13	69	Tony Le May	13
13	85	Sam Summerhayes	12
14	44	Darren Moon	11
15	17	Rick Jessop	9
16	64	Alex Osborne	0

MINI LIBRE

1	500	Rob Davis	20
2	474	Josh Evans	16
3	616	Justin Cooper	12
4	113	Phil Harvey	2
5	177	Peter Crewes	1
nc	126	Peter Hills	-

MINI SE7EN

1	4	Joe Thompson	39
2	28	Dom Burger	37
3	35	Jeff Smith	37
4	20	Darren Thomas	31
5	77	Andrew Deviny	30
6	94	Lee Roberts	29
7	95	Julian Proctor	24
8	39	Glen Woodbridge	21
9	0	Leon Wightman	17
10	2	Spencer Wanstall	17
11	22	Graeme Davis	14
12	38	Steven Hopper	12
13	63	Dave Robinson	9
14	37	Gareth Hunt	1

MINI-7 S-CLASS

1	708	Scott Kendall	40
2	706	Jo Polley	38
3	795	Stuart Gilby	34
4	733	James Bryan	31
5	760	Jack Shearing	19
6	736	Thorburn Astin	18
7	787	Connor O'Brien	16
8	796	Mark Chappell	16

Mini Se7en Novices

1	39	Glen Woodbridge	8
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Mini-7 S-Class Novices

1	760	Jack Shearing	4
2	733	James Bryan	4

Graham Hill Trophy

Under-17 S-Class

1	736	Thorburn Astin	2
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NEWS NEWS NEWS NEWS

M7RC SPOTLIGHT IN MOTORSPORT NEWS !

In its 24 April edition, the motoring weekly newspaper, *Motorsport News*, carried a major feature on the Mini Seven Racing Club. To mark the 60th Anniversary of the classic little car, the paper produced a 16-page pull-out supplement under the headline 'Sixty Years of Mini Glory', including sections on the rallying pioneers (Paddy Hopkirk et al); motorsport stars who began their racing careers in a Mini (James Hunt, Niki Lauda, Gerry Marshall, Colin McRae, Andrew Jordan, Nick Tandy...); and a look back to the recent epic Goodwood historic Mini event (Nicks Swift & Padmore, and Jonathan Lewis, etc) which *MN* also suggested could have been 'The Ultimate Mini Race'... That last point can be debated forever and a day, but more importantly, a whole page was dedicated to the M7RC. Entitled 'The Mini Series With A Long History', the piece included several pictures, a full listing of all the National champions, and insightful comments for the readers, from Aaron Smith, Kane Astin and Colin Peacock, the latter noting the much valued support of Dunlop and, more recently BARC. Compiled by *MN*'s Deputy Editor Stephen Lickorish, the much appreciated feature concluded with the following observation: "Given the success the Club has enjoyed over the years, you can be sure the iconic Mini will be a fixture on our circuits for many more seasons to come."

Amen to that! •



Image: courtesy Motorsport News

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

GILLIMIN RETURNS

A welcome name from the Club's past is due to make a return to the tracks at Thruxton, namely Philip Gillibrand who hopes to race the latest incarnation of 'Gillimin', in which older brother Frank first raced in Formula Mini-7 back in the late-1960s. Philip commented: "I have just collected my Mini Se7en after a body and engine/gearbox rebuild. I want to rejoin the Club as a competitor and start my first race in four years, at Thruxton on the 18-

19 May. I hope very much I can retain number 57 in memory of my late brother Frank and I hope my entry will be in time. I have a test day at Goodwood (subject to noise) and one at Castle Combe. I feel rusty and nervous because of the length of time since racing; getting older - I'm now retired - so despite having a good car thanks to Darren Thomas (who has been great in every way) please don't expect too much. Still, I'm looking forward to seeing everyone again and the friendly atmosphere" •

Photo: M7RC Archives (O Read)



PITLANE MAG 2019

The M7RC's annual, full colour, 72-page *Pitlane* magazine was released for the Awards evening in late January, so if you haven't yet received a copy there will be plenty available at 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 •



NEWS NEWS NEWS NEWS



MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 2_2019

RE: Scrutineering Updates for Thruxton

To all M7RC Members and Associates,

Following the opening National Challenge meeting at Croft on 13-14 April, the M7RC Scrutineering team have the following update and vehicle requirements for Thruxton on 18-19 May:

Thank you for your co-operation over the Croft weekend; what did we do?

We checked RIDE HEIGHT and WEIGHT after all qualifying and racing; carried out DIFF RATIO checks; COMPRESSION comparison checks - we will do this on a random basis, if you all have the same bore and stroke, and minimum unswept volume, then the readings should be very similar, if not then further investigation may be needed; FRONT CALIPER checks on the S-Class and some CARBURRETOR checks.

Around the paddock we looked at...

NUMBERS:

Please refer to **TR.5.17** and to **Motorsport UK 'Blue Book' section J.4.1...** Black numbers, classic font, min 23cm high x 3.8cm wide on a white background (class-specific 2019 Challenge door panels apply). For the front/bonnet numbers, the background may be oblong or round but must be white and have a delineating border outside of the numbers.

Your next meeting is as a BTCC Touring Car support, and televised. Please check your numbers are correct, all mandatory sponsorship stickers are fitted, and drivers' names are in the correct font and colour, to maintain a professional image for the Club.

HANDBRAKES:

On S-Class the standard handbrake in its original position, see **TR 5.11.1.4.*** On Se7en and Miglia, a mechanical handbrake **MUST** be fitted and work if only a single-circuit system is used (not needed if you use a dual-circuit system).

All cars, refer to **TR 11.1.5** and **Motorsport UK 'Blue Book' Q.19.5**, you should NOT be able to adjust brake balance whilst driving.

PADDING:

We noticed that some padding was missing on cages and on the steering columns. Please refer to **TR.5.3.3** re. cage padding and **TR.5.12.1.3** re. column padding - not a lot of you have column padding, it **WILL HURT** if your knees hit the column in an accident!

We think that will do to start with, but we will continue to check items over the season. Our aim is to keep you as **SAFE** as we can, and all the cars as **EQUAL** as possible.

Steve Wood / Julian Affleck
M7RC Scrutineering Team

Issued by:

Richard Williamson

Championship Coordinator - M7RC

Dated: 24 April 2019

**Note: post-issue of original bulletin...*

The Technical Sub-Committee (TS-C) will be meeting at Thruxton to further discuss handbrakes and gearshifts within Mini-7 S-Class, in line with the ongoing review of the M7RC Regulations and their wording and format for future seasons beyond 2019. Should a competitor still have any concerns on this matter, please contact:

TS-C Representative, Gareth Hunt garethhunt37@hotmail.co.uk, or

S-Class Drivers Rep, Ben Butler bwdecoratingservices@gmail.com

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



NEWS NEWS NEWS NEWS



CLASSIC MINIS TO BREAK RECORD?

A world record grid of period Minis is the bold claim for this summer's Silverstone Classic on 26-28 July, in celebration of the icon's 60th birthday. Fittingly 60 entries have already been received for the Mini Celebration Trophy presented by Adrian Flux, and with a maximum of 58 starters permitted on Silverstone's full Grand Prix circuit, there is a rapidly growing reserve list. The action is spread across all three days of the Classic, with a frantic qualifying session on Friday ahead of two unmissable 20-minute showdowns on Saturday and Sunday. The pre-1966 Minis are fitted with similar race-prepared 1275cc engines, all built to identical technical regulation, so the level of competition is likely to be feisty throughout the tightly-packed field. The global entry list is headed by proven Mini aces like Jonathan Lewis, Ian Curley, Bill Sollis and Nick Swift, who are joined by best-selling crime-fiction writer Peter James and a number of well-known BTCC racers including Jeff Smith, Michael Caine and Patrick Watts, as well as 2013 BTCC Champion Andrew Jordan. Encouraging all owners and enthusiasts of Sir Alec Issigonis' mini marvel to share in the spectacular Diamond Jubilee birthday party, a unique Mini Celebration Package is on offer, and includes an anniversary track parade on Friday, two adult tickets, a vehicle pass to the display area, plus entry into the track parade on the full Grand Prix circuit. Adult admission starts at £45 and allows access to racing paddocks, all open grandstands, live music concerts, air shows, Drive Live test drives, funfair rides and other family entertainment. A wide range of child, young adult and family tickets are also available, plus camping and hospitality options. Details: www.silverstoneclassic.com

Photo: courtesy Newspress

TV VOICE WITH MINI PEDIGREE



For those who regularly follow the British Touring Car Championship on TV, the voice of leading race commentator David Addison should be a familiar one. However, besides his in-depth knowledge of the BTCC and other regular televised motorsport series, what many people may not realise is that he also has first-hand experience of Mini Se7en racing. How come, you may ask? Well, if we rewind back almost two decades to the turn of the (21st) century, and there, in 26th position overall in the 2000 Dunlop Winter Se7en Challenge, is the very same David Addison. He had been invited to race the car of 1999 & 2000 Mini Se7en National Champion, Dave Braggins, for a double-header at Silverstone on 4

November and who, as was noted in *Motorsport News* in their recent 'Mini at 60' supplement, "...started - and finished - his two-race career in a Mini."

With that sort of pedigree behind him, those at home can hopefully look forward to some very knowledgeable, and positive, TV commentary for Thruxton on 18-19 May! •

Photos: M7RC Archive (C Watkins)



RALLYING TO THE CAUSE



Mini Pace car driver for the Croft race weekend was Peter Ellerby, who brought along his full rally-spec, Mk1 Cooper S replica, which he now mainly campaigns with the Historic Rally Car Register. Thanks

again to Roland Eckert and Mini Spares for their continued customer raffle prize, a popular incentive scheme that definitely adds a welcome point of interest to pre-race commentary! •

Photo: mbracephotography.co.uk

IN BRIEF

MINI ACTION AGAINST CANCER

Sub-Class racer Andy Dickinson took his car along to the 6th Mk1 Action Day at Blyton Park in Lincolnshire on 5-6 May, an interesting weekend of Mini-based track action and displays that also helped raise funds for Cancer Relief UK. Special guest was BMC racing legend Christabel Carlisle •

M7RC RACERS IN 24 HOURS OF C1

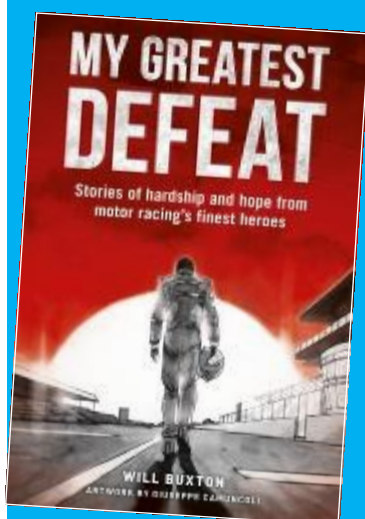
At the recent Silverstone 24-hour race for the (Citroen) C1 Racing Club's multi-driver series, a record 99-car entry saw some familiar M7RC names on board, Kieren McDonald in the 8th-placed overall team and Tina Cooper in a car featuring former Rollcentre owner Martin Short •

LIMITED EDITION POLO SHIRT

To commemorate the Club's landmark invitation to race alongside the BTCC at Thruxton on 18-19 May, a limited edition polo shirt will be available on the weekend. Price is £25 and it features both the M7RC and TOCA logos with 'Thruxton 2019' wording. A collector's item... •

READING BETWEEN THE LINES

A new 320-page motor racing book by Will Buxton, entitled 'My Greatest Defeat', is a collection of honest and revealing insights into 20 top racing drivers; legends of F1, Indycar, NASCAR, Le Mans and Rallying - "beneath the fire-proof suits and helmets, and beyond the heroics displayed on track, these modern gladiators are fallible and breakable..." Priced £19.99 •



RACE REPORT: National Rd 1

Croft...
13 April 2019...

NEAR-FREEZING CONDITIONS GREETED THE M7RC FOR THE OPENING 2019 NATIONAL ROUNDS AT CROFT, BUT SOME SIZZLING MINI RACING HELPED WARM THE COCKLES FOR THE HARDY SPECTATORS...



Joe plays it cool

Kendall heads S-Class

Four action-packed races and record speeds injected much needed 'heat' into a numbingly-cold meeting in North Yorkshire on 13-14 April, as the 2019 National Mini Challenges got underway on the newly resurfaced Croft circuit. First off on the Saturday afternoon were the Se7en/S-Class cars, a strong grid led away from pole by Joe Thompson, fresh from his impressive Miglia debut at Silverstone

a fortnight earlier. Dropped oil, mostly from a hole in Gareth Hunt's gearbox, interrupted the flow of a furious multi-car lead battle, but through it all Thompson kept a cool head to hold off Jeff Smith in second, the latter having started from the seventh row after qualifying out of session. Andrew Deviny pipped Dom Burger for the third podium spot once Spencer Wanstall's engine lost its water a couple of laps from

home, the all-new red car from the Rightline stables pulling off in a cloud of steam along pit straight. Darren Thomas survived a couple of grassy moments to finish 5th, with Lee Roberts and Julian Proctor next up on points, while novice Glen Woodbridge returned to the fray for a signature, 2 laps down having pitted mid-race. Joining Hunt on the sidelines were Graeme Davis and Steven Hopper, with Leon Wightman and Dave Robinson both missing the start, the latter's new car suffering a crank sensor glitch. From pole on the new-for-2019 'B grid', reigning S-Class champion Scott Kendall led from the start to rise to sixth overall (having qualified 8th overall in the timed session) with Jo Polley taking second in class three places further back. Novice Jack Shearing got the better of Stuart Gilby for third in class, the pair having a great duel dodging oil and scattered gravel! Novice James Bryan appeared in the ex-Kevin O'Shea car, now resprayed a base-layer grey, and turned in a respectable debut to 5th in class ahead of Mark Chappell who got caught out by the oil a couple of times. On the DNS list

were Connor O'Brien and Thorburn Astin, both requiring major engine surgery to make the following day's race. Both fastest laps were on record pace, even with the oil down! ●

RW

RESULT:

Race 1	Se7en / S-Class	12 Laps
1	4 Joe Thompson	21:12.227
2	35 Jeff Smith	
3	77 Andrew Deviny	
4	28 Dom Burger	
5	20 Darren Thomas	
6	708 Scott Kendall S	21:48.317
7	94 Lee Roberts	
8	95 Julian Proctor	
9	706 Jo Polley S	
10	760 Jack Shearing S	
11	795 Stuart Gilby S	
12	733 James Bryan S	
13	796 Mark Chappell S	11 laps
14	39 Glen Woodbridge	10
dnf	2 Spencer Wanstall	10 laps
dnf	37 Gareth Hunt	3
dnf	22 Graeme Davis	3
dnf	38 Steven Hopper	3
ns	0 Leon Wightman	
ns	787 Connor O'Brien S	
ns	736 Thorburn Astin S	
ns	63 Dave Robinson	
FL 7	D Thomas	1:43.477 - 73.93 mph
FL S	S Kendall	1:45.229 - 72.69 mph
Pole 7	J Thompson	
Pole S	S Kendall	
		2.125-mile circuit



Photos: P Waller

...RACE REPORT: ...National Rd 1

Croft
13 April 2019



Just enough Lee-way

First Libre win for Davis

The Miglia/Libre encounter closed the first day's racing, and what a belter it proved to be. Half-a-dozen cars were in with a shout before Lee Deegan hit the front. However, a slight off instantly dropped him back down the order before a superb recovery drive saw him work his way back in front once more to snatch the win ahead of reigning champ Aaron Smith. Qualifying was a mixed bag for the lead

duo, Smith setting pole despite a minor collision with a Libre, while a troublesome alternator restricted Deegan to a third row start. Meanwhile, Kane Astin eventually edged third in the race from Rupert Deeth, Colin Peacock and Joe Thompson, the latter emulating father Paul's double-category campaign of 2008. He qualified an impressive 2nd overall too. Former Mighty Mini champion Chris Morgan made his M7RC

debut in a smart pale blue Miglia, and ran well to 7th ahead of Club stalwarts Jason Porter and Mark Sims, with Sam Summerhayes rounding out the top 10 ahead of Darren Moon. Having run just behind the leaders, Rob Howard (gently) found the hairpin tyres on lap 8, while further back James Cuthbertson pulled off a few laps earlier and Tony Le May went out on the opening lap. Alex Osborne never even made it out to qualify following a con-rod failure in testing on Saturday morning. In the invitational Libre class, Rob Davis took advantage of an opening lap fracas to open up a clear gap, leaving Justin Cooper and reigning class champion Phil Harvey to give chase, before the latter ran wide and found the tyrewall. Newcomer Josh Evans meanwhile recovered from an early delay to edge out Cooper for second near the end. Having repaired the hefty Snetterton damage from last season, 2017 class champion Peter Crewes pitted when a broken valve head made rattly noises, while Peter Hills joined Osborne as a spectator after a chronic back pain worsened after testing. A combination of the

newly resurfaced track and exceptionally cold temperatures saw lap record pace, with Deegan's Miglia the fastest yet, and new boy Evans establishing the Libre benchmark •

RW

RESULT:

Race 1	Miglia / Libre	13 Laps
1 48	Lee Deegan	20:36.644
2 1	Aaron Smith	
3 11	Kane Astin	
4 23	Rupert Deeth	
5 83	Colin Peacock	
6 80	Joe Thompson	
7 45	Chris Morgan	
8 92	Jason Porter	
9 20	Mark Sims	
10 85	Sam Summerhayes	
11 44	Darren Moon	
12 17	Rick Jessop	
13 500	Rob Davis L	21:20.256
14 474	Josh Evans L	
15 616	Justin Cooper L	
dnf 113	Phil Harvey L	10 laps
dnf 72	Rob Howard	7
dnf 177	Peter Crewes L	4
dnf 37	James Cuthbertson	2
dnf 69	Tony Le May	0
ns 64	Alex Osborne	
wd 126	Peter Hills L	
FL M	L Deegan	1:33.705 - 81.64 mph
FL L	J Evans	1:35.933 - 79.74 mph
Pole M	A Smith	
Pole L	P Harvey	
2.125-mile National circuit		



Photos: P Waller

RACE REPORT: National Rd 2

Croft...
14 April 2019...



► Smith's sizzler ► Rob's on a roll

Sunday afternoon felt even colder to those outside of a 'cosy' race Mini, and red flag delays in other races served only to prolong the wintry wait. Minus the cars of Jessop and Crewes from the previous day's starters, the Miglia/Libre grid went first this time around, and once again several cars were on the front-running pace before it eventually boiled down to a straight fight between Deegan and

Smith. The lead changed several times before Smith made it stick, despite a last corner 'nibble' at the hairpin from Deegan, and just 0.118s was the difference at the flag. Terrific stuff! Deeth, Thompson and Astin were constant shadows for the final podium place after Peacock dropped out on lap 9. Porter again ran strongly just off the leaders to claim 6th, with Howard equally consistent in 7th having gradually

dropped the attentions of Cuthbertson who had made a good start to gain several places on his 7th row grid position. In the midfield, Moon, Summerhayes and Sims had all been running close together but one by one all dropped out with mechanical bothers. Morgan didn't make it beyond the opening lap, firstly getting well out of shape through the chicane onto the back straight before another off-course moment through Tower signalled a broken suspension part, thankfully avoiding anything solid. The Libre top three may have crossed the finishing line in the same order as the day before, but that didn't tell the whole story. Cooper and Davis initially traded the class lead in a thoroughly absorbing dice with Le May's Miglia. However, the recovering Evans – after another early delay avoiding a spinning car – gradually reeled in and passed them all, before Davis got back past as Evans' overworked tyres lost grip. Harvey meanwhile had managed to (mostly) straighten out Saturday's rear-end damage but a water leak brought him into the pits after 3 laps. The even cooler air temperature no doubt aided Thompson in

improving on Deegan's new Miglia lap record from the day before, likewise Evans who lowered his own best Libre time. All in all a terrific way to open the National season •

RW

RESULT:

Race 2	Miglia / Libre	13 Laps
1	1 Aaron Smith	20:30.959
2	48 Lee Deegan	
3	23 Rupert Deeth	
4	80 Joe Thompson	
5	11 Kane Astin	
6	92 Jason Porter	
7	72 Rob Howard	
8	37 James Cuthbertson	
9	500 Rob Davis L	21:22.212
10	69 Tony Le May	
11	474 Josh Evans L	
12	616 Justin Cooper L	
dnf	83 Colin Peacock	8 laps
dnf	44 Darren Moon	7
dnf	85 Sam Summerhayes	6
dnf	20 Mark Sims	4
dnf	113 Phil Harvey L	3
dnf	45 Chris Morgan	0
ns	17 Rick Jessop	
ns	177 Peter Crewes L	
ns	64 Alex Osborne	
wd	126 Peter Hills L	
FL M	J Thompson	1:33.326 - 81.97 mph (record)
FL L	J Evans	1:35.465 - 80.13 mph (record)
Pole M	L Deegan	
Pole L	J Evans	
2.125-mile National circuit		



Photos: P Waller + mbracephotography.co.uk

...RACE REPORT: ...National Rd 2

Croft
14 April 2019



Burgermeister Another pot for Scott

Photos: P Waller

For the final Mini race we were back up to 21 starters, with only Hunt's car missing. Sadly, we were soon to lose another before the race really got going, a safety car slowing the pack for a few laps while Shearing's S-Class was towed out of the barriers at the kink before Sunny In, heavily damaged at the rear but with the wheels at least rolling straight. Thereafter the Se7ens' lead battle was on record

pace, and when the chequered flag was waved after 11 laps it was Burger who secured his maiden victory in the formula by just 0.133s after a superb performance to get ahead and stay there. Thompson's second place was enough to take the series lead, as Jeff Smith edged out Wightman for third, the latter delighted to record a strong finish and further lower Thompson's 1-day-old lap record, having non-started the day

before. Behind them, Wanstall and Thomas overcame a clash at the Sunnys section to complete the top 6, the former having swapped engines overnight. Roberts was with them throughout to take 7th. Graeme Davis had also put in a spare unit and this time made it to the flag in 9th overall, with Deviny recovering from a late clash when in the lead squabble to salvage 9th in class. Hopper and Proctor had a close battle for 13th, with Robinson in 17th happy to bring it to the flag in one piece despite the handling still to be fully sorted. Once again, D&P team tenacity saw Woodbridge back out of the pitlane near the end to claim a finish having pitted when running well in midfield. In S-Class, honours again fell to Kendall by a clear margin, and with an even quicker lap time, but the chase behind saw a great effort from Thorburn Astin - up from the back row after a DNS on Saturday - who looked on for second in class before further gearbox issues allowed Polley to snatch back the place. After two seasons of the 'It Can Only Get Better' award, Gilby's luck appears to be on the up with a second finish

in a row, while a misfire frustrated O'Brien's progress, despite finishing ahead of novice Bryan, another sensible learning drive from him. Chappell pitted for good on lap 6 •

RW

RESULT:

Race 2	Se7en / S-Class	11 Laps
1	28 Dom Burger	21:33.302
2	4 Joe Thompson	
3	35 Jeff Smith	
4	0 Leon Wightman	
5	2 Spencer Wanstall	
6	20 Darren Thomas	
7	94 Lee Roberts	
8	708 Scott Kendall S	21:47.541
9	22 Graeme Davis	
10	77 Andrew Deviny	
11	706 Jo Polley S	
12	736 Thorburn Astin S	
13	38 Steven Hopper	
14	95 Julian Proctor	
15	795 Stuart Gilby S	
16	787 Connor O'Brien S	
17	63 Dave Robinson	
18	733 James Bryan S	
19	39 Glen Woodbridge	10 laps
dnf	796 Mark Chappell S	5 laps
dnf	760 Jack Shearing S	0
ns	37 Gareth Hunt	
FL 7	L Wightman	1:43.056 - 74.23 mph (record)
FL S	S Kendall	1:44.892 - 72.93 mph (record)
Pole 7	D Thomas	
Pole S	S Kendall	
2.125-mile circuit		



GALLERY:

Croft...



Photos: P Waller + M Jackson

...GALLERY:

Croft



Photos: P Waller + M Jackson



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TROPHY TALES

The M7RC has established many awards over six decades; here we recount another fine silverware selection...

THE FRED JACKSON MEMORIAL TROPHY

Both Mike and Alan Jackson need very little introduction, the West Midlands-based brothers a permanent fixture in the M7RC paddocks, hosting the Club stand and generally being on hand to help keep the show on the road. In their early Mini racing days, from around 1976, the Jackson team would be overseen by dad Fred, always helping out with setting up the tent, sorting tools for the race car or keeping a kettle on the ready for a needy brew, either for his sons or a neighbouring race team - Fred very much represented the ethos of Club racing, and in particular the friendliness of the M7RC in welcoming new members to the fold. When he passed on to the great 'Mini paddock in the sky', around the same time as the Mini creator himself, Sir Alec Issigonis, there could have been no more fitting tribute than an elegant bowl-design trophy to recognise a Club member, or members, who greatly contribute to the running of the M7RC with its ongoing appeal and friendly nature •



THE CHRIS INCH MEMORIAL TROPHY

The fable about 'the tortoise and the hare' is the classic example that a race winner isn't necessarily always the out-and-out quickest on the day. However, even if a driver misses out on the top step of the podium, recognition of an individual's 'perfect' lap to travel round a circuit faster than anyone else has always held great *cachet* in motorsport circles. Lap records can be found for nearly every Mini Se7en and Miglia race held, but only from around the early 1980s did the M7RC add them all up at the end of each season to see who had been quickest over a race lap more times

than anyone else. Having been a competitive racer in the Leyland Mini 1275 GT Challenge, ironically Chris Inch never quite achieved a M7RC fastest lap to his name but, following his untimely death from a heart attack while qualifying at Castle Combe in 1980, the Most Fastest Laps in the Challenges would become a fitting tribute for a dedicated Club racer who was also well known as an A-Series engine builder of some repute. His tuning skills continue today through son Paul Inch, himself a Miglia racer in 1982/83, and later in the MM 1.3i race series, thus continuing the family association with Minis and with the aim of trying to make them go faster than anyone else •

THE PETER TISDALE TROPHY PLATE

A former M7RC Chairman who also raced for several seasons too during the 1980s, Peter's name adorns what is actually a silverware salver, for the Best Turned Out Mini Miglia. With Slough Road & Race Parts backing adorning his early race cars, along with the similar versions of Mark Humphrey and Andy Mezulis, the SRRP/FUMin-named cars certainly turned heads with their multi-shade colour schemes, and so around this time the idea came about to recognise the efforts of a car builder or team in preparing a Miglia that stood out from the rest on the grid. Mind you, despite the attention to detail, a couple of Peter's once immaculate-looking cars still ended up as write-offs following heavy rolls, at Combe and Lydden, as current Membership Secretary Barry Payne remembers clearly - he was a mechanic on them! Peter handed over the reins of the Club in the late-1980s and moved to Cornwall with wife Kathy, later becoming mayor in his local parish. Rumour has it he still owns the last Miglia he raced, at the Mini 30th Birthday meeting, held at Silverstone in 1989... •



THE PHIL WEST TROPHY SHIELD

This award is something a little different to the majority of shiny metal trophies, being a wooden shield-shaped base on which an array of smaller metal shields are mounted, each with one or more winner's names etched into them. Like the equivalent Miglia plate award, this shield is in recognition of the Best Turned Out Mini Se7en, and first came about in the 1980s. Many a hard-toiling car builder, mechanic or driver back-up

team has deserved to share in this accolade of a particularly eye-catching race machine. As one of that select band of technically able helpers who ensure a race Mini is in the best condition possible, Phil West was a well-known face in the M7RC paddock for many seasons, as he was a regular fixture behind the neatly prepared Mini Se7ens of Peter Allen before the latter moved up to Mini Miglias. Sadly Phil is no longer with us but his enterprising spirit lives on in this highly regarded award •

Look out for further trophy tidbits in the next edition of...

Pit & Paddock



Pit & Paddock 2018

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2018: Issue 1



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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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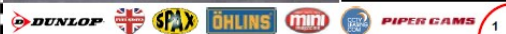
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Welsh Rare Hit!

Pembrey Reports
• Miglia double for Smith
• Thomas & Hunter win Se7ens
• S-Class to Graydon-Fowler
• Hills ahead in Libres
Snetterton Preview
Latest News
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From the Archives
50 years at Snetterton



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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
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5 decades at Thurston



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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
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Different destinations



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Miglia wins for Deeth & Peacock
Thompson & Deviny in Se7ens

Double Dutch Delight

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



Pit & Paddock 2018

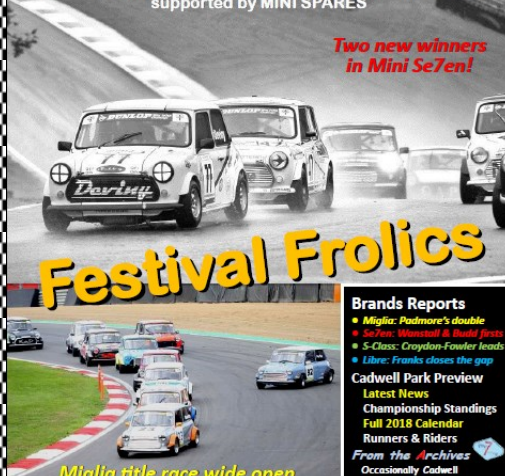
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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



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



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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
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Points update
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Half a century at Silverstone



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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
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From the Archives
'Winter Warmer' memories



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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



From the Archives

Thruxton



30 years ago: 1989

IN THE 15-ROUND NATIONAL CALENDAR, THE M7RC VISITED THRUXTON TWICE, AND BOTH WERE COMBINED RACES...

National Mini Miglia: 11 June
National Mini Se7en: 11 June

Collectively Cable; Cooper's got class

WITH A COMBINED race for the flat-out thrash around the high speed Hampshire track, the full-to-bursting grid was somewhat skewed in favour of the Miglias. Despite the packed field, the race was not quite up there with the best, Myk Cable taking a relatively calm overall victory in the 1-litres, likewise Steve Cooper in the depleted 850 class

A combined Mini Seven & Mini Miglia event followed the FF1600 curtain raiser but the action was not really up to the usual Mini standard. In the 1-litre section that went away from the grid first, Myk Cable and Mark Jones set the pace and soon pulled clear of a squabble between Ian Gunn, Steve Harris, Jeremy Wheatley, Gareth Mellin and Tony Parker. Cable pulled away from Jones over the first half of the race to take a relatively untroubled win, Jones trailing by 3 seconds, a long way in Mini racing! Wheatley asserted himself in third from Parker and Harris who rubbed wheel arches at the chicane on the penultimate lap. The Mini Seven half of the race was even more subdued and only 5

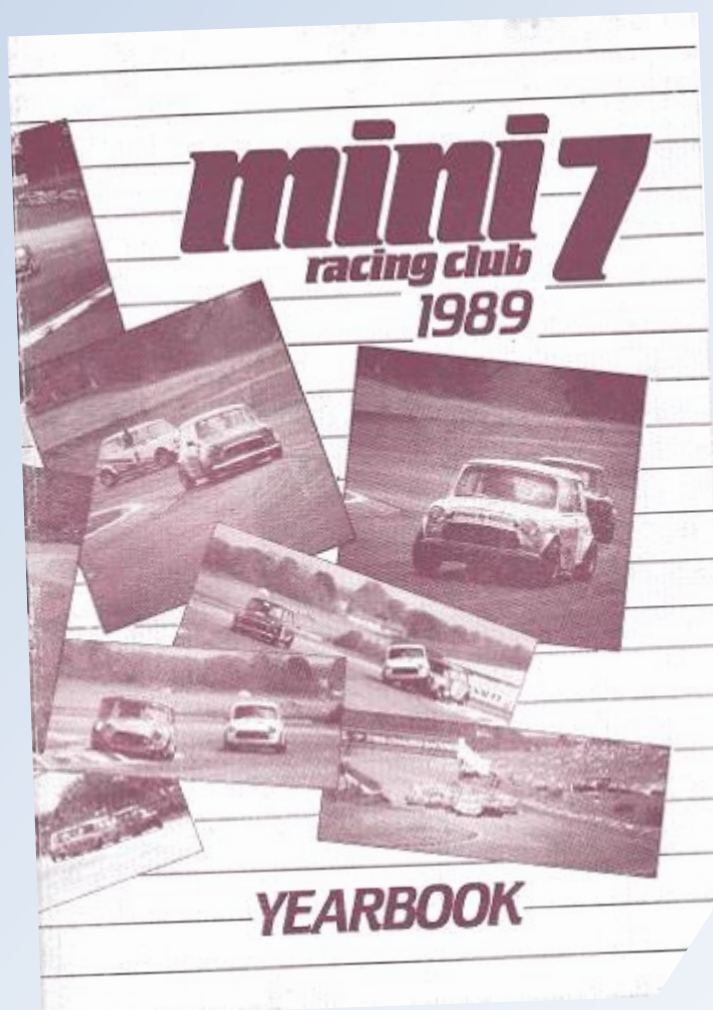
of the 10 starters finished. Steve Cooper was easily the best from a battling Rob Selby and Neil Johnson. Eian Riddiford almost beat them from a lowly grid position but was lapped by Cable at just the wrong moment, leaving his rivals to do another lap •

report courtesy Motoring News

Mini Miglia champion-elect, Myk Cable (above), won both races at the Hampshire venue
Photo: I Fraser Collection

M7RC Yearbook contained everything the Mini racer needed to know (below)

* full info in M7RC Archive 1989 issue



RESULT: 11 June (BARC)

Mini Miglia National Rd 7 10 Laps
(ran with Mini Se7en)

1	3	Myk Cable	16:22.84
2	5	Mark Jones	
3	101	Jeremy Wheatley	
4	106	Tony Parker	
5	88	Steve Harris	
6	144	John Percy	
7	30	Peter Calver	
8	11	Eamonn Moran	
9	181	Chris Harris	
10	17	Brian Jones	
11	65	Keith Vinycomb	
12	28	Derek Wells	
13	506	Brian Kippax	
14	108	Mark Stokes	
15	135	Tony Smith	9 laps

dnf	99	Mick Best	8 laps
dnf	67	Tony Foreman	6
dnf	4	Ian Gunn	5
dnf	6	Gareth Mellin	4
dnf	155	Paul Oates	2
dnf	501	Tim Wager	1
dnf	89	Peter Allen	1
dnf	73	Richard Pile	1
dnf	500	Richard Wager	0

ns	219	Richard Colburn	
ns	110	Steve Holtom	
ns	111	Chris Tyrrell	
ns	104	Paul Makepeace	

FL M Cable
1:36.78 - 87.63 mph

Mini Se7en National Rd 7 10 Laps
(ran with Mini Miglia)

1	31	Steve Cooper	17:45.42
2	24	Rob Selby	
3	16	Neil Johnson	
4	64	Eian Riddiford	9 laps
5	14	Mike Jackson	

dnf	94	Dan Wheeler	6 laps
dnf	586	Dave Braggins	4
dnf	10	Dave Banwell	1
dnf	121	Bill Boyle	1
dnf	103	Keith Broom	0

ns	70	Guy Sims	
ns	38	Bill Sollis*	
ns	75	Paul Brown	
ns	43	Marcus Wragg	
ns	38	Nigel Muskett*	
ns	76	Shaun Bugner	
ns	85	Graham Hatfield	
ns	98	Julie Armstrong	
ns	2	Bill Sollis* (ran as #38)	

FL R Selby
1:44.81 - 80.92 mph

2.356-mile circuit



From the Archives

Thruxton



30 years ago: 1989

...THE PROPOSED 1000CC UNIT TO REPLACE THE SE7EN 850CC ENGINE WAS RACE-TESTED AT THE CHALLENGE FINALE

National Mini Miglia: 8 Oct'
National Mini Se7en: 8 Oct'

Cable is the Champion; Jackson passes the test

ANOTHER MIXED race to close the National season, with action aplenty to keep the crowd on their toes - in Miglias, Myk Cable underlined his title-winning year with a close win, while Mike Jackson won the pulsating Se7en class from Russell Grady's test mule

Next up were the Minis, the Miglias and Mini 7s having separate races, but sharing the track. With poleman Peter Allen pulling

off on the first lap of the Miglia battle, Richard Wager took the lead only to pull off two laps later. This left Gareth Mellin at the front, but pressure from Myk Cable, coming through the field after a poor start, saw him claw his way past for the win. In the Mini 7s, Michael Jackson took a thriller of a race, a non-stop dice with Steve Cooper, Russell Grady and Neil Johnson. It was Grady's turn to lead into the Chicane on lap 8, but he clipped

the kerbs to let Jackson past, who then held off a tremendous challenge from the resurgent Grady •

report courtesy Autoport



Mike Jackson (left) won the thrilling Mini Se7en class battle in the 8 October combined race
Photo: M&A Jackson Collection / Ferret Photographics (S Jones)

M7RC stickers and landmark anniversary T-shirts were very popular (below middle); Austin Rover Mini Challenge sticker was a mandatory item (below)

* full info in M7RC Archive 1989 issue



RESULT: 8 October (BARC)

Mini Miglia National Rd 15 10 Laps
(run with Mini Se7en)

1	1	Myk Cable	16:24.11
2	506	Brian Kippax	
3	14	Ian Gunn	
4	6	Gareth Mellin	
5	101	Jeremy Wheatley	
6	269	Sean Tierney	
7	155	Paul Oates	
8	95	Phil Harvey	
9	74	Jamie Coles	
10	19	Bev Comber	
11	73	Richard Pile	
12	55	Ken Lyne	
13	5	Mark Jones	9 laps
dnf	111	Chris Tyrrell	7 laps
dnf	106	Tony Parker	5
dnf	108	Mark Stokes	4
dnf	500	Richard Wager	3
dnf	99	Mick Best	2
dnf	89	Peter Allen	0

ns	501	Tim Wager	
ns	505	Peter Sainsbury	
ns	135	Tony Smith	
ns	277	Gerard D'Amato	
ns	30	Peter Calver	
ns	11	Eamonn Moran	
ns	10	Steve Holtom	

FL G Mellin
1:36.68 - 87.72 mph

Mini Se7en National Rd 15 10 Laps
(run with Mini Miglia)

1	4	Mike Jackson	17:20.58
2	64	Russell Grady* (1000cc)	
3	3	Steve Cooper	
4	16	Neil Johnson	
5	70	Guy Sims	
6	43	Marcus Wragg	
7	586	Dave Braggins	
8	51	Paul Stafford	
9	66	Terry Pryce	9 laps
10	169	Steve Hart	9
11	2	Bill Sollis	7
dnf	24	Rob Selby	5 laps
dnf	110	Dave Banwell	5
dnf	57	Frank Gillibrand	2
dnf	127	Steve Martin	2

ns	121	Bill Boyle	
ns	64	Eian Riddiford*	

FL M Jackson
1:41.76 - 83.34 mph (record)

2.356-mile circuit



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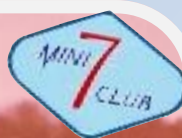
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From the Archives

Thruxton



40 years ago: 1979

A PACKED SCHEDULE FOUR DECADES AGO SAW NO LESS THAN FIVE VISITS DIVIDED BETWEEN THE 3 MINI SERIES

National Mini 850: 11 March

Watts on current form

THE OPENING Mini 850 Challenge of the season gave spectators the customary exciting battle throughout, victory going to Patrick Watts as his rivals slipped up

A typically closely-contested Mini 850 Challenge race featured a thrilling battle for the lead between Chris Tyrrell, Graham Woskett, reigning Champion Stephen Hall, Patrick Watts and Jim McDougall. Tyrrell seemed to have broken away slightly on lap 3, but a huge slide at the chicane on the following lap enabled both Watts and Woskett to pass. Then, a couple of laps later, both Woskett and Tyrrell spun in separate directions at the chicane and Watts was given the chance that he needed to break away and score a good victory with his Longman-tuned car. Woskett somehow regained the ground lost during his spin and clambered back up to second position with McDougall, Hall and Tyrrell all finishing within a couple of seconds •

report courtesy Autosport

National Mini 1000: 1 April

Gaymer gains an advantage

A WET TRACK and last race of the day was no deterrent to some good racing, with Paul Gaymer leading home a competitive Mini 1000 field around the fast Hampshire circuit

The track was awash for the Mini race. From the flag the field took off gingerly, David Abbott leading with Chris Dobson, Phil Spurling, Paul Gaymer, Mike Wallaker, Roland Nix and Freddy Heaney forming an orderly queue. On lap two Nix moved up to third

whilst Wallaker spun away down the field. Nix led on the third until Club - he rejoined in fifth behind Abbott, Spurling, Gaymer and Dobson. Undeterred he tried two laps later at Seagrave and nearly became part of the armco! Meanwhile, Heaney was working his way up the leading bunch and Abbott his way down, so at the finish it was Gaymer, Heaney, Nix, Dobson and Abbott •

report courtesy Motoring News

Even the battle for last place in Mini 850 was a humdinger, with Stockford, Castaldini and Hobbs dodging the kerbs (top); David Abbott leads the Mini 1000s on a soaking track (below)

Photos: J Parish Collection / Ferret Photographics (J Gaisford)

** full info in M7RC Archive 1979 issue*



RESULT: 11 March (BARC)

Mini 850	National Rd 1	8 Laps
1 5	Patrick Watts	14:48.66
2 2	Graham Woskett	
3 3	Jim McDougall	
4 1	Stephen Hall	
5 3	Chris Tyrrell	
6 22	Gary Hall	
7 11	Reg Armstrong	
8 82	Francis Taylor	
9 71	Bob Paige	
10 7	Julian Cutler	
11 17	Roy Finlay	
12 52	Nick Bailly	
13 64	Gary Coles	
14 10	John Love	
15 15	Martin Goodall	
16 16	Viv Church	
17 35	Barry Stockford	7 laps
18 57	Paul Castaldini	
19 53	Graham Hobbs	
dnf 55	John Williams	1 lap
dnf 80	Norman Allen	1
dnf 8	Russell Grady	1
dnf 89	Peter Allen	0
ns 36	Tom Hurn	
ns 37	Johnny Thorne	
ns 26	Julian Affleck	
ns 29	John Price	
ns 30	Terry Hudson	
ns 42	Nigel Gaymer	
ns 88	Chris Winter	
ns 91	Robert Bradley	
FL	G Woskett	1:46.83 - 79.39 mph

RESULT: 1 April (BARC)

Mini 1000	National Rd 1	8 Laps
1 3	Paul Gaymer	14:56.6
2 27	Freddy Heaney	
3 2	Roland Nix	
4 6	Chris Dobson	
5 8	David Abbott	
6 5	Derek May	
7 23	John Meale	
8 7	Mike Wallaker	
9 60	Martin Guidery	
10 14	Rick Cutting	
11 55	John Mitchell	
12 75	David Huck	7 laps
13 28	Peter Calver	
14 38	Keith Vinycomb	
15 43	Jeff Wovles	
16 44	Roy Kwei	
17 85	David Collins	
18 58	Richard Belcher	6 laps
dnf 1	Phil Spurling	7 laps
dnf 26	Colin Beckwith	3
dnf 73	Nick Lemon	3
dnf 18	Bob Addison	2
dnf 68	Tony Wilson	1
dnf 4	Mike Fry	0
ns 15	Mike Curnow	
ns 29	Mike Timbrell	
ns 46	Chris Hampshire	
ns 47	David Povey	
ns 52	Tony Edmonds	
ns 78	Brian Hill	
ns 17	Andy Devine	
ns 25	Robin Morris	
ns 49	Bob Sayer	
FL	F Heaney	1:46.9 - 79.34 mph
2.356-mile circuit		



From the Archives

Thruxton



40 years ago: 1979

WHILE THE MINI 850 HORDES HAD TWO NATIONAL RACES IN HAMPSHIRE, THE 1275 GT SERIES MADE JUST THE ONE VISIT, IN AUGUST

National Mini 850: 28 May

Grady makes the grade

IT WAS good to see the Mini 850 Challenge runners given a chance to shine on television for their 12 lapper - and while the battle for the lead was never exactly heart stopping the little tin-tops certainly kept the crowd entertained in the first race of the afternoon...

The BARC programmed only three events in support of their first Aurora round of the year, the first of these - a round of the Austin Morris Mini 850 Challenge - also scheduled to be televised live - 850 Mins in the wet certainly bring a new meaning to the word understeer and the number of excursions from the normal noted on the incident sheet was considerable. Star of the 12-lapper was undoubtedly Chris Tyrrell, running second in the championship before Monday's round. Starting from a back row grid position, he was halfway through the field within two or three laps and up to fifth by the chequered flag. While his progress was impressive, however, there were many close

battles down the field. Patrick Watts was the initial leader before slipping down to sixth and retiring; Jim McDougall then assumed the lead, but his Min expired at the Complex with much steam emanating from beneath the bonnet. The winner, then, was Russell Grady, who had been in the hunt throughout, but was still a mere 2.6 secs ahead of the battling Nigel Gaymer and Graham Woskett. Nick Baily finished a rather lonely fourth •

report courtesy Autosport

National Mini 1275GT: 27 Aug

Harris' third of the season

A THRILLING two-car lead battle in the Mini 1275 GT race concluded the

day's racing, with Steve Harris scoring another close victory over points leader Steve Soper

As the warm sun gradually fell towards Salisbury Plain the Austin/Morris 1275 GTs came out for the last race. Just 12 started, but it takes only two cars to make a race and this is just what Steve Harris and Steve Soper did, thrilling the large crowd with the dice of the day. The red and yellow Minis were bumper to bumper for the ten laps, the yellow car of Harris taking the win as they crossed the line. Peter Baldwin, in his third race of the day, was third, well down but safely home, which was more than six others managed! Most spectacular retirement was produced by Graham Wenham, who came off worst in a five-car 'let's all try



the chicane together' that sent him head first into the banking at high speed. The car was badly damaged but the driver was alright •

report courtesy Motoring News

The early battle for third in the Mini 1275 GT race on 27 August (left)

Typical chicane antics in Mini 850s - Gary Coles avoids the spun car of Bob Paige (below)

Photos: J Parish Collection / Ferret Photographics (J Gaisford)

** full info in M7RC Archive 1979 issue*

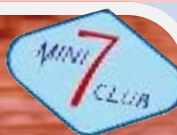
RESULT:		28 May (BARC)	
Mini 850	National Rd 7	12 Laps	
1	8	Russell Grady	22:18.26
2	42	Nigel 'Boot' Gaymer	
3	2	Graham 'Gramps' Woskett	
4	52	Nick Baily	
5	3	Chris Tyrrell	
6	35	Steve Taylor	
7	81	Tim Lester	
8	89	Peter Allen	
9	16	Viv Church	
10	72	Richard Hamlyn	
11	74	David Mabbutt	
12	60	Mike Rudd	
13	53	Graham Hobbs	
14	28	Chris Gould	
15	82	Francis Taylor	
16	30	Terry Hudson	
17	15	Martin Goodall	
18	93	John Barnard	11 laps
19	61	Edward Wells	
20	36	Tom Hurn	
21	57	Paul Castaldini	
22	97	Brian Allan	10
dnf	91	Robert Bradley	10 laps
dnf	9	Jim McDougall	10
dnf	11	Reg Armstrong	10
dnf	22	Gary Hall	9
dnf	94	Gareth Mellin	8
dnf	12	Eric Groves	6
dnf	80	Norman Allen	5
dnf	5	Patrick Watts	4
dnf	83	John Knight	3
ns	10	John Love	
ns	29	John Price	
ns	70	John Bailey	
FL		G Hall	
		1:48.45 - 78.21 mph	

RESULT:		27 August (BARC)	
Mini 1275GT	National Rd 12	10 Laps	
1	12	Steve Harris	16:42.4
2	3	Steve Soper	
3	9	Peter Baldwin	
4	20	Chris Lewis	
5	18	Nigel Bridger	
6	14	Melvyn Johnson	
dnf	7	Rob Lodge	7 laps
dnf	4	John Hopwood	6
dnf	26	Chris Inch	6
dnf	27	Malcolm Harrison	4
dnf	5	Paul Taft	0
dnf	11	Graham Wenham	0
FL:		S Soper	
		1:39.0 - 85.67 mph (record)	
2.356-mile circuit			



From the Archives

Thruxton



40 years ago: 1979

THE GRAHAM HILL MEMORIAL TROPHY, A THIRD M7RC CHAMPIONSHIP, WAS AIMED MORE FOR NOVICES AND THOSE NOT AMONG THE FRONTRUNNERS IN THE NATIONAL CHALLENGES; ENTRIES WERE FULL TOO!

Graham Hill Trophy: 3 Nov

That's the Kwei to do it; Allen's ahead in 850s

A PACKED Graham Hill Trophy grid provided a good spectacle, with Roy Kwei having just enough in hand over an inspired Keith Vinycomb for the Mini 1000 victory, and Tony Edmonds' fourth place enough for the title, while in the Mini 850 category Peter Allen

was miles ahead of class champion Tim Lester for the smaller capacity class win

The Graham Hill Memorial Trophy Mini race kept the reasonably-sized crowd happy, although Roy Kwei edged away at the front, and took a good win. Behind him though, and com-

ing very close at the flag, was Keith Vinycomb, who put in a storming drive after a first-lap spin at the complex. The Stoke Mandeville driver resumed in 11th position but then carved his way through the field most impressively - his fastest lap was almost 3 secs better than anyone else! In fourth place as he started the last lap, Vinycomb moved up into second



More Graham Hill Minis

The Graham Hill Memorial Mini championship will be run again in 1979 over eight rounds and with classes for 850 and 1000cc cars. Designed primarily for novices, the regulations are the same as those for the Austin-Morris Mini Challenge with the exception that any make of 10-inch tyre may be run. Competitors must be members of the Mini Se7en Club; registered for the Austin-Morris championship; must not have finished in the top 10 of the National championship for the past two years, must never have won a National Mini Challenge race;

must not have won (their) class in the National Mini series, or be considered a 'senior' driver by the Committee of the Mini Se7en Racing Club. These rules ensure that 'junior' drivers or those gaining experience only will be eligible although, if grid spaces permit, other non-scoring drivers may be permitted to start. The best seven results of any one competitor will be deemed as (their) total points score and points will be scored on a 10-9-8-7-6-5-4-3 basis for the first eight finishers with two points to all other finishers and one to all other starters. These points will be awarded in both classes.

courtesy Autosport

place and finished only 0.5 sec down on the winner. Keith Padmore took third spot, having literally barged Geoff Robson out of the way at the chicane on lap 7, with Tony Edmonds also demoting Robson before the finish to take fourth •

report courtesy Autosport

Peter Allen won the Mini 850 class in the Graham Hill Trophy race (left)
Photos: J Parish Collection / Ferret Photographics (J Gaisford)

Mini 1000s entertained up front;
Geoff Robson trims the chicane (below)
Photo: courtesy Motoring News

* full info in M7RC Archive 1979 issue

RESULT: 3 November (BARC)

GRAHAM HILL MEMORIAL TROPHY
Mini 1000 Rd 8 8 Laps
(run with Mini 850)

1	44	Roy Kwei	14:32.53
2	38	Keith Vinycomb	
3	56	Keith Padmore	
4	52	Tony Edmonds	
5	94	Geoff Robson	
6	23	John Meale	
7	28	Peter Calver	
8	81	John Heathcock	
9	69	Charles Hill	
10	73	Nick Lemon	
11	85	David Collins	
12	96	Bryan Slark	
13	86	Tim Cockle	
14	68	Tony Wilson	
15	89	Keith Calver	7 laps

dnf	29	Mike Timbrell	4 laps
dnf	53	John Simpson	1

ns	70	Nick Skegg	
ns	84	Pat Ingold	
ns	32	Paul Meale	

FL K Vinycomb
1:44.38 - 81.26 mph

Mini 850 Rd 8 8 Laps
(run with Mini 1000)

1	189	Peter Allen	14:51.61
2	181	Tim Lester	
3	153	Graham Hobbs	
4	186	Dick Hannay	
5	161	Edward Wells	
6	191	Robert Bradley	
7	102	Alan Lawrence	

dnf	105	Glennville Harrington	5 laps
dnf	126	Julian Affleck	4
dnf	172	Richard Hamlyn	3
dnf	146	Dave Facer	2
dnf	157	Paul Castaldini	2

ns	122	Gary Hall	
ns	160	Mike Hurd	
ns	193	John Barnard	
ns	138	Stuart Smith	
ns	100	John Lambe	
ns	132	Andrew Gurnham	
ns	137	Johnny Thorne	
ns	163	Tony Tapley	
ns	173	Mark Goldsworthy	

FL: P Allen
1:49.53 - 77.44 mph

2.356-mile circuit

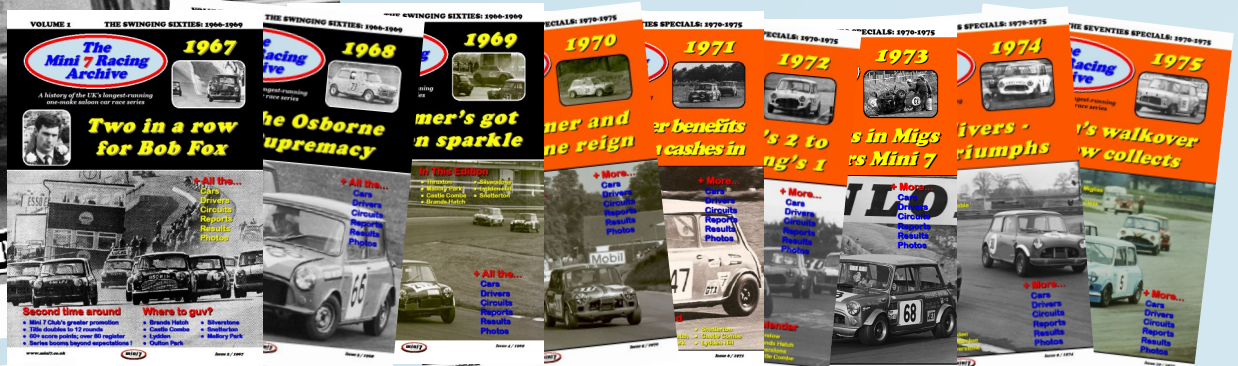


Mini Racing History

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:

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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

Thruxton



50 years ago: 1969

NEARLY 50 CARS SHOWED FOR THE OPENING NATIONAL CHALLENGE ROUND, MORE THAN ENOUGH TO CREATE A FINAL AND CONSOLATION

Formula Mini-7: 27 April

Open season...

HORDES OF Mini-7s turned up for the championship opener, with reserves getting a run in with the Free Formula 850cc event; Paul Gaymer belied his newcomer status with a fine overall win in the main championship race

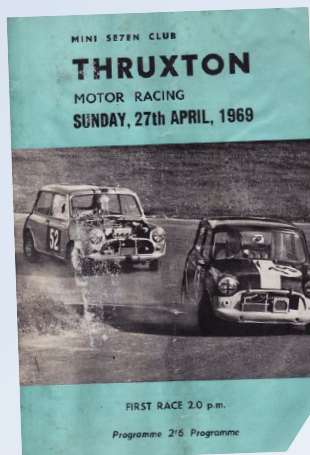
Formula Mini Se7en: The name of this race was the Synthetic Publicity Trophy, but with 28 howling Mini Sevens battling furiously there was nothing synthetic about the excitement. Paul Gaymer (Austin) took an immediate lead of five lengths over Graham Wenham (Morris) which he contrived to hold by virtue of a creditable turn of speed on the faster stretches despite some stirring manoeuvres by Wenham as he sought to narrow the gap at the Chicane and through the twists of Campbell, Cobb and Seagrave. The right to occupy third place became a five-cornered tussle involving John Digby, Mick Jones (Morris), Michael Rope (Claydon Mini), Clive Trickey in the *Cars and Car Conversions* car and Willie Dick (Poglespeed Mini); at one historic point in the proceedings the whole gaggle tried to negotiate the chicane line abreast, Trickey and Dick were leaning heavily on each other right through to the start line, and when a repeat of the trick was attempted on the next lap there was something

of a coming together at the exit which resulted in bits of body trim flying high from a screen of blue smoke, but, miraculously, all continued. Eventually Rope found himself some space and motored less breathlessly to third spot, while fourth place was decided at the 11th hour when Dick ousted Digby.

850cc Saloons: Again the pole man dominated things from flag to flag, this time in the person of Roger Friend (Morris Mini) to lead Dennis Fernie (Morris Mini) and John Thompson (Morris Mini) handsomely by Campbell; bringing up the rear was the usual hotly jostling gang trying their utmost to screw into a high spot, prime contenders in this category were Bernard Lingard (Mini), Bob Fox (Oselli Mini), Tony Parsons (Austin Mini) and Roger Widgery (Dunvale Mini). Fernie gradually eased away from Thompson who was caught and overtaken by Lingard on the fifth lap, and this simple happening started a battle royal between these two happy lads which culminated in Thompson

re-asserting himself by a slick piece of driving when he shot through the inside at the entry to the chicane on the last lap. Fox kept a trying Roger Emerson (Mayfield Mini) at bay throughout and the crowds were entertained in a lighter vein by the chicane antics of Tony Halse (Austin Mini) who persistently endeavoured to straighten the thing out •

reports courtesy Motoring News



Tigering Tonys! Parsons and Halse entertaining at Thruxton in the consolation race; note race numbers hastily added (left) - permanent numbers didn't catch on until the Leyland-backed years from 1976 onwards

On his way to 4th in the main race (below), Willie Dick's Poglespeed Mini entrant was one Steve Neal, founder of the Rimstock 100+ alloy wheel co. Photos: M7RC Archive (M Magee)

Programme cover shows race organiser as Mini Se7en Club (middle)

** full info in M7RC Archive 1969 issue*

RESULT: 27 April (M7C)

FM-7	National Rd 1	8 Laps
1	161 Paul Gaymer	14:22.2
2	162 Graham Wenham	
3	147 Mike Rope	
4	185 Willie Dick	
5	171 John Digby	
6	175 Mick Jones	
7	186 Graham Hows	
8	163 Clive Trickey	
9	182 Ian Scott	
10	169 Mike Smith	
11	173 Geoff Gilkes	
12	172 Michael Collard	
13	137 Len Brammer	
14	178 Evan Pringle	
15	165 Mike De Boeck	7 laps
16	183 Gideon Lloyd	
17	168 Paul Beckham	
dnf	140 Trevor Moore	
dnf	167 Terry Ross	
dnf	170 John Flack	
dnf	174 Danny Crosbie	
dnf	180 Brian Ashley	
dnf	184 Maurice Watts	
FL	P Gaymer	1:45.6 - 80.32 mph

FM-7	Consolation	8 Laps
<i>(run with Free Formula)</i>		
1	135 Dennis Fernie*	14.39.6
2	207 Bernard Lingard	
3	173 Bob Fox	
4	201 Rodger Widgery	
5	206 Anthony Parsons	
6	202 Anthony Halse	
7	145 Ray Kortlang	
8	205 Peter Shepherd	
9	149 Mick Bowring	
10	204 Richard Walden	
11	208 Ian French	7 laps
dnf	203 David Chester	
ns	187 Tony Banfield	
ns	188 John Holloway	
ns	189 Brian Coles	
ns	190 Martin Mounsey	
ns	191 Mick Osborne	
ns	135 Chris Tyrrell*	
ns	164 Roger Colson	
ns	166 Mark Shaw	
ns	176 Roger Layzell	
ns	177 Viv Church	
ns	179 Jim Burrows	
ns	181 Alan Reardon	
FL	B Lingard	1:47.8 - 78.68 mph
2.356-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)
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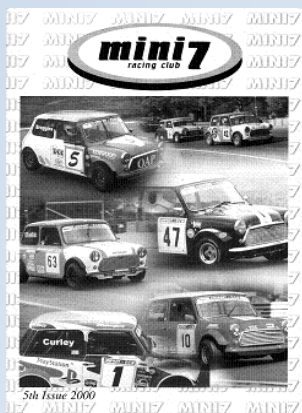
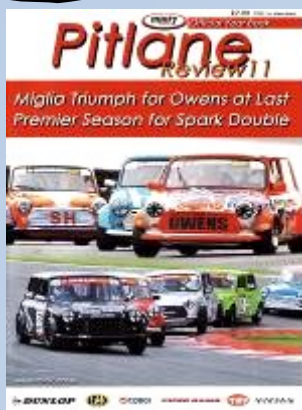
CASTLE COMBE SERIES

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

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

Archive
Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

SOUTHERN/WINTER - MIGLIA

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

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

NOVICE AWARD - SE7EN

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

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

NOVICE AWARD - MIGLIA

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



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



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



The range is now available to browse and purchase online.

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

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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www.mini7.co.uk

Mini Se7en

#	Driver
0	Leon WIGHTMAN
1	Max HUNTER
2	Spencer WANSTALL
4	Joe THOMPSON
18	Tina COOPER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
27	Leon Oli WINDOW
28	Dom BURGER
35	Jeff SMITH
37	Gareth HUNT
38	Steven HOPPER
39	Glen WOODBRIDGE n
49	Ross BILLISON
55	Darren EATON
57	Philip GILLIBRAND
60	Malcolm J KEAT
63	Dave ROBINSON
69	Steve TRENCH
71	Simon JONES
77	Andrew DEVINY
88	Kieren MCDONALD
89	Tom HARTWELL
94	Lee ROBERTS
95	Julian PROCTOR
10	Nigel DAVIES
17	Nick CROYDON-FOWLER
31	Ian BRISCALL
44	Duncan EMMETT
47	Dan BUDD
84	Rob PEARSON
96	Stuart GILBY




Mini Miglia Challenge

0

www.minispares.com

www.mini7.co.uk

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
53	Niven BURGE
56	Nick PADMORE
60	Endaf OWENS
64	Alex OSBORNE
69	Tony LE MAY
72	Rob HOWARD
79	Jon LEE
80	Joe THOMPSON
83	Colin PEACOCK
85	Sam SUMMERHAYES
92	Jason PORTER
99	Richard WAGER
6/81	Alfie BROWN
43	Dave EDGECOMBE
46	Steve MAXTED




Mini Se7en S Class

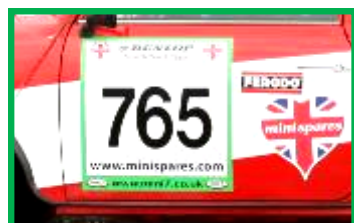
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Mini-7 S-Class

#	Driver
706	Jo POLLEY
708	Scott KENDALL
711	Damien HARRINGTON
715	Jonnie KENT
720	Ben CUTLER n
733	James BRYAN n
736	Thorburn ASTIN
742	Ben BUTLER
747	Kelvin EDGAR
760	Jack SHEARING n
765	Simon MARTIN
778	Charlie BRISKER
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
723	James BULL
746	Michael DRYDEN
766	Stephen COLBRAN
779	Andy DICKINSON




Mini Libre

9

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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 n
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



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